

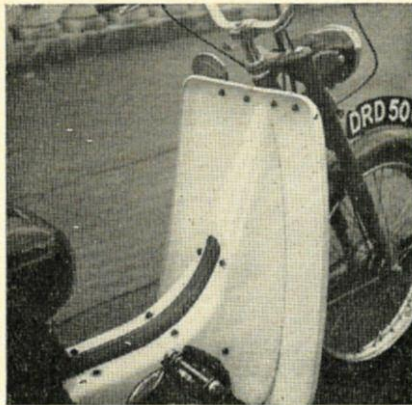
**M**OTOBI already have a fine range of 50 cc. mopeds and the introduction of a new economic machine ensures them a growing share of the total market. The 48 cc. automatic *Economica* is virtually a modern version of the older open-frame mopeds with hardly any non-essential trimmings.

It is not a particularly sleek looking machine by present day standards but has a neat workmanlike appearance. The black headlamp has provision for a speedometer, although this is fitted as an extra, and incorporates a green warning light which is visible whilst the lights are operating. The right handlebar houses horn, lights and cut-out switches, the throttle control and front brake lever. Back brake is operated from the left handlebar and a small luggage hook is fitted behind the handlebars.

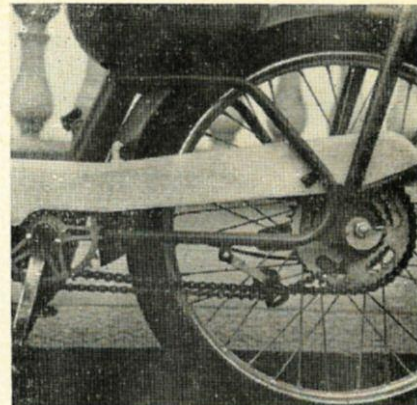
The cleverly designed legshields, as well as giving extremely good weather protection to rider, totally enclose the engine unit from the top whilst still giving easy access from the front of the machine. The large, well-sprung saddle is fully adjustable for height and has a small plastic toolbag (empty) attached to the rear. Fuel tank is situated below the saddle with filler cap at rear and tap underneath at the front. A useful sized rear carrier is fitted as standard and provision is made for a hand pump above the chain cover. The monobeam frame has telescopic forks at the front with a rigid rear.

#### Power Unit

Engines are a Benelli speciality and all the *Motobi* range of mopeds and scooters have remarkable usable power outputs for their capacity. This model is outstandingly good in real pulling power. The unit lies horizontally and is suitably finned for this



Very effective legshielding is one of the big attractions



Hooped rear forks are unusual. Note twin chain, well guarded

# THE ECONOMICA

*A new, light automatic from Motobi, tested by John A. Cade*

position, but the insides are virtually the same as on the more expensive models, slight but important modifications in porting giving the same output at slightly lower revs, 6000 r.p.m.

Well covered by the legshields, the unit is easily accessible from underneath by simply laying the machine on its side. The efficient box silencer lies directly beneath the crankcase. The automatic centrifugal clutch is mounted on the offside and the flywheel magneto on the nearside directly onto the crankshaft and totally enclosed. Primary drive is by gears running in oil. On this model there is separate and completely independent chain drive for the pedalling gear, the clutch being manually engaged by the left twistgrip for starting purposes.

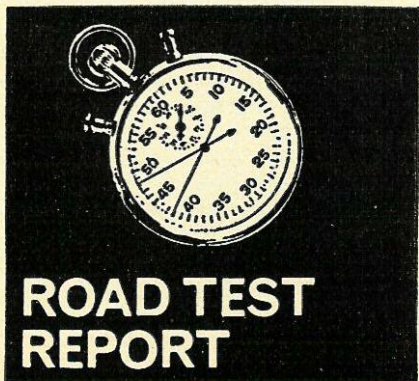
The inside of the engine is con-

ventional except that the crankshaft looks massive for a 50 cc. unit. Ball bearing mains, roller big end and a rather long skirted piston all look more than adequate for their work. An alloy head is held by long through bolts into the deeply spigoted cast iron cylinder.

#### Starting

Starting the *Economica* is simplicity itself either by kicking or pedalling. Leaving the machine on its stand, the left hand twistgrip is turned back to engage drive and one or two full strokes with the pedal is usually enough to have the engine purring comfortably. With a really cold engine, I found it better to pedal away and then engage the drive.

Having fully automatic transmission





there are no clutch or gears to worry about. Just open the throttle until it starts to bite and away you go. The *Economica*, having an independent chain for the pedals, can be pedalled with comparative ease which is a great advantage. As with most mopeds, no reserve fuel tank is provided and it is often necessary to travel a mile or so with manpower. With some machines it is, quite honestly, much less tiring to get off and push but the *Economica* design is such that you are unlikely to do yourself a

bad the surface may be. Cornering is good and steady and the machine leans over comfortably at any speed. Excellent braking is afforded by most efficient front and rear hand operated brakes which pull the machine to a halt from top speed in a flash.

