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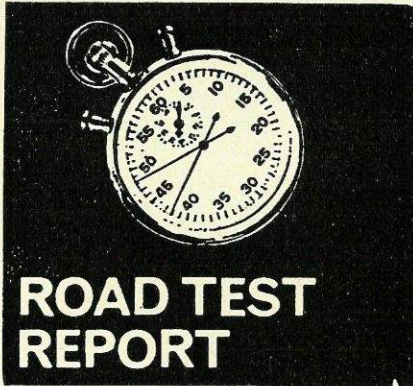
# THE SCOOTER POWER & PEDAL

with

AUGUST 1965, Vol. XIII, No. 9. One Shilling







**F**IRST impressions of the *Motobi* 48 cc. Scooter are that it is a cross between normal scooter design with just a touch of a light motor cycle in the 16 inch wheels. The whole is attractively designed with the usual Italian flair for a neat and clean finish.

The black motor cycle style headlamp is fitted with speedometer and a green warning light which is clearly visible when the lights are operating. A moulded Perspex windscreen is fitted to the handlebars with adjustable clips. Horn, lights, cut-out and throttle are operated from the right handlebar and the clutch and three speed gears from the left. Back brake pedal is located on the footboards.

The well-shaped legshields incorporate a small luggage hook and the footboards have rubber strips for rider's comfort and protection of the surface. Dualseat and neatly folding pillion rests are fitted as standard. Access to the petrol tank is gained by lifting the dualseat and a small tool bag is permanently fastened just behind the tank. The petrol tap and choke are fitted below the seat to the right. Telescopic forks at the front and rear suspension with swinging fork and hydraulic shock absorbers.

#### Engine Layout

The motor and gear box assembly is formed in a unique way, with the motor on the right and the gear box on the left of the machine. Connection is by a swingmounted tunnel containing the transmission shaft coupling the motor to the gear box and clutch. Final drive is by enclosed chain. This 48 cc. two-stroke also has the kickstart fitted on the left which is more than a little unusual.

Lights and horn are operated from switches on the right handlebar and are both efficient. All other controls are sensibly placed and easy to reach.

#### Roadholding

The 16 inch spoked wheels make a world of difference to the roadholding qualities of this machine. These large wheels give maximum safety and comfort when cornering at any speed and the scooter can be leaned over in true

hilly roads and found that almost all hills could be climbed in top gear. It was a case of straight up and over on all but the very steepest. Even on these, this little "tiger" would get half-way up before needing to change down. Starting on a steep incline, the *Motobi* would soon pick up speed and push its way to the top with little or no trouble.

I really cannot over-stress this remarkable pulling power and would suggest that this little scooter be re-

# MOTOBİ 48c.c. SCOOTER

*Little bike with amazing pulling power, tested by John A. Cade*

motor cycle fashion. Brakes are excellent and the machine will come to rest in a remarkably short distance. This was brand new and had rather tight controls. First gear is engaged by closing the throttle, drawing in the manual clutch and moving the grip to first gear position. Let out the clutch and the machine moves off. Changing up to second and third gear is by the same method.

#### Performance

It is difficult to remember that the *Motobi* power unit is only 48 cc. for it has ample pulling power. It has a fast get-away and general performance that would not disgrace a much larger machine. In towns the *Motobi* really comes into its own and is as nippy as many large scooters. It is on the open road that the small capacity of the engine shows itself. I found top speed to be about 42 m.p.h. and comfortable cruising speed around 35 m.p.h.

These machines are not really designed for much long distance riding and the top speed can be rather frustrating on a long journey. However, the scooter will happily do any amount of mileage—but at its own speed. In town, of course, you have as much speed as you could safely use.

Hill-climbing ability is truly remarkable for such a small capacity engine. We tested the machine on some very

named "Mountain Goat". It would certainly live up to the name!

Starting is simplicity itself. Open the fuel tap and, if the engine is cold depress the choke lever and use the kickstarter. After allowing the engine to warm up for a few seconds, just accelerate to slightly more than half throttle and the choke will automatically snap back into its running position. Choke is not needed when the engine is already warm and, in fact, the cold engine will start without choking but it takes a dozen or more kicks.

