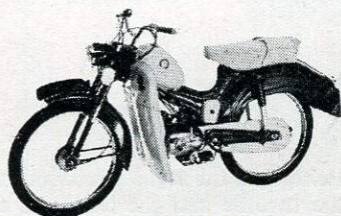


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"Its real beauty lies in the easy-to-clean one-piece chassis, the ruggedness of its construction, and an engine that makes 'light pedal assistance' a thing of the past."—*Power & Pedal*.

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



Automatic, 67 gns.
3-speed de Luxe, 77 gns.
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...and now THE MOTOBI "MINI 16" AUTOMATIC



MOTOBI MINI 16

ENGINE: 48 c.c. 2-stroke, bore 40 mm, stroke 39 mm, B.H.P. 2.5 at 6,000 r.p.m.

FRAME 8: Monobeam, 1 gallon petrol tank, adjustable saddle and handlebars, min. height 29½ in., max. height 35 in., rear

carrier.
SUSPENSION: Front telescopic forks, rigid rear.
TRANSMISSION: Fully automatic, chain final drive.

WHEELS: 2.25 x 16. 4 "Diameter" brakes full width hub.

ELECTRICS: 17-watt lighting, electric horn, dip switch, cut-out button.

WEIGHT: 85 lbs.

PRICE: 62 gns.

EXTRAS:
Leg shield £4
Pannier Bags £3 17s. 6d.

SEE THESE NEW MODELS NOW!



MOTOBI 98 c.c. & 125 c.c. SCOOTER

ENGINE: 125 c.c. (De-Luxe) 2-stroke. Bore 54 mm, Stroke 54 mm. B.H.P. 4.5 at 6,000 r.p.m. Compression ratio 6.6 to 1. 98 c.c. 2-stroke. Bore 48 mm, Stroke 54 mm. B.H.P. 3.7 at 6,000 r.p.m. Compression ratio 6.8 to 1.

FRAME: Pressed steel Monocque.

SUSPENSION: Front — Leading Link. Rear — Swinging arm.

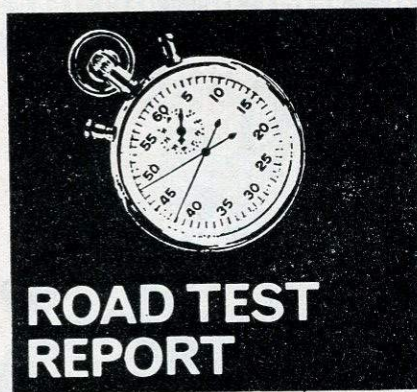
TRANSMISSION: 3-speed. Hand change, chain final drive.

WHEELS: 2.25 x 16. Full width Hub brakes.

ELECTRICS: Flywheel magneto. Lighting, direct 17 watt dipping.

WEIGHT: 165 lbs.

PRICE: 98 c.c. 105 gns.
125 c.c. 110 gns.



