

# MOTOBİ EXPERIENCE

I thought your readers may be interested in hearing about my experiences with a 'Motobi 48 automatic moped'.

I placed an order with my dealer on March 20th 1965 and then had to wait seven weeks delivery until May 7th. However I now feel that it was well worth waiting for and with its looks and performance I am highly delighted. The 48 cc. engine develops a net output of 2.5 b.h.p. at 6,500 r.p.m. This power pushes the bike along at 33 m.p.h. on the flat and on a slight decline a greater speed may be gained. The hill-climbing ability with this model is fantastic. It will easily climb a 1 in 6 hill without pedalling. I often pay visits to Sheffield and Chesterfield both of which are extremely hilly, and it is then that I am thankful for this reserve of power. I passed my test about a month ago and I now, after buying pillion footrests, often take my friends for a ride, with a very small performance loss. I achieved a maximum speed of 29 m.p.h. with 19 stone aboard and successfully climbed a 1 in 9 hill without pedalling.

Comfort for both driver and pillion passenger is excellent. With this, and the well sprung dual seat even the roughest of roads is well cushioned. Both brakes are powerful and do not snatch or lock when applied sharply, but in really wet conditions, a loss in power with the front brake is noticeable.

After running out of fuel for the first time, I went to a garage and asked for a gallon of petrol, it was then that I realised that the tank did not quite hold 1 gallon and as a result, the legshields and engine were bathed with fuel. Unfortunately there is no reserve of fuel and one is unable to

assess the amount of petrol remaining in the tank. As a result, I have been stranded seven times in six months.

When *P & P* said that pedal assistance became a thing of the past, I assumed that this solely meant that there was no need to pedal but I found this to be wrong when I tried pedalling to the nearest garage. The pedal mechanism is geared so low that I found myself pedalling, "twenty to the dozen" and barely moving. It proved much easier if I pushed my bike, and considerably less embarrassing.

The headlight on the moped is extremely bright when travelling at 30 m.p.h. It was only when I was travelling along an unlit 'B' road on a moonless night that I found how inadequate the dipped beam was. In fact one is unable to travel safely at more than 10 m.p.h. using the dipped beam. However by placing the 15 w. bulb in front of the reflector plate instead of behind it, a vast improvement can be gained. The horn is practically inaudible above the sound of the engine, and of no use whatsoever when trying to attract the attention of a motorist.

The quality of the enamel is quite good and with careful treatment to both chrome and paintwork it is possible to keep that "new" look.

At 3,000 miles I changed the clutch/gearbox oil but I had to practically stand on my head to get the oil from the can into the sump, as the legshields prevent easy access to the filler plug. Could you please tell me, if when taking the oil level, the dip stick should be screwed in or just pushed in until the screw begins, before reading the level. Also, I would be most interested to hear from any reader who has had experience of a Motobi 48 cc. scooter.

In conclusion I would like to say that despite its minor faults which are few anyway, the Motobi Automatic is the best in regard to looks, performance and economy on the present day market. I get approximately 120 miles to the gallon at 30 m.p.h.

M. A. J. WOODCOCK

*Worksop, Notts.*

*(Oil should be poured very slowly to avoid airlocks and reading should be taken with dipstick in unscrewed position.—ED)*

## P & P Coverage

I would like to say how much I agree with the leader in your January issue, you never will please all the people all the time.

Not to include in your magazine good coverage of 50 cc. motor cycles would be bad policy when one considers how many of these machines are used today, also the three-wheeler with its growing market and popularity needs catering for and I for one hope you will give it as much coverage as you can.

You have a very fine magazine, in my opinion the best of its kind today, so more power to your elbows and all the best for 1966.

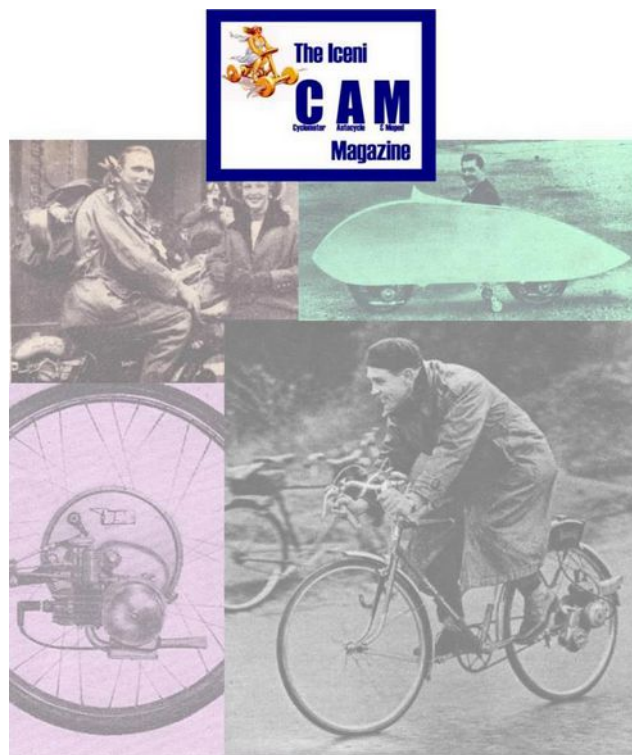
P.S. Will you be doing a road test of the new Bond 875 in the near future? I am looking forward to seeing one.

J. STRATTON.

*Harlow.*

*(We have been promised a Bond 875 for testing and hope to include this next month—ED).*

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