#### Gear Changing

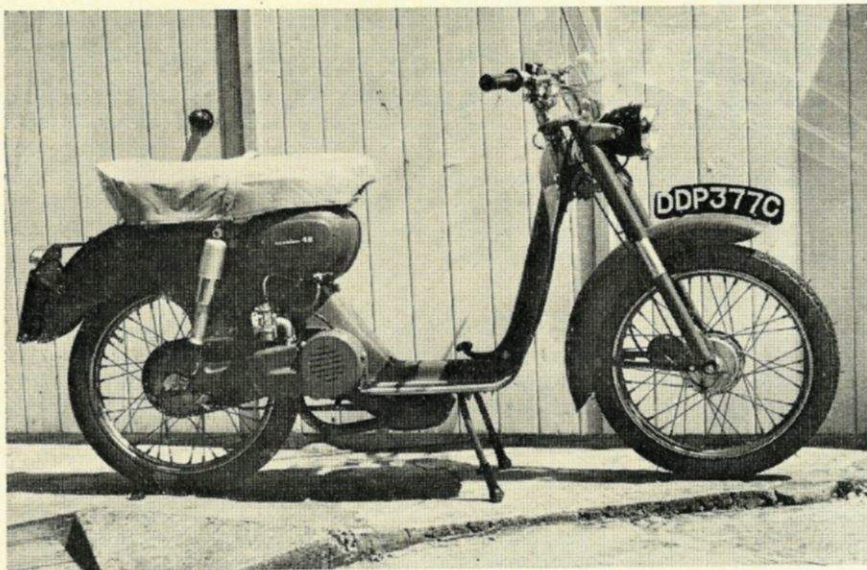
Gear changing on the *Motobi* is very smooth although the model we tested gives peace of mind particularly when riding in heavy traffic.

Being on the tall side, I found the riding position rather uncomfortable. After several long journeys hunched up on the machine I suffered from backache and stiff neck. In view of this, I couldn't recommend this *Motobi* for folk over the 5 ft. 8 ins. mark unless only short journeys were required. The dualseat is pretty comfortable and the springing reasonable. However, I found it essential to ride in a relaxed manner otherwise considerable jarring was experienced on really bad roads. I did not like the windscreen and found that this had a



tendency to flick rain up into the rider's face. If it is designed as a fly-screen, it does its job—certainly kills a lot of flies!

The *Motobi* was full of surprises not least of which was its carrying capacity. A pillion passenger makes very little difference to the pulling power and this is quite amazing with a capacity of only 48 cc. The extra weight does tell on long climbs but still this machine gets to the top in second gear. Passenger position is very good and the pillion rests, placed well back behind the engine cowlings, are



very comfortable. This also avoids the foot-jostling which is quite common when inadequate pillion rests are fitted.

#### Conclusion

For the lady rider—excellent. For general in-town use—couldn't be better. For tall men—not so good.

The *Motobi 48 cc. Scooter* is excellent value for money and is certainly one of the best little machines on the market.

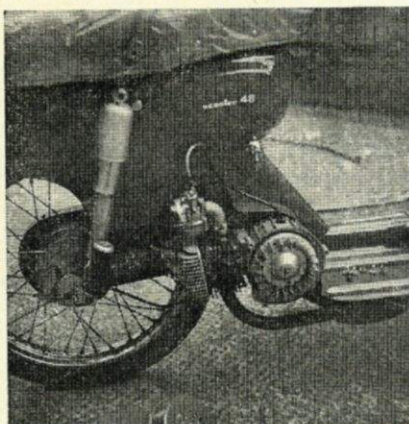
#### SPECIFICATION :

ENGINE: Single cylinder 48 cc. 2-stroke, Bore: 40 mm, Stroke: 39 mm, Compression ratio 6:1, B.H.P. 3 at 6,000 r.p.m.

FRAME: Steel tube, 7 pint tank.

SUSPENSION: Front telescopic fork, rear swinging fork and hydraulic shock absorbers.

TRANSMISSION: Multiple disc clutch in oil bath, 3-speed gearbox.



WHEELS: Tyres 16 x 2.25, expanding brakes.

ELECTRICS: Flywheel/magneto, 6 volt lighting, horn.

PRICE: £85 is. od.

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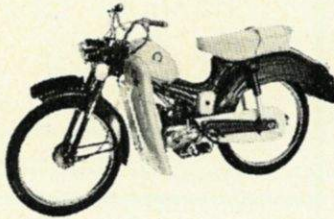


# The bike the press rave about!

## THE MOTOBİ AUTOMATIC

"Its real beauty lies in the easy-to-clean one-piece chassis, the ruggedness of its construction, and an engine that makes 'light pedal assistance' a thing of the past."—*Power & Pedal*.

