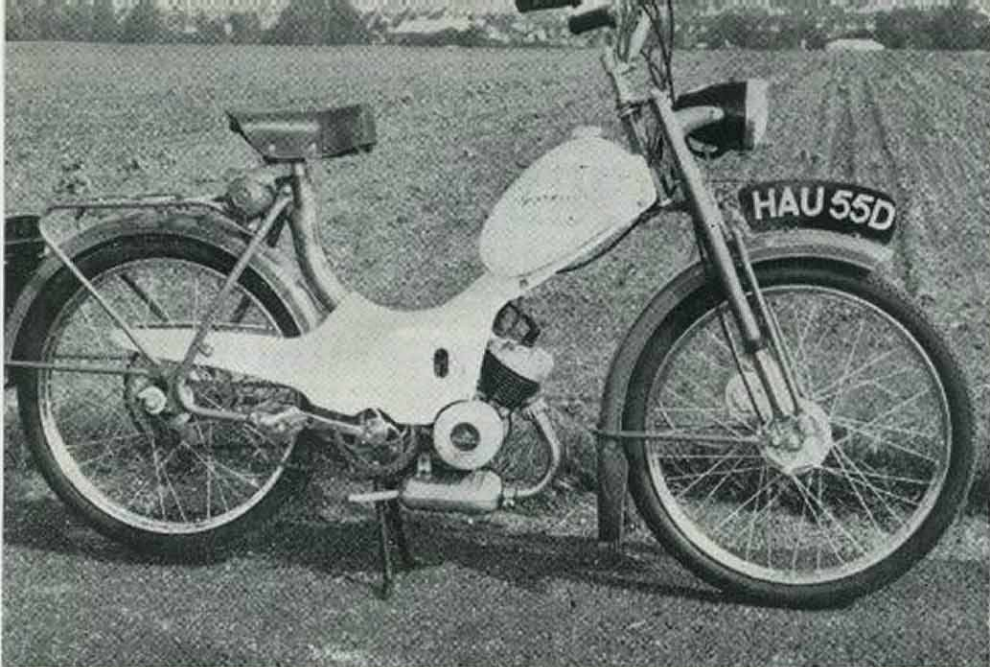


**ROAD TEST**

**OF**



**GARELLINO MOPED**



**T**HE Garelli stable offers a wide range of 'fifties', from a pukka racing model to the little Garellino, the subject of our test. Of their four mopeds, the Garellino is the least expensive and the lowest powered. It is designed as an easy-to-run, reliable model suitable for everyday use.

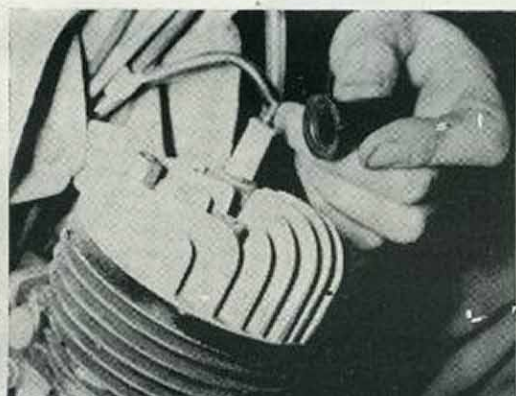
There are no frills, extras or decorations on it apart from a useful mud-guard flap, so we offer this test from the angle of economy and usefulness only. The Garelli mainframe backbone is a heavyweight two-inch tube, looping from saddle to steering head. Rigid rear forks and telescopic front forks with chrome sliders are fitted.

Full width alloy hubs contain four-inch brakes, and chrome 19 inch rims support 2 inch Pirelli tyres. Both brakes are operated from the wide chromium plated handlebars.