an ideal
little mount
for
beginners

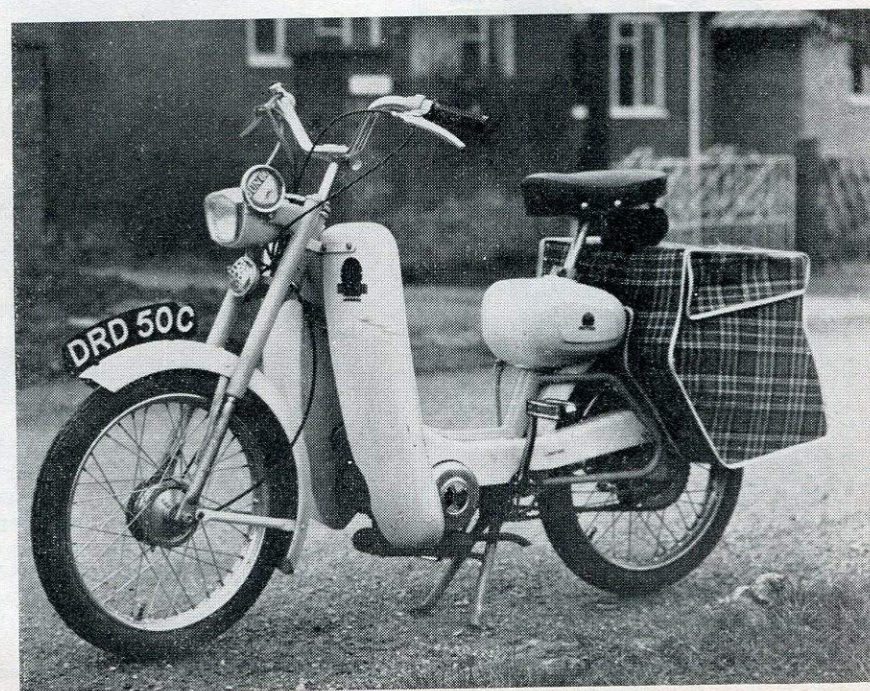
weather protection afforded by the handsome legshielding is up to scooter standards and the open pressed steel frame makes mounting and dismounting easy in any kind of clothing, masculine or feminine. Yet all the moped advantages are retained, the familiar bicycle feel, the easy pedalling position and the simplicity of control that add up to a machine that requires no tuition at all and only a little practice to be thoroughly and safely at home.

Telescopic front forks with an unsprung rear end limit really happy riding to 30 m.p.h. on good, or somewhat less on bumpy roads but this is quite adequate for the kind of usage expected for a single geared automatic drive machine. The hub brakes are controlled by two hand levers and the only other handlebar controls are the

twistgrips, the right hand one operates the throttle and the left hand engages the clutch when the engine is dead.

Starting can be effected either by pedalling off and then twisting the left hand inwards to engage the drive or by operating the hand control in the middle of a kickstart with the machine on its central stand. A self-cancelling choke on the carburettor itself is reached through a small hole in the shielding and the engine is stopped by a kill button in the main switch grouping on the right handlebar.

A headlamp in the up-to-date squared-off styling provides main or town beams that are kept bright at all reasonable speeds by the 17-watt lighting coils. Dipswitch, horn and kill button are all grouped within easy reach of the right thumb without mov-



MOPED development over the years has been a gradual process and we hardly notice how different the machines of today are from those of ten years ago until some sudden change in specification makes us take a second look. The sudden change in the case of the *Motobi* "Mini 16" is simply smaller wheels, 16-inch by 2.25-inch, in what is otherwise a conventional modern layout, but it makes quite a lot of difference to the appearance of the model.

As tested, with legshields and a really large capacity rear pannier bag, the *Motobi* could almost be called a scooterette. The fully adjustable handlebar and saddle height makes it comfortable for riders of any size, the

Motobi

Mini-16

ing the hand from the grip.

The whole machine is in the *Motobi* tradition of sturdiness and there is nothing flimsy in the entire specification.

Performance

We have on previous occasions referred to the remarkable amount of usable power offered by all these *Motobi* mopeds, scooters and motor cycles. The "Mini" is no exception and it impresses immediately by the really useful pulling power right from the bottom end of the rev range. The automatic clutch engages at around 4-6 m.p.h. according to load and does it so smoothly that the rider is never quite sure when the full engagement takes over.

Acceleration is quite brisk and pedals are not needed to get away in a normal traffic stream. If they are used one has to turn them briskly as the gearing is on the low side. We only used them at all in making restarts on hills and then only for half a dozen twiddles before the engine power took over.

