

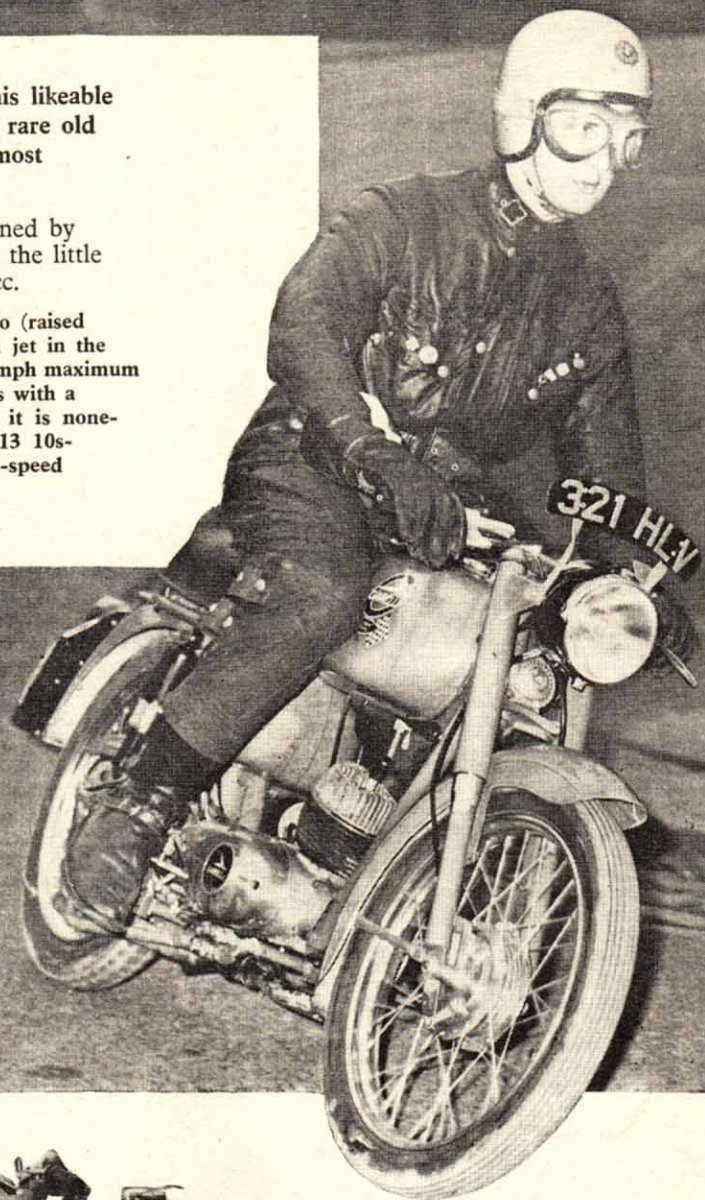
ROAD IMPRESSIONS OF NEW MODELS

ON its circuitous travels from Italy this likeable sportster has been injected with a rare old syringe-full of Mersey Beat in Lancashire's most famous port.

The power unit of the Oulton Special tuned by Eric Cheers of Victor Horsman, Ltd, thrust the little bike along quite amazingly for its mere 94 cc.

Main mods are the 10.5 to 1 compression ratio (raised from 7.4 to 1), polished ports and a larger main jet in the carburettor. This modicum of tuning ups the 55 mph maximum of the standard Garelli by 15 mph. True, this is with a following wind—mean speed was 65 mph—but it is nonetheless creditable. A neat dolphin fairing, a £13 10s-optional extra, would obviously increase the top-speed performance appreciably.

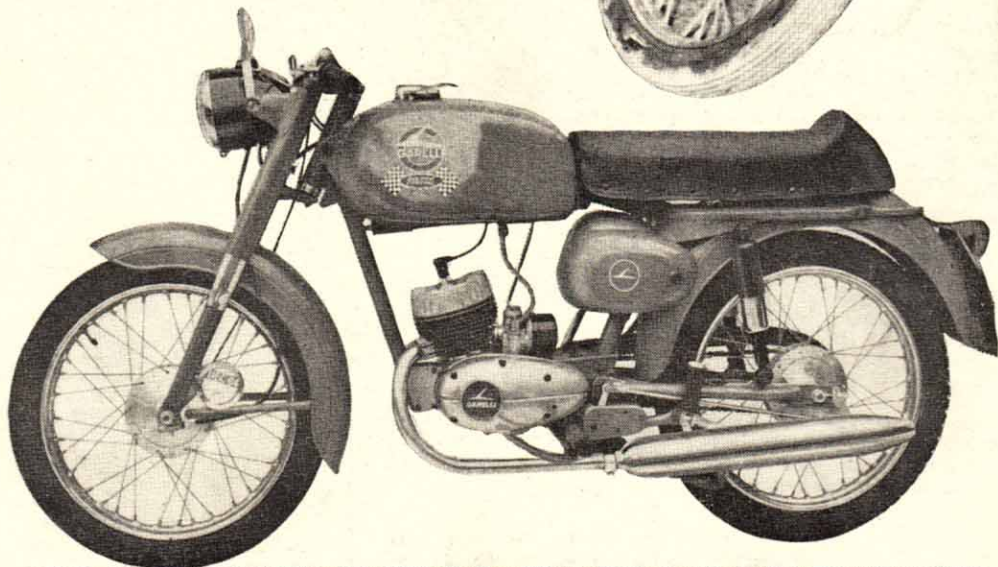
94 CC GARELLI OULTON SPECIAL



But maximum speed isn't everything. How does the general performance benefit from the tuning? The increased power is apparent throughout the range.