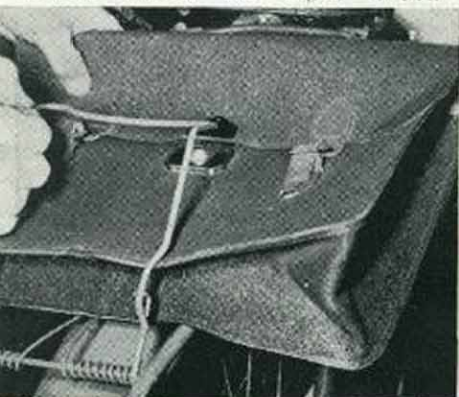
## GREAT GARELLI — LOW COST



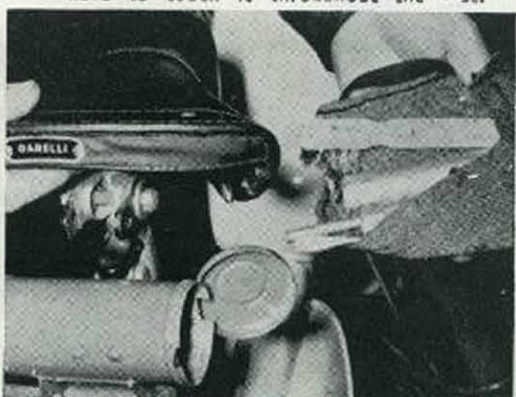
Heart of the Garelli moped is the 49cc two-stroke engine with its large efficient silencer and angled outlet.



Spark plug is centrally mounted and easy to get at — although we did not have to touch it throughout the test.



Ideal for the go-to-work man, the Garellino is fitted out with a strong luggage rack and spring parcel clip.



Quite a comprehensive tool kit is provided and it fits the cylindrical tool box. It even includes a wire brush.

Lighting, operated entirely from the left handlebar switch, gives a flat top, wide-ranging head beam or a dim light for town riding.

A green indicator, in the black and chrome lamp top, shows when the lamps are on. A powerful electric horn is fitted between the upper fork legs.

Claiming a modest two-horse power at 5,250 rpm, the 49cc two-stroke engine has a compression ratio of 8 to 1 and uses a normal 20 to 1 fuel mixture. Directly fitted to the engine via a short chrome pipe, is the silencer and tail pipe.

After switching the fuel tap on and depressing the choke through a hole in the fibreglass fairing, the Garellino needs a bit of energetic pedalling before the left hand twistgrip is turned inwards to connect drive to engine.

We found this the easiest way to start, especially from cold. The centre stand isn't quite strong enough to bear the rider's weight for a stationary pedalling start.

Once the engine is going, the twistgrip throttle must be fully opened to release the choke in the carburettor. Then the engine will take up the drive. From then on, the right hand twistgrip and brakes are the only con-

trols likely to be needed for normal riding.

The Garellino will restart easily on the level without pedalling, but on mild hills the acceleration is so slow that a bit of light pedalling helps the motor into its stride. On very steep hills, a certain amount of pedalling is necessary.

In town, the moped is almost as easy to control as a pushbike and it can be weaved in and out of congested streets easily. There is quite a bit of engine vibration at the top speed of around 35 mph, but just off this maximum the ride is quite pleasant.

The front forks iron out the bumps nicely and the steering is first class, giving the rider plenty of confidence.

Used together or separately, the brakes are real stoppers. The lightest feminine grip would be enough to

## LIGHTWEIGHT

bring the machine to a quick halt. At night, the main headlight isn't a beam, but rather an overall illumination of the road ahead. The spread of light is even and correct for the speed of the Garellino.

Lighting and horn switch on our test model was a poor fit and kept slipping around the handlebar, but later production models have an improved clamp which seems to cure this fault.

This, the latest addition to the Garelli moped range is good value for money, but the engine isn't powerful enough for all main road hills. Yet it is hard working, light and economical. The makers say it will take years of punishment with a minimum of attention. We believe they are right.

### WHAT YOU GET

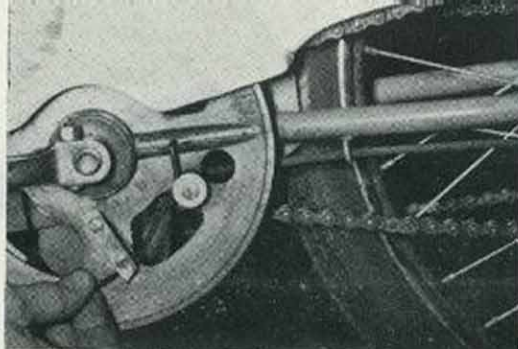
Engine—49cc single cylinder air-cooled two stroke. Claimed, two horse-power; at 5,250 rpm compression ratio 8 to 1.