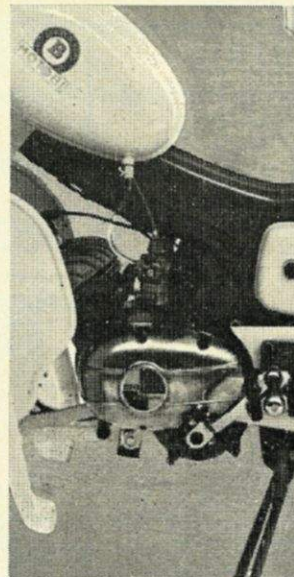
"An eye-opener in what power and handling qualities could be packed into a 48 c.c. machine."—*Scooter World*.



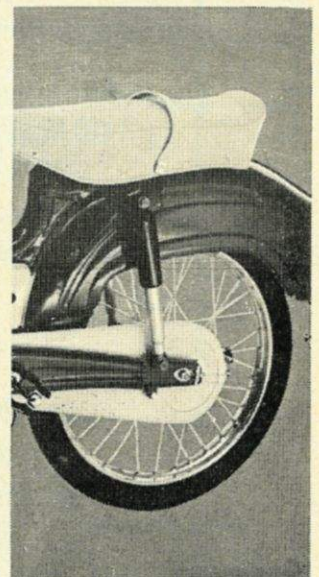
Automatic, 63 gns.  
3-speed de Luxe, 74 gns.  
Legshield, £3 15s.



**COMPARE:** 17w. dipping headlamp; fully-valanced mudguard; horn; tough legshield (extra); deep action forks—you can't buy better!



**NOTE:** Power from famous Italian "fifty", renowned for fantastic pulling; oil-cooled long-life clutch; easy-start carburettor.



**ENJOY:** Fully-sprung rear end; luxurious dual-seat; all-round chain guard keeping bike and rider clean; smart pressed-steel frame for style and strength.

# 100cc. power from a 50cc. engine!

## MOTOBİ FABULOUS 48

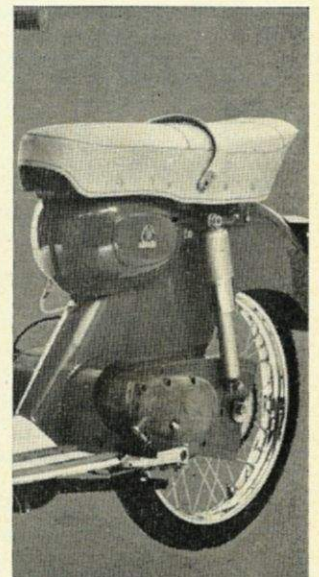
"These 50 c.c. scooters frankly amazed us—they climbed like cats and put up performances that would not have disgraced machines of double the engine capacity."—*Power & Pedal*. Fabulous 48, 81 gns. Also 98 c.c., 105 gns and 125 c.c. 110 gns.



**CHECK:** Easily-replaced legshield; speedo as standard; sensible-size wheels for infallible road-holding.



**TRY OUT:** Fan-cooled engine with high output at low revs; 3-speed gear box as used on 125 c.c. model; flat platform with clear legspace.



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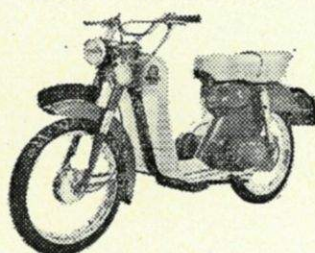
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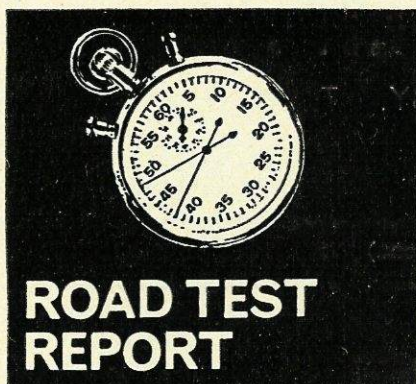
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**T**OUGHNESS and performance are the main characteristics of the current range of *Motobi* mopeds and the 3-speed model we have just tested is similar to the Automatic on which we reported last January in these respects.

In fact, the main components are the same, a pressed steel frame with its main beam and rear mudguard in one section, telescopic front forks and swinging arm rear, deep valanced mudguards and dualseat. The power unit itself is also common to both models and its helical geared primary

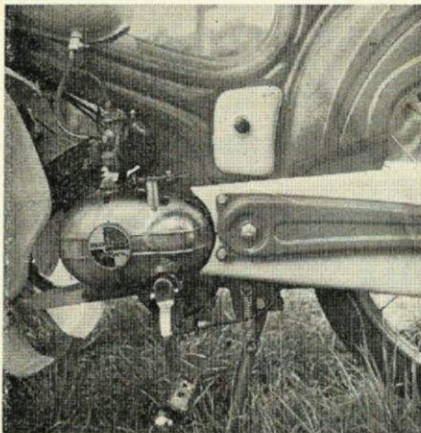


drive, but on the M3 there is a manually controlled multi-plate clutch and three speed gearbox with handle-bar change.

