

THE SCOOTER

with POWER & PEDAL

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100cc. power from a 50cc. engine!

MOTOBI AUTOMATIC MOPED

"Soared up mile after mile
 of real hills without ever
 turning a pedal"—
 THE EDITOR, *Power & Pedal*

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



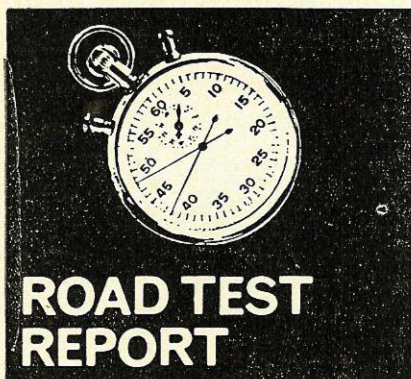
EUROPA IMPORTS LTD
 63 Reading Rd., Pangbourne, Berks.
 Please send details of the Motobi
 mopeds:

NAME
 ADDRESS

COMPARE: 1720.
 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.



AN engine that really packs a punch, set in frame and cycle parts sturdy enough to contain it. These are the features we noticed immediately we took the 48 c.c. *Benelli Motobi Automatic Mo-ped* on test. So confident are the manufacturers in its power and ability that a dualseat is fitted as standard. After fitting a pair of passenger's footrests in addition, we had no hesitation in offering lifts to colleagues who were going our way, for the *Motobi* coped easily with all our local main road hills.

Astride the bike for the first time, the impression gained was that of a motorcycle fitted with pedals, rather than a mo-ped. The pressed steel welded backbone and rear mudguard are of great strength; no stays or supports are fitted, or needed, at the rear. The one gallon fuel tank straddles the frame on shock absorbent pads, and is fastened by a single lug at each side. Two thumbscrew fitted boxes, one each side of the seat pillar, hold any spare plugs or small tools. The toolkit itself didn't look too safe in its open toolroll, bolted direct to the frame beneath the dualseat. This is reached by pressing just below the *Motobi* nameplate at the back of the seat and lifting it forward. The telescopic tubular front forks are sturdier than most, and contain springs and rubber limit stops. The rear springing is by swinging arm and has springs only.

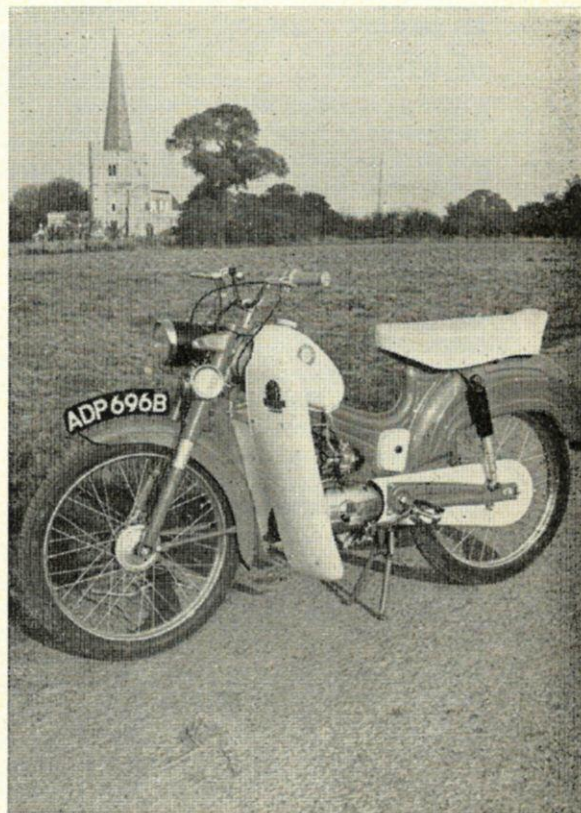
Full width alloy drums carry both the hand operated brakes which are built into robust wheels shod with 18 x 2.25 inch tyres.

The 48 c.c. two stroke engine, with iron cylinder and light alloy head, giving it a 6 to 1 compression ratio, develops 2.5 b.h.p. at 6,500 r.p.m. From a helical geared primary drive with automatic clutch, the final transmission is by single chain.

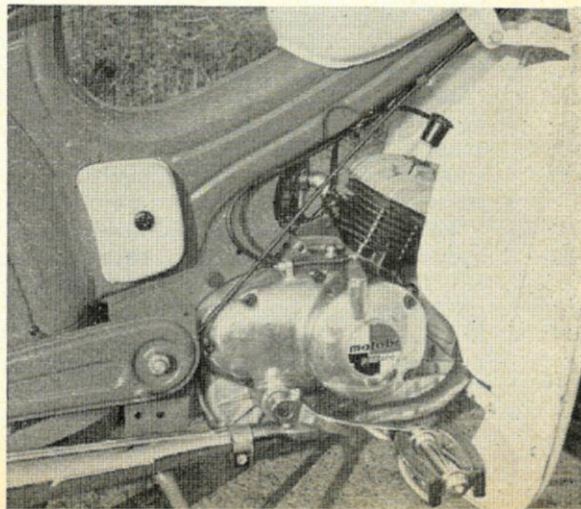
Pressed steel framework with contrasting legshields and chainguard give the Motobi a pleasing outline. The chassis proved not only rugged but most easy to clean