The speedometer on our test machine was calibrated to 60 m.p.h. and was fairly useless as a speed indicator but we estimated a maximum around 33-35 with the last 5 m.p.h. being rather too fussy for pleasure. We liked the performance best between 10 and 25 m.p.h. when the response to the throttle was immediate and everything ran smoothly and easily with plenty of life for passing slow vehicles in safety. Downhill at about 40 m.p.h. the power unit became surprisingly smooth but with no springing on the rear end we found the ride too hard for comfort. What this performance did, however, was prove the remarkable effectiveness of the brakes. They have power to spare for any lightweight and are smooth and progressive enough to

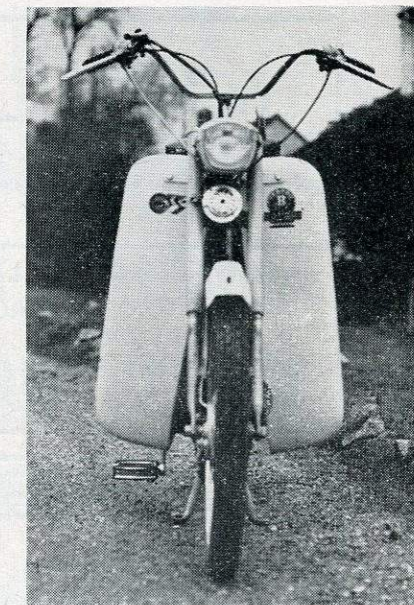
provide complete control at any speed the machine can do in almost any conditions.

On taking over the "Mini 16" we expected to have to accommodate ourselves to the size, handling and general feel of the small wheeled machine, but in practice we could not attribute any unusual sensation to the wheel size at all. Steering is spot on, there is no "scooter roll" such as is often found with small wheels on modern bicycles and there is plenty of room, with the saddle and handlebars properly adjusted, for a six foot rider to feel perfectly at home.

Another thing that surprised us was that the very large dual-pannier bag on the rear carrier also made no apparent difference to the handling. For test purposes we stuffed it with outdoor clothing, heavy coat, leggings a full briefcase and a camera wrapped in a woollen scarf. This looked like a heavy load and could be felt when the machine was being wheeled along a path, but as soon as we got under way we forgot all about the load in the boot. This must be largely due to the good distribution of the load on each side of the rear wheel, but the small diameter of the wheel that enables the weight to be kept well below that of the rider must be quite an advantage too.

New step

Altogether we formed the opinion that the latest *Motobi* contribution to the moped market is a new step in the development of the type. It is safe, simple and efficient. As equipped for our test it offers both comfortable personal transport and efficient transportation for an unusual amount of kit—quite enough for a long tour without tying any bits and pieces on the outside.




The easy handling makes it particularly attractive for beginners to motor-ing and the large section, small diameter wheels are a factor in natural stability that must make for greater safety than "high bicycles" whether powered or pedalled. It was not easy to find points of criticism but we would have liked a larger capacity tank with a reserve provision, a bit more wheel clearance from the centre stand, and we don't think the model is all that cheap at sixty-two guineas plus four pounds for the legshields that are really part of the design. Against that there is the fact that there is nothing else quite like it in the world and it has a lot of very good points on which to sell itself. The famous name of *BENELLI* that stands behind this range will not be let down.

SPECIFICATION:

ENGINE: 48 cc. 2-stroke, Bore 40 mm., Stroke 39 mm., B.H.P. 2.5 at 6,000 r.p.m.
FRAME: Monobeam, 1 gal. petrol tank, adjustable saddle—minimum height 29½ inches, maximum height 35 inches—and handlebars, rear carrier.
SUSPENSION: Front telescopic forks, rigid rear.
TRANSMISSION: Fully automatic, chain final drive.
WHEELS: 225 x 16.4 inch diameter brakes full width hub.
ELECTRICS: 17-watt lighting, electric horn, dip switch, cut-out button.
WEIGHT: 85 lbs.
PRICE: 62 guineas. Scootmaker Legshields £4.0.0. extra.
CONCESSIONAIRES: Europa Imports, Ltd., 63-65, Reading Road, Pangbourne, Berks.