The engine/gear unit design is quite conventional but the transmission elements, particularly the clutch with its three lined and three steel friction plates, is massively built by 50 cc. standards and is obviously meant to stand fair wear and tear, misuse and neglect without trouble. Ignition and the direct lighting are by enclosed flywheel magneto and final drive is by enclosed chain.

A one gallon fuel tank is rubber mounted and secured by two bolts to the main frame member. The dualseat hinges forward and has beneath it a rudimentary toolkit in a plastic roll bolted to the mudguard top. The tyre pump on the test model was clipped to the inside of the legshield. Where it goes if the machine is bought without shield we do not know.

These plastic legshields, incidentally, have been designed and manufactured specially for this machine. They are excellent shields and also add to the appearance of the machine. Appearance is a strong point with these *Motobi* mopeds and they are certainly among the best looking models in the business.



# MOTOBİ 3-SPEED MOPED

*Lively Italian machine that  
is hard to beat*





Eighteen inch plated steel rims with 2.25-inch tyres are mounted on light alloy hubs incorporating the hand-operated front and back pedal operated rear brakes.

The engine can be kick or pedal started in neutral or pedalled away in any gear. A catch on the clutch lever enables it to be held out so that the machine can be propelled by its pedals through a choice of gears in the box, but at such terrific effort that it would be much easier to walk home!

#### Power

The outstanding impression about the current crop of *Motobi* engines is their remarkable output of usable power. Not only is there a maximum speed approaching 40 m.p.h. on the level, but the essential guts of the power unit makes itself felt all the way up the rev range. The unit is flexible enough to trickle along the High Street slowly and quietly when traffic conditions demand and from there a change down to Second provides all the acceleration any urban conditions permit.

Rather wide gear ratios, 26.9, 15.6 and 10.3 to 1., nevertheless provide ample overlap to allow for the rather deliberate changes required for smooth handling. Second gear gives a performance that is good enough for most mo-ped riders by itself with a range from 5 to 33 m.p.h. and almost all hills taken easily. When really working the machine can be heard and, in the middle of the rev range, felt in slight vibration, but when driven at half throttle or under the smoothness and silence are well up to the best current standards.

However, the ability of the willing engine and smooth clutch to take off easily on the steepest of hills is the advantage of the three-speed gear and acceleration through the gears from standstill to 30 m.p.h. is well above moped average.

Steering is above reproach with hands off riding safe and sure at anything over 10 m.p.h., including bumps. The saddle is hard by decadent British standards, i.e. normal Italian style and remains firm with two up riding. The riding position is very comfortable, the more so because the positioning of the petrol tank permits the knees to grip it firmly in motor cycle fashion. The recommended rear tyre pressure of 35 lbs. per sq. inch solo, seems rather high and it may be that the apparant hardness of the dualseat was really due to high tyre pressure after all.

#### Brakes

We found the front brake very efficient but the rear only moderate. The rear brake alone had little more than a slowing effect even when back-peddalling pretty hard. Front brake was, however, easily able to cope with any extra work required of it. Both brakes could be applied very smoothly and there was no hint of snatching.

Lights and horn worked well from switches on the right handlebar and the headlight has a useful green warning lamp easily visible from the normal riding position. The speedometer, conveniently mounted on the headlamp, gave a little trouble. The needle tended to swing about like an undamped compass and it was difficult to get an accurate reading.

The *Motobi* legshields gave complete protection even in really heavy rain and are extremely well designed. This cuts out the need for waterproof overtrousers.

In theory a moped with a one gallon tank is unlikely to run out of petrol but, in practice, we ran out and had to push the machine for some three miles. Of course, you could pedal but this would be too much like hard work. How simpler to have a reserve. Just a couple of thimblefuls would be enough to make the next filling station.

This is a sound, solid and obviously reliable moped with all the quality

and technical knowhow of the famous *Benelli* factory behind it.

—Ex-motorcyclists will like its feel and handling and appreciate the performance of this very efficient 50 cc. engine. For most riders we think the automatic model is likely to have a greater appeal but the many who actually like gearboxes and those in very hilly country who need the range of gearing three speeds provide, this one will be a safe choice.