Acceleration is extremely lively—a 23-second, 53-mph, standing quarter-mile is evidence enough. Cruising speed was a genuine 50-60 mph depending on conditions. Only at high revs did vibration become noticeable.

Throughout the test the Garelli was an excellent starter. The spring-loaded air slide for cold starting is released automatically as soon as the throttle is opened appreciably for riding off. Once under way the engine two-



stroked happily and would buzz readily.

It was felt that the top gear could with advantage be lowered slightly—maximum speed in third was about 55 mph and in adverse conditions it was impossible to change up without the speed falling off.

Combine the celerity with top-rung handling and braking and the Oulton Special becomes a joy to ride especially on twisting roads.

Although the handling is excellent it is achieved at the expense of comfortable suspension. The springing is on the hard side; and the seat is hard—it does, in fact, become noticeably so on a long ride. And although for short-distance trips the riding position was comfortable, for longer journeys the semi-crouched posture was trying on the wrists.

Controls? The rocking gear pedal is sited a couple of inches above the offside foot-rest. It was preferable to move the pedal so that the toe part was in a more accessible position for up-and-down changing.

When changing up—especi-

SPECIFICATION

ENGINE: Garelli 94 cc (50 x 48mm) two-stroke single. Compression ratio 10.5 to 1. Petroil lubrication, ratio 20 to 1.

IGNITION and LIGHTING: CEV flywheel magneto with six-volt direct-lighting coil. Twin filament, 25/25-watt main bulb.

TRANSMISSION: Four-speed gearbox in unit with crankcase; rocking pedal control. Gear ratios: top, 7.85 to 1; third, 9.85 to 1; second, 13.6 to 1; bottom, 23.4 to 1. Primary drive by helical gears, secondary drive by chain.

SUSPENSION: Hydraulically damped telescopic front fork and pivoted rear fork.

TYRES: CEAT: front, 2.25 x 17in; rear, 2.75 x 17in.

WEIGHT: 150 lb with no fuel.

ROAD TAX: £1 a year.

PRICE: £129 10s (dolphin fairing, £13 10s extra)

DISTRIBUTORS: Victor Horsman, Ltd, 48-50, Renshaw Street, Liverpool, 1.



Above: Tool roll and instruction book fit neatly into the left-side compartment. Left: A high compression ratio and polished ports give the little engine a big power boost.



Ken Kendall and brother Des take their Metisse through the stream bed at Darkie. They went on for a first-class award

Derek's Second

IN 1961, Derek Adsett caused a minor sensation by winning the national Mitcham Vase Trial. But most of the aces were abroad that weekend competing in the Lamborelle and it was not until last Saturday that young Derek notched up another national win.

The event was the super-sporting Wye Valley Trial, held for the most part in blinding snow and sleet. It was a disastrous day for Sammy Miller (497 Ariel) who, along with many other riders, missed an observed section known as Trewern and thus incurred a penalty of 20 marks.

Without this, Sam's score would have been only 10. Derek Adsett (riding a two-fifty Greeves, as usual nowadays) dropped 20 altogether.

Held in the wild country between Hereford and the Black Mountains, the trial featured a dozen sections—half of which were brand new. Four of these (all in the remote Craswell area) were real toughies and the trial was rated the best in years.

ONE MARK

Even the sidecar drivers were happy, though Ron Langston (497 Ariel) was the only one to keep his score pegged below 40. This he achieved by somehow climbing the notorious Cwm Steps at a cost of only one mark.

Best Solo.—D. J. Adsett (246 Greeves), 20 marks lost. **Best Sidecar.**—R. J. Langston (497 Ariel), 39.

Best 200 cc.—S. Ellis (Triumph), 37. **Best 250 cc.**—D. G. Langston (BSA), 23. **Best 350 cc.**—D. R. Smith (246 Greeves), 22. **Best 500 cc.**—S. H. Miller (Ariel), 30. **Best 500 cc Sidecar.**—C. A. Morewood (Ariel), 44.

Team Prize.—Birmingham: Miller, K. J. Sedgley (246 Greeves), J. L. Stone (246 Greeves), 125.

First-class Awards.—B. K. Rodgers (246 Greeves), 24; P. T. Stirland (246 Greeves), 30; J. Ashcroft (246 Greeves), 33; A. J. Davis (246 Greeves), 34; P. Valentine (246 Greeves) and H. W. Doncaster (246 Greeves), 37; M. B. Smith (246 James) and P. Walsh (199 Triumph), 40; A. G. Holt (246 Greeves), 42; K. J. Sedgley (246 Greeves), 43; S. T. Cooper (199 Triumph), 45; J. L. Orme (246 Greeves), 47; W. B. Mills (347 AJS), 48; P. Whelan (246 Greeves), 49; K. R. Kendall (497 Metisse sc), 60.

ally engaging bottom from neutral (which is "below" bottom, by the way)—it was necessary to exert firm pressure on the pedal to ensure that the gear was fully home. Otherwise, however, engagement was sweet and smooth—as was the clutch.

In common with its standard sister tested last August, the Oulton Special could be faulted on a few minor points. The filler cap that insisted on

leaking if the tank was filled within four inches of the top; the tendency to blow rear bulbs; the twistgrip ineffectively secured by two grub screws.

Overall impression? I Like It, as Gerry of the Pacemakers might say about this Mersey-tuned Italian.

It is a nice little machine that has been given a sporting polish—without losing any of its charm.

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