

# MOTOM SUPER SPORT

"Centaur" reports on this fascinating 4-stroke 3-speed moped from Italy

WITH their unusual and distinctive lines, the Motom mopeds quickly became a centre of attraction at the national show last November, when they made their debut in this country. The Farina-designed single beam frame is eye-catching enough, but the most interesting feature was the use of a 4-stroke engine instead of the more orthodox 2-stroke. A 4-stroke engine of only 48 c.c. is not new, of course, but it certainly is not common among moped power units. There are many arguments in favour of both types of engine; the 4-stroke engine has a greater power output over a wider range, is generally more robust, less temperamental, possibly more economical, but slightly more complicated and consequently more expensive than the 2-stroke engine.

Of the two models in the present Motom range we tested the more exciting Super Sport in preference to the Standard. In actual fact, there is little basic difference, both machines having a similar frame and engine. The Super Sport has a tuned engine for which the claimed maximum speed is 47 m.p.h., and a claimed fuel consumption figure of 225 m.p.g. The performance chart shows that we found both of these figures rather optimistic, but in fairness, it must be said that at 200lbs. the tester is rather heavier than the average rider.

## "Just Like Dad's"

From an appearance point of view, the Super Sport is unusual but not unattractive. Low slung—height is only three feet—it bears all the marks of contemporary Italian racing design. Any lover of machinery will lose his heart immediately on examining the beautifully compact engine, which I am tempted to describe as a perfect miniature model "just like Dad's." The standard of finish, particularly in the paintwork is excellent, and I was impressed by the obvious quality of the machine's components generally. The dimensions suggest that the designer had a rider of less elephantine proportions than myself in mind, although I did not feel cramped, except in the legs. I was glad to see that there is provision for fitting footrests to replace the pedals which would cure that discomfort; the pedalling mechanism is, in fact, entirely unnecessary, and is only used for starting the engine. If footrests replaced the pedals a spring-loaded kick start could be fitted to the pedal shaft.

With the low-slung engine, the comparatively heavy weight (100lbs.) and compact lines, the Super Sport has first class road holding and steering balance: It can be laid over almost horizontally—provided the speed is sufficient—without the slightest anxiety. The suspension is

## Specification

**Engine:** 4-stroke, overhead valve, air-cooled; 29 mm. bore x 40 mm. stroke = 48 c.c.; capacity; c.r. 8 to 1; output 2.60 b.h.p.; steel lined light alloy cylinder with separate head and built-in valve seats; positive piston pump lubrication with oil reservoir in crank case.

**Gearbox:** Three-speed, mesh gear, with single-plate dry clutch.

**Frame:** Patented single beam pressed steel with built-up pedal and saddle supports.

**Tank:** 1½ galls. capacity.

**Wheels and Hubs:** Full-width alloy hubs, with 18 x 2in. tyres and drum brakes, both handlebar operated.

**Equipment:** Horn; centre stand; tool kit; 0-45 m.p.h. illuminated speedometer set in headlamp.

**Dimensions:** Weight, 100lb.; length, 6ft.; height, 3ft.

**Finish:** Flamboyant red with black contrasts and chromium-plated fittings.

**Concessionaires:** Murray and Co. Ltd., 178, St. Stephens House, Victoria Em., London, S.W.1.

**Price:** £105 3s. inc. P.T.

## Performance

**Maximum speed:**  
Flying 1/10th mile, 40 m.p.h.  
Standing 1/10th mile, 21.8 m.p.h.

**Acceleration:**  
No pedal assistance.  
0-10 m.p.h., 2.5 sec.  
0-20 m.p.h., 5 sec.  
0-30 m.p.h., 12 sec.

**Economy:**  
At 20 m.p.h., 181.8 m.p.g.  
At 30 m.p.h., 129.8 m.p.g.

**Hill climbing:**  
Time for Hill: 1 min. 3 sec.  
Second gear throughout.  
Test hill 0.5 miles long; max. grad. 1 in 10; average grad. 1 in 16.

**Braking:**

	Front	Rear	Both
At 20 m.p.h.	24ft.	32ft.	20ft.
At 30 m.p.h.	43ft.	49ft.	39ft.

**Pedalling:**  
Maximum pedalling speed, 10 m.p.h.  
Comfortable pedalling speed, 5 m.p.h.

**Tester's weight:** 200lb.

**Conditions for Test:**  
Dry, slight wind (5 m.p.h.) along course.

firm, but equal to the worst road conditions, and what few shocks managed to pass the ingenious rear telescopic were absorbed by the comfortable racing-style saddle. Genuine clip-on handlebars are fitted, and allow plenty of hand room while giving the best steering control. A "racing" riding position must be adopted of necessity, but I found that even after considerable journeys of up to 100 miles or more, I felt no more discomfort than usual, particularly in the arms.

I did think that the braking, although satisfactory (see data) was not up to the standard of the machine in other fields. Applied individually, they seem to lack "bite" although together were, of course, fully efficient. Both brakes are operated from the handlebars, which means a double lever for clutch and front brake on the left. This is less convenient than a single lever, but is not a major disadvantage.

## Fastest Off the Mark

With regard to the performance of the engine, it was said earlier that the machine was probably intended for someone lighter than 200lbs. This would explain the impression I got that the engine was slightly overgeared, especially in top. Nevertheless, the acceleration figures of 2.5 sec. for 0-10 m.p.h., 5 sec. for 0-20 m.p.h. and 12 sec. for 0-30 m.p.h. are the best recorded for any model on road tests. The highest speed, 40 m.p.h., equals that of the previous fastest moped tested. A small but efficient silencer kept the exhaust note to a respectable murmur, with a satisfying crackle when the engine reached top revs.