### Comfort

Telescopic forks on the front and a rigid rear do not make for a very comfortable ride over rough roads and, were this machine not fitted with a really comfortable saddle, this

### Fine Value

All in all, the *Economica* is a fine little machine at a realistic price. Jolly good value for 57 guineas and it is certainly going to be a big seller. For poodling around town or short trips to and from work it is one of the best. As a second vehicle for motorists or as a means of getting the fair sex to the shops it probably is the best. A cheap machine, easy to ride and with little to go wrong—what more can we ask for?

### SPECIFICATION

ENGINE: 48 c.c. 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 and handlebars, rear carrier.

SUSPENSION: Front telescopic forks, rigid rear.

TRANSMISSION: Fully automatic, chain final drive.

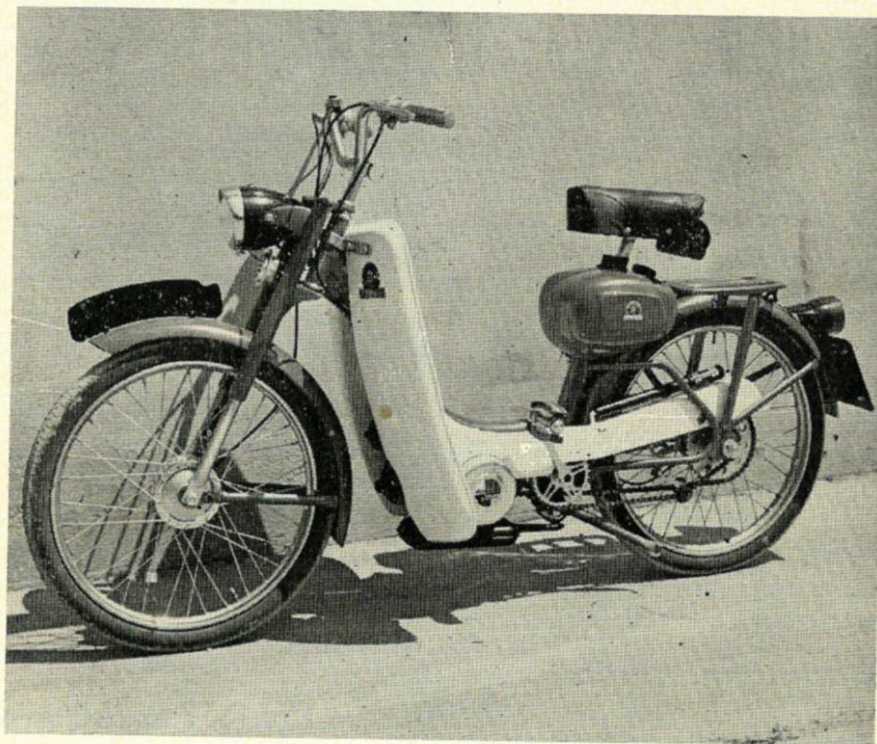
WHEELS: Tyres 200×18. Full width hub brakes.

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

WEIGHT: 85 lbs.

PRICE: £59 17s. od. (legshields £4 extra).

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



mischief by pedalling for a reasonable distance.

### Performance

This little automatic gives performance worthy of a much larger capacity machine. It has a fast get-away and quite incredible pulling power. It will take hills at a steady pace and without really labouring. In fact, there was no time when manual gear change was desired at all as even the steepest of gradients was climbed without fuss.

On long trips the top speed of nearly 40 m.p.h. was good moped going but these machines are really designed for in-town usage and for short distance travel. Here the *Economica* is ideal.

Roadholding is superb and the 18 inch wheels cling to the road however

*In comparison with some moped heavy-weights, the Economica is very neat and simple*

would be a big drawback. As it is, the bigger bumps are felt without actually hurting but, apart from this, the riding position gives maximum comfort. Of course, the adjustable saddle and handlebars make the *Economica* suitable for just about everybody.

I was dismayed when my brief case kept on jumping off the little luggage hook and I had to make wild grabs while it dangled in mid-air or rested uneasily on my toes. I was tempted to clout the hook with a hammer and bend it up a little more but decided to use the rear carrier instead. This is very sturdy and will carry masses of luggage.