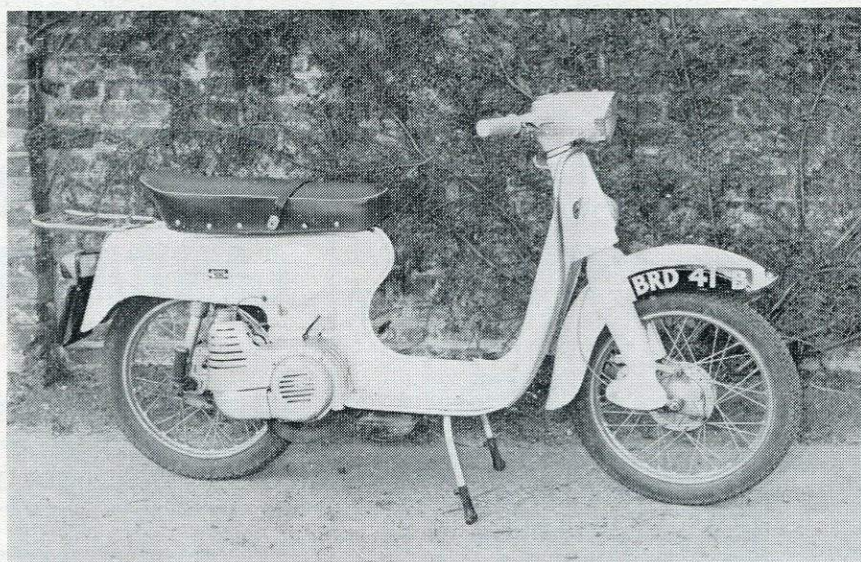
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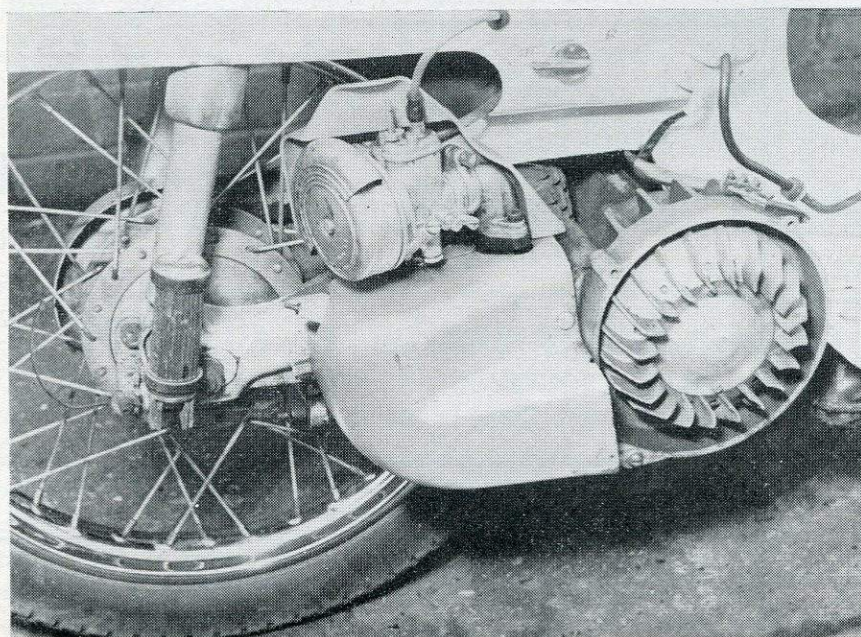
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Motobi 125 Scooter



The Motobi's easy-to-get-at engine



THERE comes a time in the life of every moped rider when he or she wishes pedalling wasn't necessary. When this occurs, may we suggest a change to the *Motobi 125 scooter*? For this machine fits nicely into the category between lightweight mopeds and heavy scooters, with its big wheels, slim tyres, legshield, footboard, and exposed, easy-to-get-at engine and gearbox. The *Motobi 125* is one of Italy's standard products, well tried and with a wealth of experience behind it.

The body is built on proved scooter lines, in one all-welded piece. The short, heavyweight steering column casing houses the horn, whilst the rear end of the body holds the 1½ gallon reserve fuel tank. Beneath the tough dualseat lies the plastic screw-on tank filler and a lockable toolbox and tools. A strong central stand and passenger footrests are standard. Leading link pivoted front forks containing helical springs and hydraulically damped rear shock absorbers take care of the springing. Pressed steel is used for the front mudguard. Studded tyres on chrome rims are supported by plated spokes radiating from full width, no maintenance alloy hubs.

