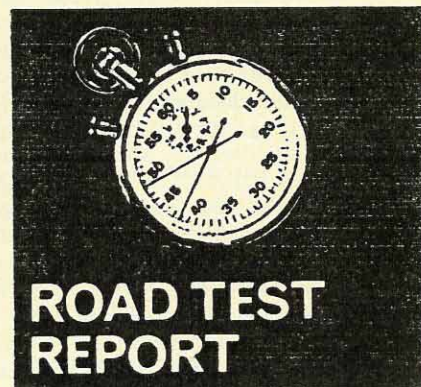


Left, the Garelli M has all the characteristics of a luxury machine

Below: Details of the cam adjustment for chain tension, and the sturdy construction amidships

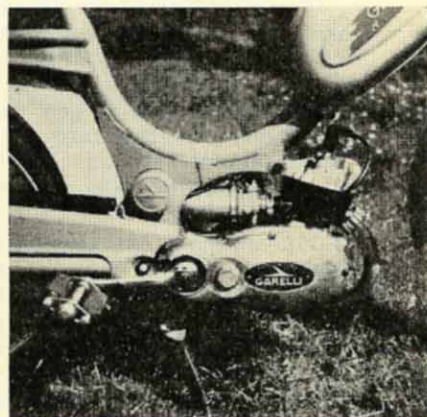
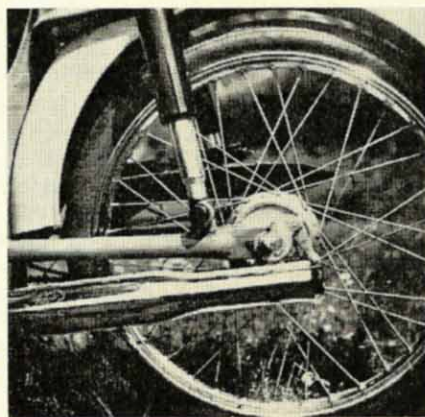


GARELLI 'M'

THE great popularity of the single geared, automatic clutch moped has been based very largely on very simple, cheap and lightweight models of French origin. These serve most users admirably and are excellent value for money, but their very popularity has tended to limit the market for more expensive machines to the more complicated multi-g geared models. The Garelli "M" from Agrati of Milan is unique in the market in being a real luxury machine, not built down to a price but still with the attractions of simplicity.

This model is full-sprung, front and rear, is a single speeder with geared primary drive and automatic centrifugal clutch running in oil and has the style and appearance of high quality and modern design. It is not light at nearly 100 lbs. and not cheap, though excellent value for money at £70. It comes fully equipped with good electrical components and features such refinements as a fully demountable and very efficient silencer, a one-gallon fuel tank and effective deeply valanced mudguards.

Even the control system of the Garelli "M" is out on its own since the clutch can be engaged manually as well as automatically by engine



speed, quite a convenience when kick-starting on the stand and a feature which also permits the machine to freewheel if desired. The technical specification is conventional enough with almost square dimensions for the 49 c.c. engine, 7 to 1 compression ratio, tubular steel frame and saddle adjustable for both height and angle with the bars adjustable in height only. 18-inch wheels with 2-inch *Ceat* tyres keep the machine low and help to give it a rather motor-cycle appearance. Front forks are telescopic and rear, swinging-arm.

Pedal drive is to the engine counter-

shaft by a short chain and thence through the single, heavy-duty final-drive chain with a deep top run guard. A strong luggage carrier is fitted on the rearward extension of the frame that also carries the upper ends of the telescopic rear suspension units, and the machine comes complete with no extras to buy.

Starting can be effected either by kicking down a pedal with the machine on its central stand or by riding. In either case the clutch is manually engaged by turning the left twistgrip inwards. In practice one soon gets into the habit of opening both

grips simultaneously and, with a tickle of the carburettor for a cold engine, the start is immediate. The left grip returns automatically when released and the clutch is then controlled by engine speed alone.

We have found most automatic centrifugal clutches pretty efficient but this one running in oil sets quite new standards both in smoothness of pick-up and cleanness of release. There is no drag at all when the engine is ticking over or when the machine is being wheeled or pedalled. Incidentally, this clutch is adjustable and fine settings can be made and maintained.

Except on hills, no pedal assistance is required for getting away and acceleration is adequate for normal traffic conditions. The *Garelli* has something of a dual personality in that its performance at low speeds in traffic is so smooth, quiet and docile that one expects this modest but refined power range to be its full contribution. However, at around 20 m.p.h. an extra surge of acceleration becomes available with a little more noise, mainly mechanical, and the speed surprisingly goes up to a maximum on the level of 32 m.p.h.

