



JOHN THORPE Tells of an Italian Factory which Named Its Products After a British Warplane!

BY the time 1945 brought liberation and a respite, there was one English word which everybody in Milan could pronounce and which everyone respected—Mosquito. Time after time, twin-engined de Havilland Mosquito bombers of the Royal Air Force streaked across the Alps to drop their bombs on the city and defy the efforts of the Regia Aeronautica and the Luftwaffe to intercept. Respect for this remarkable aeroplane was, therefore, pretty inevitable—but who, outside Italy, would ever have thought of naming a product after a machine which had done its level best to bomb the living daylight out of you? Believe it or not, that's just what Ing. Adalberto Garelli did! During the war, this man—who had already had motor-cycle

manufacturing experience dating from 1913, and who had founded the firm of Meccanica Garelli s.p.a. in 1919—had designed a cyclemotor for production in his factory. Lacking a name for it, he hit upon the idea of calling it after that much respected British warplane, and introduced it as the Mosquito shortly after the finish of hostilities. Since then, the cyclemotor has developed into a moped, and together they have raised Garelli to fourth place amongst Italian manufacturers with an annual production of 25,000 cyclemotors and 15,000 mopeds.

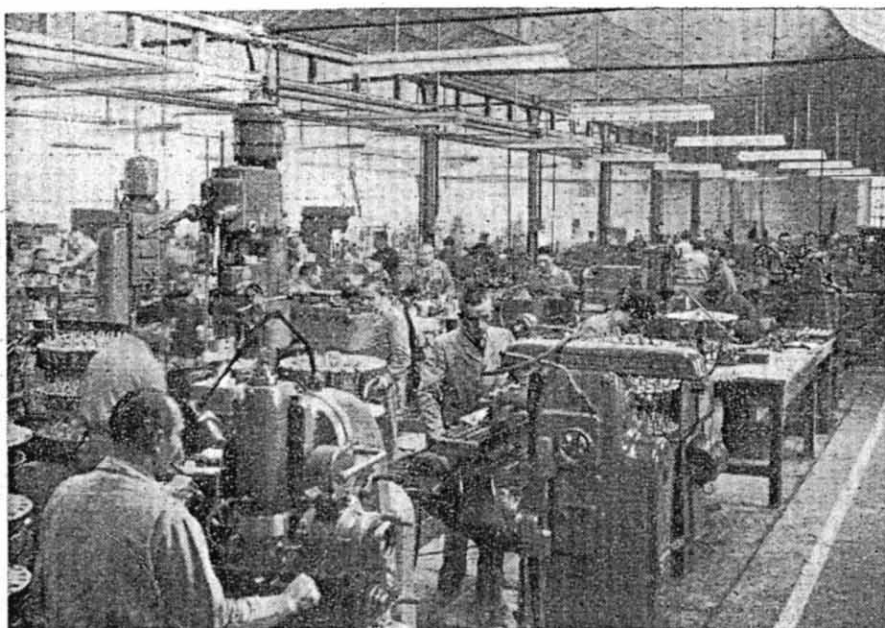
Sesto San Giovanni (why this Milan suburb should be known as the *Sixth* St. John's nobody quite seems to know) is the home of two Garelli factories, but work is in progress on an extension

wing in the newer of these to replace completely the old building in the Via Matteotti. The concern employs 450 people, 50 of them office staff, and has concentrated on the production of special tools to speed production. These have made quite a nice little side-line, selling to other manufacturers as well.

One such machine was put to work specially for my benefit, and I watched it drill and ream 10 crankcase holes at a time. Another has been designed and built so that it can easily be adapted to work on any parts which the production situation requires, rather than be confined to just the one job. This is arranged by using a series of turret heads and-clamps.

Spotless Factory

No visitor, I think, could fail to be impressed by the almost surgical cleanliness of the Garelli works. Machine tools, dies, cutters—everything glistens



Frame production at the Mosquito factory forms the heading picture. Above is seen a corner of the busy machine shop, and below, right, assembly of the "515" moped. These pictures vividly display the cleanliness and modernity of this Milanese factory.

and sparkles, in marked contrast to some factories, which appear to work on the well-known "muck and money" principle!

Unfortunately, my visit did not coincide with the main production season, which gets under way in February or March, so far as frames and assembly are concerned. Winter-time is given over to engine production, however, so I was able to watch the care and skill which go into the making of these motors, and was surprised to discover that when they are duly assembled they undergo a bench test for fully two hours before passing to the store and, of course, they are subsequently road-tested when they have been built in to a frame.

Better by Hand

Garelli are very proud of their rust-proofing-cum-painting plant, automatic save for the two men required to operate the twin spraying bays. In these days of increasing use of electro-static installations I was surprised to find such a well-known factory remaining faithful to the hand-spray methods. I was assured that this was a matter of policy—in Sesto San Giovanni they believe that hand spraying can give a better finish on the comparatively small parts utilized in moped construction, though they

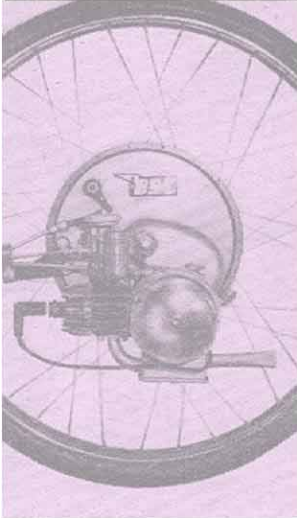
admit that for larger areas the mechanical paint units are probably better. Certainly it would be difficult to detect any flaws in the 150 complete frames which pass through this plant every day.

Marching On!

Soon the last few Mosquito aircraft will be withdrawn from R.A.F. service, after a decade and a half of continuous use. Ing. Garelli's mopeds still have some way to go to catch up on that record, but to judge from their steady and healthy sale they should be with us for many years yet. It is surely rather ironic that the name which, to the moped's designer, meant a speedy and dangerous enemy may to a new generation be connected with nothing more sinister than that most peaceable of all machines—the happy, friendly, and essentially personal moped!



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