A fan housing and cover, both in plastic, hides most of the engine on the offside. The carburettor and air cleaner are both open to view, and a simple push-down plunger acts as choke, being automatically released as the twistgrip throttle is opened. The two stroke, fan-cooled 123.6 c.c. engine gives 4.5 brake horse power on standard 5% fuel mixture. Square fins cool the iron cylinder to which the carburettor is directly bolted. The head is of light alloy and a flat top piston gives a 6.6 to 1 compression ratio, bore and stroke each being 54 mm.

A long extension of the engine crankshaft passes over to the nearside where it drives the three speed twistgrip controlled gear box through a multi plate clutch running in needle roller bearings. Between engine and gearbox is a Silentbloc bearing which allows both components to swing with the rear suspension. Final drive is by enclosed chain. Gear, clutch, chain and brake adjustments are all easy to reach and in the open.

A non illuminated 60 m.p.h. speedometer fits snugly in the centre of the handlebar nacelle. The headlamp has a 25/25 watt, 6 volt dipping bulb and a 5 watt pilot light. Both are directly powered from a 28 watt a/c flywheel magneto dynamo. Wired into the electric horn circuit is a rectifier, but no battery is fitted. An external H.T. coil, fitted neatly into the bodywork near the clearly marked fuel tap, assists the ignition, whilst a brake operated stoplight and rear lamp completes the electrics.

After pressing the carburettor plunger down, two or three kicks are needed before the motor bursts into life. Clutch and twistgrip together will then slide the bottom gear easily and quietly into mesh. Under way, a quick flip of the

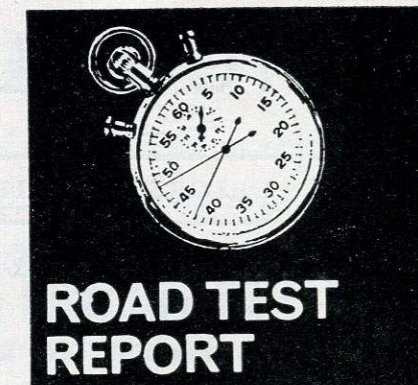
throttle lifts the air slide and the engine wakes up. A run through the gears, with top speeds of 43 in second and 50 to 52 in top shows the full range of this pleasant machine. On the level road, 45 to 50 is its cruising speed.

The *Motobi* doesn't glide along; every power stroke can be felt and there is a faint transmission whine all the time. These are distinct features of this scooter rather than defects. After a while, one gets used to, and accepts them. The engine is flexible, being just as much at home in traffic as on the open road. Corners are taken in motor bike style, and the bike can be leaned over with confidence in wet or dry weather. In an emergency, both brakes can be slapped hard on. The wheels don't lock or skid, and in a very short distance, the machine comes to rest.

Springing and dualseat are rather hard but not uncomfortable: long runs can be undertaken without fatigue. A pillion passenger softens the ride and the *Motobi* handles the extra load quite well. The electrics illuminate the night enough to allow the full speed to be used safely, but the horn, whilst emitting a feeble squeak in the daytime, doesn't blow at all with the lights on... it just dims the light.

On the credit side here, the switches are really first class. The all important dip-switch can be thumped about with gay abandon and it never lets you down. The main switch on the right handlebar too, is sturdy and workmanlike.

The front weatherguarding arrangements are adequate, but a gap in the rear guard allows mud to slop over gearbox and engine and to dribble into a pool on each footboard. Our biggest criticism however, is of the kickstarter. It is almost impossible to use this



without catching a shoe on the end of the footboard. Bending, or offsetting the pedal about another inch outwards would cure this.

Of the finish, we liked the silvery sheen of the headlamp/handlebar assembly. But with less than 1,000 miles on the speedometer, rust was showing in the frame joints and the rear suspension chrome was completely rusty. Mind you, machines offered for road tests are often roughly handled and left out in the rain. This itself is part of any test. Perhaps a bit of loving care would have kept the finish more on par.