Even at this speed the exhaust note remains quiet, well below the latest M.o.T. ideas on permissible noise. There is some vibration at 25-27 m.p.h. but the engine gets smoother as the revs go up and we would expect this to improve as running-in is completed and a few thousand miles go on the clock.

The outstanding thing about this machine is its suspension. Both front and rear the springing is first class, absorbing bumps easily without pitching, and keeping the wheels firmly on the road and the rider firmly in the saddle. With this goes hands-off steering qualities at anything over about 6 m.p.h. and no vices at all. The full-width hub brakes are both hand-operated and normally used together. They provide smooth and quick stopping, the front being slightly the more powerful, as it should be, but either capable of stopping the machine alone.

The saddle is of the spring mattress type and, although rather small, we found it more comfortable than most current mo-ped seats. General comfort standards are high, mainly due to the excellent suspension, but we found the tank seemed to be in just the wrong place for the knees of a tallish rider, neither far enough back to be gripped or enough forward to be out

SPECIFICATION

Engine:

Two-stroke single, bore 40mm. × stroke 39mm., capacity 49 c.c., compression ratio 7 to 1, output 2.2 b.h.p. at 6,000 r.p.m. Carburettor Dell'Orto T.4-10. S. 1.

Transmission:

Gear primary drive with countershaft in unit with engine. Centrifugal clutch running in oil with external manual control from handlebars. Final drive by $\frac{1}{2} \times \frac{3}{4}$ -inch chain with rollers.

Frame:

Single tube main member with box sub-assembly in welded steel, integral toolbox, telescopic front forks, swinging-arm rear, valanced mudguards, built-on carrier, adjustable handlebars and saddle.

Tank;

Saddle mounted, capacity 1-gallon (4½-litres) no reserve.

of the way. With the saddle right down short-legged riders should be very happy and comfortable.

Weight is a disadvantage when the machine has to be wheeled up steps or in confined spaces, but the compactness of the *Garelli* made man-handling quite easy. General accessibility is good but little rider maintenance should be required.

Interesting and slightly unusual is the lighting system. Powered by an 18-watt coil in the flywheel, the headlamp provides two 15-watt bulbs, one of them of the festoon type to give a well spread light on the dipped beam position. The other affords a really useful beam with a pronounced cut-off that puts all the light where it is wanted. The 3-watt tail lamp also has a festoon bulb and is visible at anything over tickover revs. An electric horn of adequate power for pedestrian or cyclist warning is standard and the single handlebar switch has a kill button for stopping the engine.

Wheels:

18-inch, chromed rims, full-width light alloy brake drums. 2-inch "Ceat" cyclo-motor tyres.

Electrics:

Flywheel magneto in offside crankcase compartment accessible through inspection plate. 18-watt 6-volt lighting coil. 2 × 15-watt headlamp bulbs, 3-watt rear, electric horn, handlebar switchgear. 4-inch headlamp with ribbed lens. Illuminated speedometer.

Weight:

101 lbs.

Price:

£69 19s. 9d.

Concessionaires:

Agrati Sales (U.K.) Ltd. St. Marks Street. Nottingham.

What market there is in Britain for a luxury single-g geared mo-ped remains to be seen, but in our opinion this unique machine would be the ideal mount for many people, whether they know it yet or not.

Criticisms are few and confined to details: the lack of a reserve fuel tap, the small toolbox and kit limited to a plug spanner, and the closeness of the tickler to the main frame-tube making it difficult to get at with a gloved finger, were about all we could find in the way of complaint. Against these are the high engineering quality of the power unit, the silky and virtually indestructible clutch, excellent suspension, steering and brakes and a general standard of quality in finish and fittings that account adequately for the price bracket.

This is in no way a competitor with the popular priced everyman mo-peds now available on the market, but for those who like high-grade products the *Garelli "M"* will set a new standard for all mo-peds.

Special Track-test

A CAPRI scooter and a *Garelli* motorcycle were recently tested for economy and speed at Oulton Park.

On exactly two pints of fuel the *Capril* scooter 98 covered fourteen laps, plus 1.3 miles of the Oulton Park Racing Circuit covering a total distance of 39.953 miles and totalling 159.816 m.p.g. The machine used was

a standard production model.

The *Garelli* motorcycle 98 over twenty laps of the circuit, equal to a distance of 55.220, obtained an average speed of 52.524 m.p.h. The fastest lap was 53.381 m.p.h. and the maximum speed achieved on the circuit was 58.908 m.p.h. The machine used in this case was also a standard production model.

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