MOTOBİ AUTOMATIC

*A lively luxury moped
from Italy*



Close up of the lively Benelli motor. It made light pedal assistance a thing of the past, even with two-up



After pedalling off, the clutch is initially operated by the left hand twistgrip. When the engine starts, the drive is taken up automatically and the twistgrip can then be released. The machine can be pedalled without using the engine if required, for although the usual freewheel and chain has been abolished, the full cycling effect is obtained from within the pedal-shaft mechanism. A one pint oilbath keeps clutch and gears lubricated. Direct lighting is taken from the flywheel magneto and an electric horn is standard.

Power to spare

To enlarge a little on our opening statement, this machine really is blessed with a good power range, and this is never more noticeable than when climbing hills. . . just when it is needed most. Plodding steadily along at about five miles an hour behind a heavily loaded lorry and a double decker bus, both of which were grinding uphill in bottom gear, a twist of the grip when the road became clear was enough to pass both of them quite successfully. We could find no main road hill where pedalling was needed, either to start off, or to assist the engine. On the level, there was plenty in hand. At its top speed of around 33 to 35 m.p.h., the exhaust sounded but not enough to offend anyone. No speedometer was fitted to our machine, so speeds given are approximate only. When a speedo is fitted as an extra, its drive is via a hole in the front hub which engages with a peg in the speedometer gearbox. This is *not* an oil hole, as the brakes are pre-packed and will last for about 5,000 miles without attention.

Despite its single gear, the *Motobi* proved an excellent two-seater. With 23-stone aboard it made light work of a standing start on 1 in 12 without pedalling, cruised comfortably at 30 m.p.h. and, most important, stopped very quickly when braked. The brakes, incidentally, are both powerful and progressive in action under all conditions.

At the lower speeds, the handling of the *Motobi* is ideal. We could think of no better vehicle of any description when we led a caterpillar of frustrated motorists through a recent thick fog. Nothing more than the twistgrip throttle and the highly efficient brakes were needed for this. Even with the abnormally high tyre pressures recom-

mended, the riding, both solo and pillion, was comfortable. The rear tyre pressures, (35 lbs. per square inch solo, 40 lbs. for passenger) are claimed to more than double the useful life of the tyres. Roadholding and handling were excellent.

One important point we noted was that the knees could grip the fuel tank, thus giving even better control than is found with this class of machine generally.

Few faults

The headlight is good, spreading its beam all over the road rather than straight ahead. It was quite adequate for any speed of which the *Motobi* is capable. The dipped beam, by contrast, plunged us into impenetrable gloom, but was nevertheless quite suitable for town work. Amongst the praises that the bike so justly deserves, there must be sprinkled a few faults. One of these was especially pointed out to us by our tester after he had found his left shoe full of petrol whilst riding. The single fixing of the fuel tank had worked loose, allowing the tank to see-saw back and forth. This in turn pulled off the fuel pipe from the carburettor banjo union. When we had pacified him, he cured the fault easily by fitting spring washers to the tank fitting bolts, then he turned the banjo union upwards to that the pipe entered the carburettor from above rather than from the side. Also, his size nine shoes, he complained, kept hitting the legshields, but as the need for pedalling was small, this wasn't considered too serious a fault.

The chrome finish seemed rather thin, but the enamel was of good quality. We would have preferred a reserve tap in the fuel system, too. But the fact that it's difficult to suit everybody must surely be shown up by the design of the centre stand. It's rigid enough to be safe, which is what we like. But for those who like to start the engine whilst the machine is on the stand, well, it's not quite high enough for the rear wheel to clear the floor.

For people who want to travel by mo-ped to their work or play, we think, that for the modest outlay of 63 guineas, the *Motobi* may well be the answer to their problem. 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. For power, cheapness and reliability we think this model is hard to beat: we can thoroughly recommend it.

SPECIFICATION:

ENGINE: Two stroke single, bore and stroke 40 mm. x 39 mm., capacity 48 c.c. Compression ratio 6 to 1, output 2.5 b.h.p. at 6,500 r.p.m.

FRAME: Pressed steel all welded monocoque, 1 gallon fuel tank, no reserve. Dualseat standard; legshields and rear footrests extra. Finish, red and cream.

TRANSMISSION: Primary drive, helical gears; final drive, single chain, fully enclosed. Automatic clutch in oilbath. Starting engagement by left hand twistgrip.

WHEELS: Full width hubs, with hand operated brakes. 18 x 2.25 tyres. Wheelbase, 41 inches.

ELECTRICS: Direct from flywheel magneto, 17 watt lighting; dipping headlamp, electric horn.

WEIGHT: 100 lbs.

PRICE: 63 guineas.

CONCESSIONAIRES: EUROPA IMPORTS LTD, 63/65 Reading Road, Pangbourne, Berks.

**The Editor
and staff
of
Power & Pedal
wish all
readers a
safe & happy
New Year**