Gears—Single speed automatic with twistgrip operated starting clutch. Frame—Tubular steel with toolbox and rear carrier. Telescopic front forks.

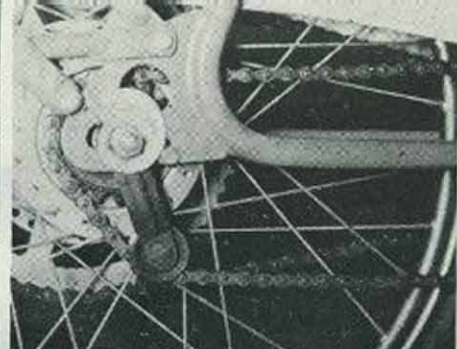
Colour—Tangerine and ivory.

Price—£60 19s 6d.

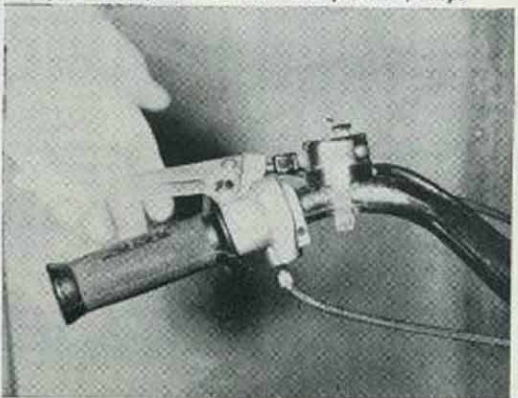
From—Agrati Sales, (UK) Ltd., St. Marks Street, Nottingham.



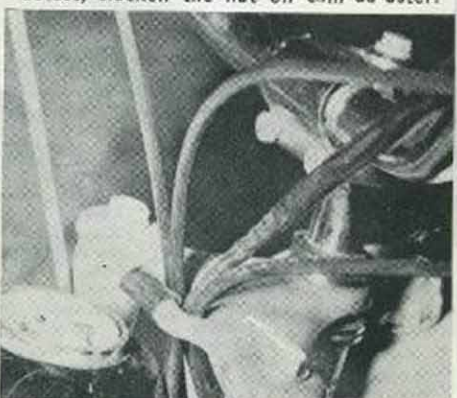
Out of petrol? Just release this wire spring and the engine is disconnected and you can pedal to nearest petrol pump.



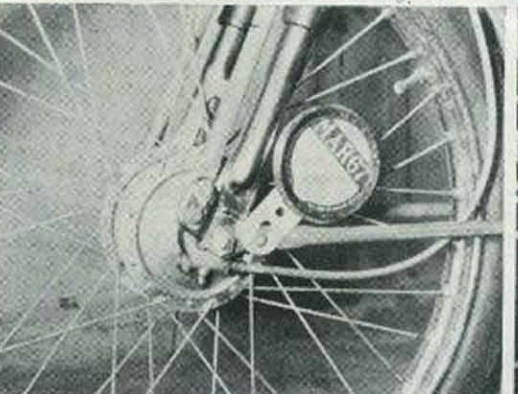
Tensioning of the pedalling chain is carried out by this jockey pulley. To adjust, slacken the nut on cam adjuster.



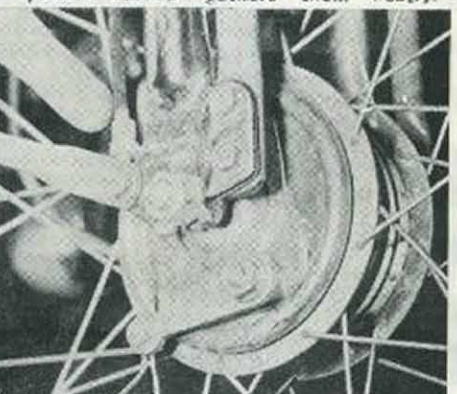
This is the twist grip operated start clutch which allows you to pedal the engine into life before starting, off.



All the controls on the Garellino are operated from the handlebars, and a special 'stirrup' gathers them neatly.