Summing up, this is a utility scooter. It's reliable and hard working. We had no trouble with it, and we found it easy to maintain. It would suit either sex as a sturdy go-to-work machine.

SPECIFICATION:

ENGINE: Single cylinder 123.6 cc. two stroke. Bore 54 mm., Stroke 54 mm., Compression ratio 6.6 to 1. B.H.P. 4.5 at 6,000 r.p.m. Fuel 5% mixture. Carburettor: Dell 'Orto ME 18 BS.

IGNITION: Magneto alternator with external H.T. coil. Cooling: Fan.

TRANSMISSION: Multiple disc clutch in oil bath, 3 twistgrip controlled gears. Helical gear primary, final chain drive. Gearbox oil capacity, ¾ pint.

BODY: Pressed steel. SUSPENSION: Front leading link and helical springs; rear telehydraulic shock absorbers. WHEELS & TYRES: Front, 2½ inch by 16 inch; Rear, 2½ inch by 16 inch. Expanding brakes.

ELECTRICS: 6 volt 28 watt flywheel magneto dynamo. 25/25w. head; 5w. tail; 20w. stoplamp; 5w. pilot.

PRICE: £115. 10s. 0d.

CONCESSIONAIRES: Europa Imports Ltd., 63 Reading Road, Pangbourne, Berks. Phone: Pangbourne 482.

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48cc SCOOTERS TOUR EUROPE

Two Canadian students, Jacqueline Hill and Margaret Cheeseman, have proved the reliability of the little 48 cc. *Motobi* scooters on a 3,000 mile trip through Europe. The five week trip took in Paris, Milan, Pesaro, Vienna, Cologne, Brussels and Amsterdam and included a visit to the Benelli factory in Pesaro where the *Motobi* is made. They were given a big welcome at the factory by Giovanni Benelli.

The *Motobis* were purchased from Stubberfields of Eastbourne and the girls suffered no serious mechanical

trouble with either machine. Both machines were loaded with a rucksack, *Wistonia* fibreglass luggage box and *Pura Plastics* front bags. The girls used Youth Hostel accommodation throughout the tour.

Studying at the Chelsea College of Physical Education in Eastbourne, the girls are planning a tour of Britain before returning to Canada. When the editor of *P. & P.* met the girls on a recent visit to Stubberfields they were full of praise for the mighty little *Fabulous 48*.



Margaret Cheeseman and Jacky Hill with Giovanni Benelli at Pesaro

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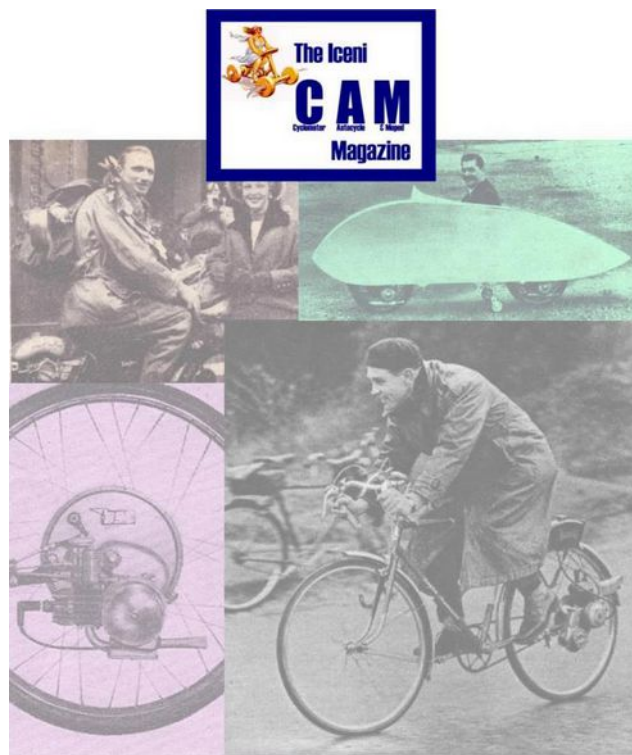
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