The gear change I found to be temperamental.

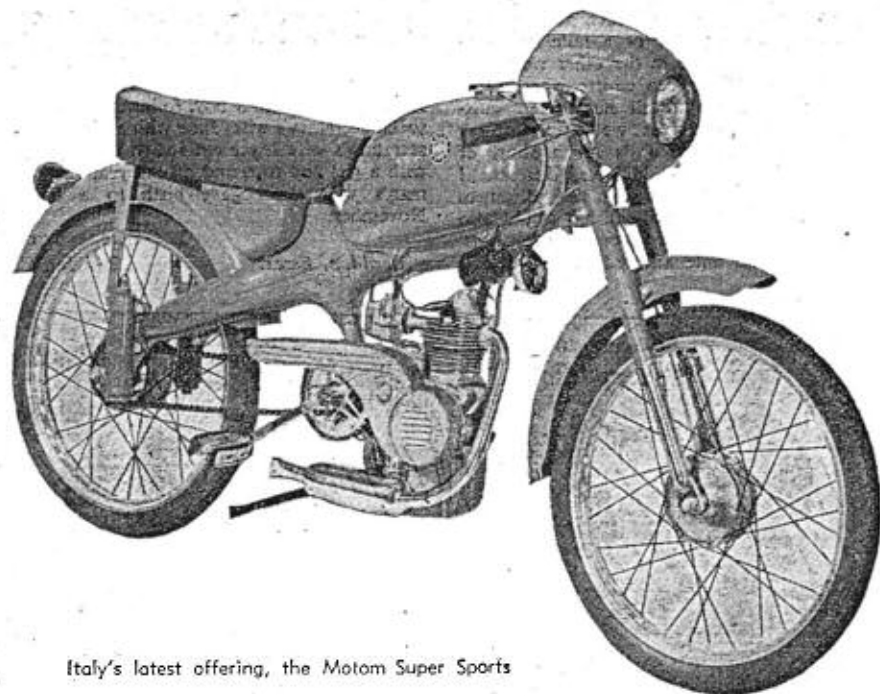
There are three positions for gears, plus a neutral position and a fifth position, beyond the third gear, for starting.

On the subject of servicing, although the separate components are not easily removable, the engine itself can be removed *en masse* in a matter of minutes. It is suspended from the vertical cross beam with only one other connection by way of a spring attached to the frame beneath the tank.

Lighting is as good as can be expected from an 18 watt generator.

A big sensible rear light is fitted which leaves no doubt in the minds of following drivers, and another point appreciated was the large clearly-marked speedometer. At night, internal lighting makes the figures perfectly readable. Other equipment includes a firm centre stand (spring loaded), a really big tool box, situated under the seat, which has a comprehensive set of tools, and would hold plenty of additional items.

Complaints? Naturally there were one or two points which I thought required improvement. For instance, there is no adjuster on the clutch cable; and the chain, although covered for half its length, is otherwise completely open to throw oil and water on to the rider.



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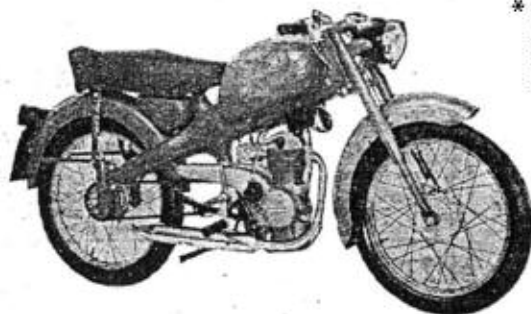
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\* MOTOM '60S, net weight 125lb., maximum speed 47 m.p.h. with a fuel consumption of 226 m.p.g. The four-stroke engine is overhead valve air cooled, 51 c.c. capacity, power 2.9 h.p. and a compression ratio of 8.2 : 1. Three speed mesh gear, foot gear change, kickstarter, telescopic front and rear suspension. 2½in. x 17in. tyres, drum brakes. Racing type saddle. Fuel tank 1¾ gallon capacity. Flywheel magneto-fed lighting system. Three beam headlamp, rear lamp with stop light and reflex reflector.

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MOTOM 48SS. This super sports model has a net weight of 100lb., maximum speed 47 m.p.h., fuel consumption of 225 m.p.g. The four-stroke overhead valve engine has the same qualities as in the Motom 48C.

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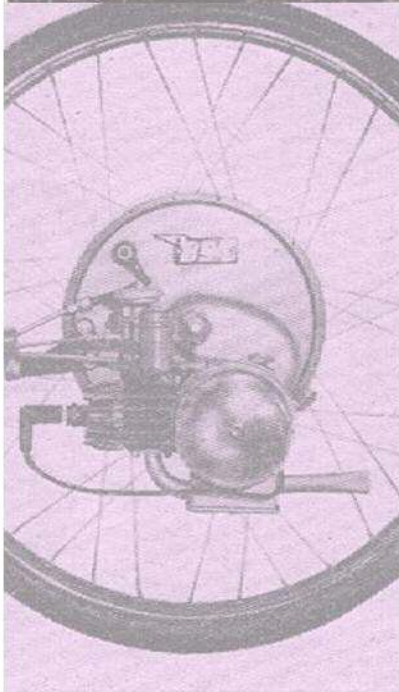
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