Sturdy and smooth, the telescopic forks have chrome sliders and give a quite comfortable ride. Note hefty supports.



Full-width hubs add to the clean look of the bike. Front brake works quite well, and is adjusted by nuts on cable.



Quality — and safety touch — is the building in of reflectors into the back of pedal for extra safety at night.



Sturdy steel petrol/oil tank carries enough fuel for nearly 200 miles of travel and has single foolproof tap.

# MORE GARELLI MOPEDS

## GARELLI BIMATIC MOPED

This super moped incorporates the famous "Bimatic" clutch — permits both clutches to work independently; no adjustment is required. The engine is fitted with a two-speed gearbox, fully automatic, and each gear is engaged by the independently operating clutches. This is a genuine breakthrough in light-weight two-stroke automatic gear change design, for whilst the unit incorporates a genuine gearbox, no expanding clutches or belt-driven variable pulleys are employed. The "Bimatic" clutch is completely self-enclosed and protected from all weathers and road conditions.

<b>ENGINE</b>	49 c.c. single cylinder two-stroke with alloy cylinder head.
<b>MAX. POWER</b>	Compression ratio 7:1 developing 2.8 B.H.P. at 5,500 R.P.M. Ignition by fly-wheel magneto.
<b>SUSPENSION</b>	Telescopic front forks, oil damped. Telescopic rear suspension units mounted on rear swinging fork.
<b>FRAME</b>	Traditional tubular with incorporated tool box and rear swinging fork.
<b>STANDARD EQUIPMENT</b>	The Garelli Bimatic Moped is fitted with a dual seat, speedometer, front and rear number plates, tool box in frame assembly, and passenger foot-rests . . . all at no additional cost.
<b>COLOUR</b>	Winter Green frame and Pearl Grey mudguards and fuel tank.



## GARELLI 'M' MOPED

Sturdy, standard model. Hard-wearing, easy to control — a glutton for punishment and a miser with petrol.

<b>ENGINE</b>	49 c.c. single cylinder two-stroke with alloy cylinder head.
<b>MAX. POWER</b>	Compression ratio - 7:1 producing 2.2 B.H.P. at 5,500 R.P.M. Ignition by flywheel magneto.
<b>GEARS</b>	Single speed, automatic clutch.
<b>SUSPENSION</b>	Telescopic front forks, oil damped. Telescopic rear suspension units on rear swinging fork.
<b>CARBURETTOR</b>	Dell'Orto SHA/14-12.
<b>FRAME</b>	Traditional sturdy tubular frame with tool box; luggage rack at rear.
<b>STANDARD EQUIPMENT</b>	Speedometer, front and rear number plates and electric horn as standard equipment and at no extra cost.



## GARELLI 'M3' MOPED

A quality Moped of superior construction and design. Will give years of trouble-free running.

<b>ENGINE</b>	49 c.c. single cylinder two-stroke with alloy cylinder head.
<b>MAX. POWER</b>	Compression ratio 7:1 producing 2.8 B.H.P. at 5,500 R.P.M. Ignition by flywheel magneto.
<b>GEARS</b>	The engine incorporates a multi-disc clutch running in oil bath, a 3-speed constant mesh gearbox.
<b>SUSPENSION</b>	Telescopic front forks, oil damped. Telescopic rear suspension units mounted on rear swinging fork.
<b>CARBURETTOR</b>	Dell'Orto SHA/14-12; petrol consumption 160-180 miles to the gallon.
<b>FRAME</b>	Traditional sturdy tubular frame with tool box; luggage rack at rear.
<b>STANDARD EQUIPMENT</b>	Speedometer, front and rear number plates, electric horn, dual seat and passenger foot-rests - all at no extra cost.



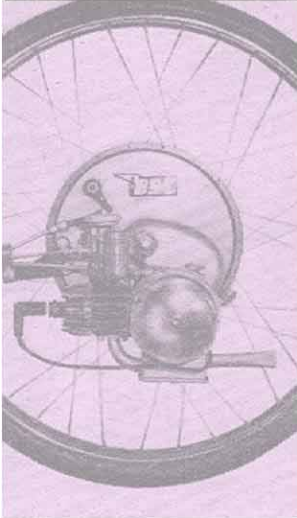
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