On looks, handling and sheer mechanical strength it would be very hard to beat at anywhere near the price.

#### SPECIFICATION:

ENGINE: 48 cc. 2-stroke, Bore: 40 mm, Stroke: 39 mm, Compression ratio 6:1, B.H.P. 2.5 at 6,500 r.p.m.

FRAME: Pressed steel monocoque, 1 gal. tank.

SUSPENSION: Front telescopic forks and swinging arm rear.

TRANSMISSION: Manual clutch, 3 speed gearbox, chain final drive.

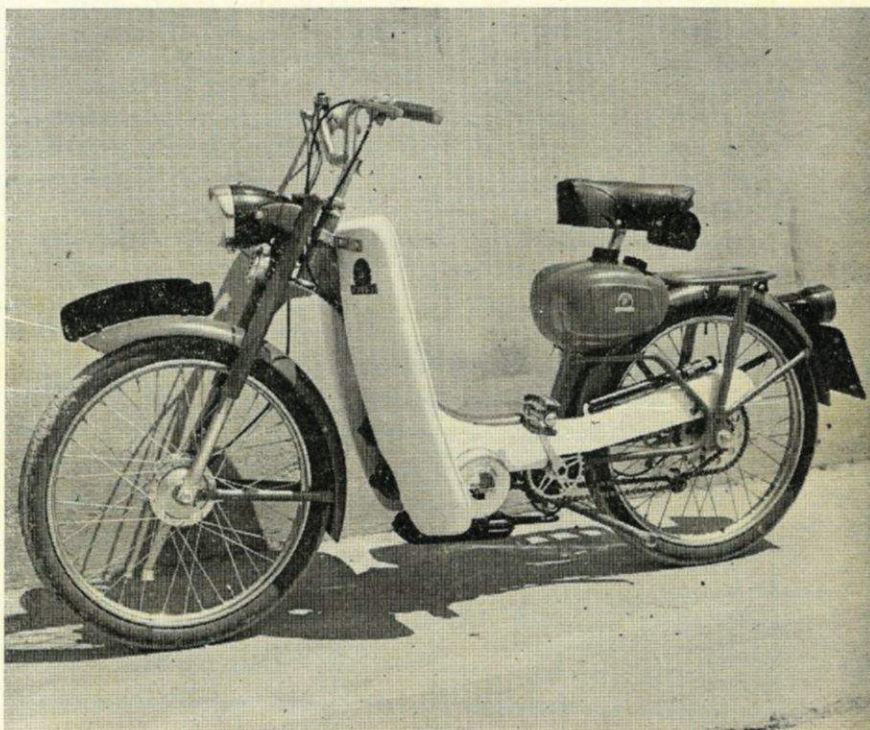
WHEELS: Tyres 18 x 2.25, expanding brakes.

ELECTRICS: Flywheel/magneto, 6 volt lighting, horn.

PRICE: £77 14s. od.

CONCESSIONAIRES: Europa Imports Ltd., 63-65 Reading Road, Pangbourne, Berkshire.

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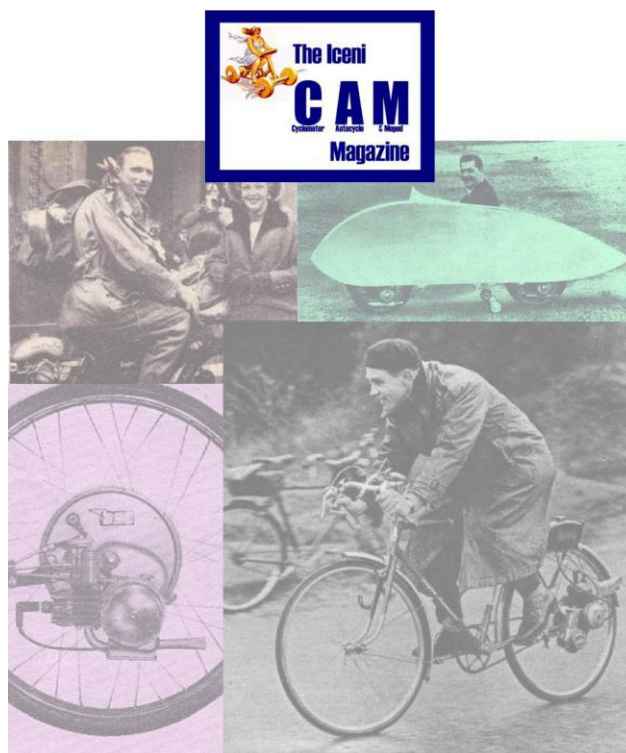
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