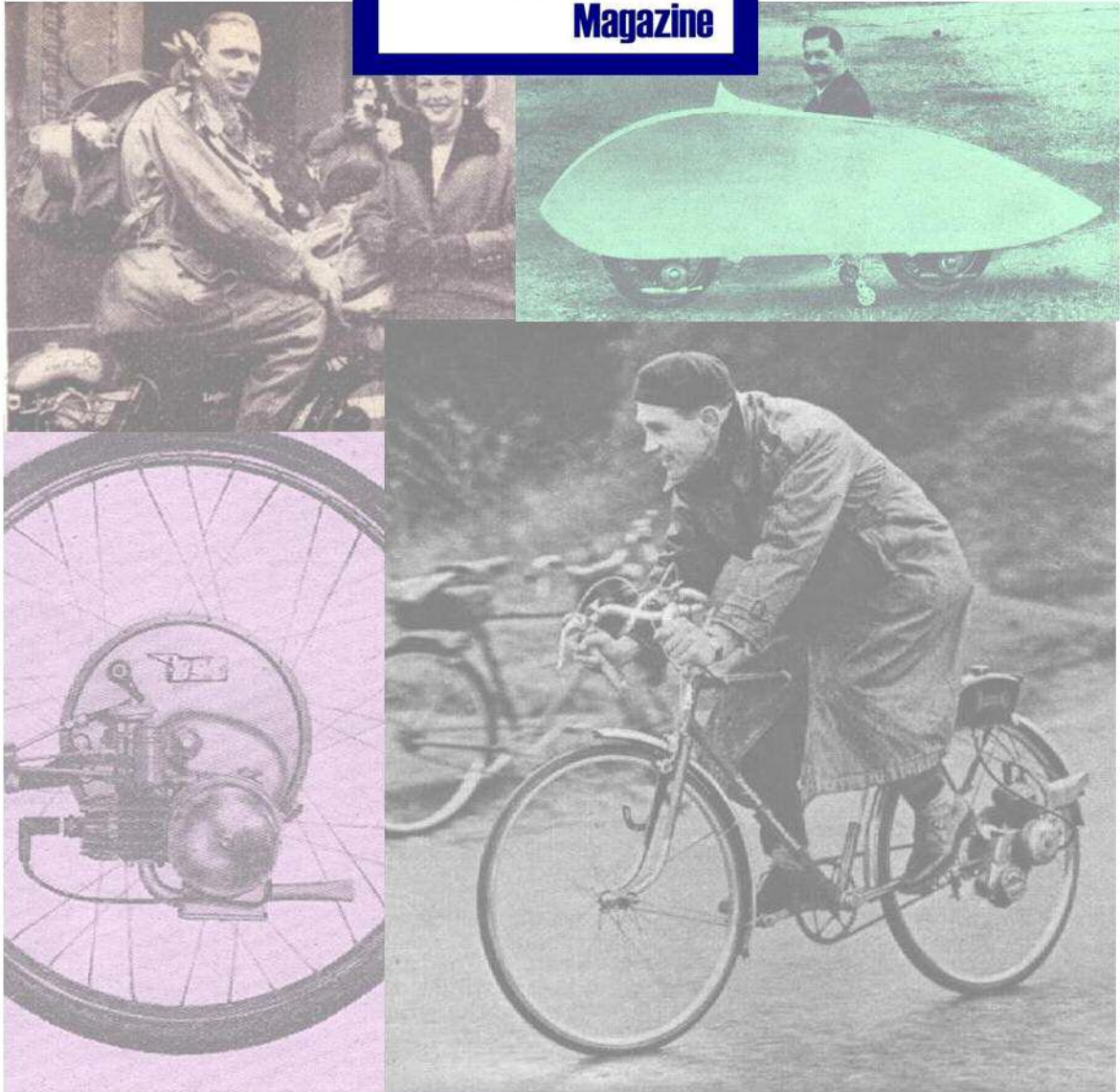
### Shell goes Cinerama

Shellarama, the first ever sponsored film for single lens Cinerama, has been made by Shell. It will be shown at the Casino Theatre, London, in a simultaneous premiere with United Artists' "The Hallelujah Trail." It is also being released internationally in over 50 cinemas in 20 countries and is expected to reach upward of 20 million people in the first nine to twelve months. Ten other Cinerama Theatres in the United Kingdom and the Republic of Ireland will be showing it later.

Shellarama is not just an advertising film. It is 14 minutes of entertainment with all the movement realism and excitement of the Cinerama technique and it carries the viewer all over the world—to Nigeria, the USA, Venezuela, Thailand, Hong Kong, Iran, Italy, France and the United Kingdom. The film describes pictorially the flow of oil from the very first stages of exploration with bare feet in the brown jungle swamps of Nigeria to the use of the refined product carrying bare midribs on mopeds to the sunlit, blue Riviera.



# IceniCAM Information Service



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