

ROAD TEST REPORT:

The 51 c.c. MOTOM 60S Lightweight Motorcycle



UNDER the new laws of last year 50 c.c. machines in Italy came into an era of restrictions in speed and weight limits in return for retaining full freedom from driving and vehicle licences. This was a fair enough deal but it left a number of sporting type mo-peds and light motor cycles in a limbo. To get out of this some makers simply bored out their engines to a fraction over the 50 c.c. limit, stepped up the performance a bit and came into open competition with the rest of the motor cycle market.

In Britain the under-50 c.c. mount has no privileges but it does have one minor disability—it is not allowed on Motorways. So, when we received a 51 c.c. *Motom 60S* for road test, we took the opportunity of trying it out on M.1 as well as putting it through its paces on normal roads.

The *Motom* has a welded pressed steel frame built up in a single cruciform member with a straight line from steering head to rear wheel. Suspension is by telescopic front forks and plunger units at the rear. Chain tension is maintained by spring loaded jockey pulley on the bottom run.

Power comes from an overhead valve fourstroke unit of 51 c.c., using parallel pushrod operated valves with coil springs. Cylinder and head are in light alloy with a steel liner. Primary drive is by helical gears to a three-speed gear box with rocking pedal control. Tyres are "paired" 17-inch x 2.50-inch, ribbed front, stud-ded rear. A dualseat is standard and

Don Noys, the well known South London rider agent, rode the test machine on M.1 and liked it. He is seen at speed in the upper picture and, on the right, being briefed by the Editor under the sign banning the under-50's from the motorway



the handlebars are adjustable for angle only.

One peculiarity is that the forward operating kick starter works only when the machine is in Top gear, the movement of the starter freeing the drive at the crucial moment. Once the rider is accustomed to it this arrangement presents no difficulties and it could be regarded as a minor thief-proofing device.

Safe and Easy

Throughout the test starting was faultless. When warm a pressure (not a kick) on the starter brought the engine to life every time; From cold a couple of jabs at the tickler produced the same certainty.

Gears engage quietly, the clutch is smooth and there is enough power low down on the rev range to make a clean getaway with lively acceleration. The exhaust is very well silenced and a rider in a hurry can use the revs to maximum, well over 7,000 r.p.m., before changing up without attracting the wrong kind of attention.

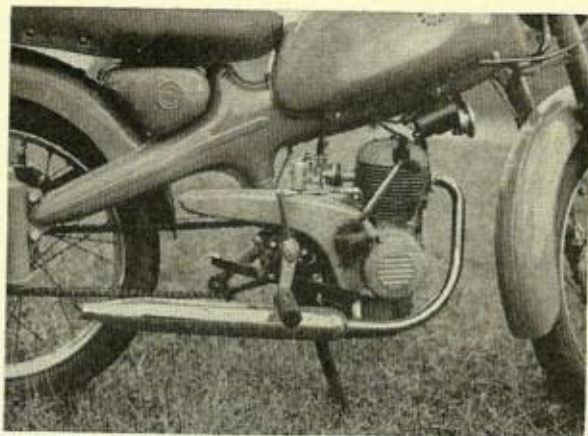
Despite this top end performance, the unit is flexible and could potter through urban roads in top gear without any transmission snatch, probably because of the automatic rear chain tensioning as much as the smoothness of the engine.

Out on the M.1 the *Motom* cruised happily at around 35 m.p.h. for miles and produced mean maximum speeds of 40 m.p.h. with a fairly hefty pilot sitting up, plus another 5 m.p.h. when getting down to a racing crouch. A more severe part of this test was for the suspension as the surface of the Motorway is by no means smooth, but the springs took it all comfortably and the testers reported that the machine was much less tiring to ride than many larger motor cycles on the market.

On normal roads this high standard of comfort and handling was fully maintained. Steering is irreplaceable at all speeds, the riding

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position feels natural, despite a saddle height of only 27 inches, and even the dualseat is less narrow and hard than most Italian models by quite a long way although it does not provide accommodation for two and, we think, is not meant to.

Although sporting in appearance and of lively performance, this model is thoroughly at home in town traffic and is a very practical utility machine for everyday work. Brakes are good, the front one being outstandingly smooth and powerful. Lighting is exceptionally good and affords a 25-watt headlamp beam more than adequate for the machine's performance, while the horn is unique among modern lightweights — It can be heard.

Sound All Round

So far as the M.1 part of the test is concerned one must naturally ask "Is it worth it?" and the answer as applicable to that unattractive chunk of highway is "No". But there are other, shorter and more useful stretches of Motorway such as the Maidstone By-pass, M.2, where it is much pleasanter and easier to use the Motorway than to drag through the town and in such circumstances the odd 1 c.c. can be worth having.

Not too much should be made of this minor point, however, and the *Motom* really does stand up to any value-for-money assessment on its merits as a happy little mount that is sound all round.

There are minor criticisms, of course, but they are not serious. The lack of adjustment for seat and handlebar height on a small machine make it unsuitable for tallish riders. The mudguards are too short to keep mud and water from the rider's legs and from the engine/gear unit. In spite of its sporting appearance and

performance, too, any youngster with ideas of trials or scrambles should be warned that the unprotected oil sump is far too vulnerable for use on rough terrain without some hefty shielding. The only trouble suffered during the test was that the front number plate fell off due to inadequate fixing bolts.

These are small things, however, and we finished the test with pleasant memories of a very handy lightweight of outstanding handling characteristics, really civilised silencing standards and attractive appearance.

SPECIFICATION:

ENGINE: OHV 4-stroke, bore 40.2 mm. x stroke 40 mm., capacity 51 c.c. Compression ratio 8.2 to 1, claimed output 2.9 b.h.p. at 7,500 r.p.m. Sump oiling.

TRANSMISSION: Helical gear drive through single plate clutch to 3-speed gearbox, foot operated. Ratios: 11.2, 17.3 and 36.8 to 1. Spring-tensioned rear chain with top run guard.

FRAME: One-piece welded steel main frame with 3-point engine suspension. Telescopic front forks, coil spring plunger type rear units. 1½-gallon fuel tank with reserve tap, built-in tool box under dual-seat.

WHEELS: Steel rims, full width front brake in finned alloy hub. Pirelli tyres ribbed front, studded rear, 27-inch x 2.50-inch.

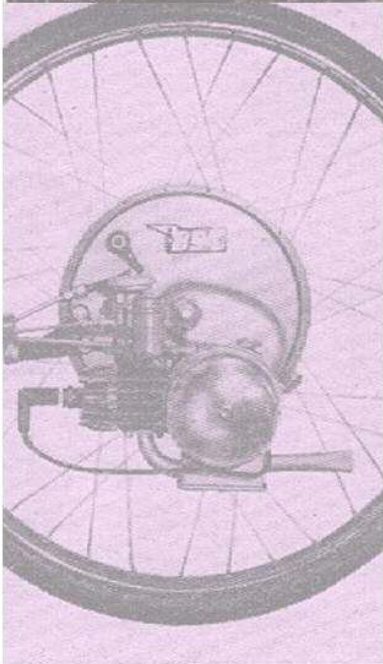
ELECTRICS: 6-volt, 30-watt flywheel generator, external H.T. coil. 25/25-watt headlamp, 3-watt pilot, 15/3-watt stop and tail bulbs.

WEIGHT: 127 lbs. dry.

PRICE: £104.16.0 (including P.T.).

CONCESSIONAIRES: Morray & Co. Ltd., St. Stephens House, Victoria Embankment, London, S.W.1.

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