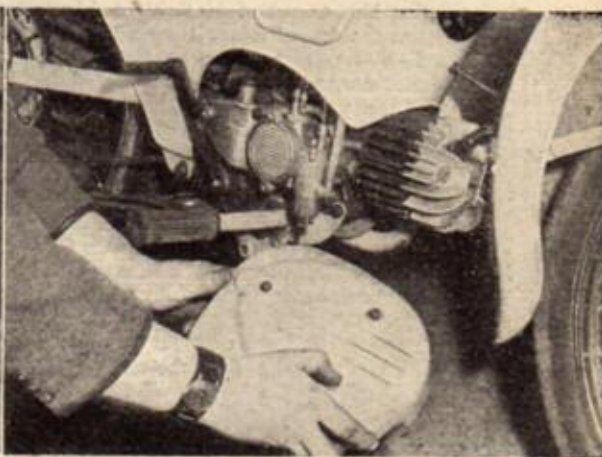


ROAD TESTS OF CURRENT MODELS



The 98 c.c. Two-stroke
GUZZI "ZIGOLO"
 "Motor Cycling" Records Impressions of
 a Quality Italian Ultra-lightweight with
 Ultra-modern Features

**TESTER'S ROAD REPORT**

Maximum Speeds in:—		Time from Standing Start
Top Gear (Ratio 7:83 to 1)	45 m.p.h.	4.870 p.m. — 50 secs.
Second Gear (Ratio 13:42 to 1)	34 m.p.h.	6.300 p.m. — 34 secs.
Speeds over measured Quarter Mile:—		
Flying Start	43.6 m.p.h.	Standing Start — 29.5 m.p.h.
Braking Figures On DRY TARMACADAM, Surface, from 30 m.p.h.:—		
Both Brakes	36 ft.	Front Brake — 56 ft. Rear Brake — 58 ft.
Fuel Consumption:—		
30 m.p.h.	160 m.p.g.	40 m.p.h. — 112 m.p.g. 50 m.p.h. — m.p.g.

The Guzzi "Zigolo" (above) provides clean, comfortable transport for the everyday rider, combined with a performance which would commend itself to the lightweight motorcycle enthusiast. (Above right) Removal of the right-hand shield discloses the Dell'Orto carburettor, with integral air filter and sludge trap. Above the shield is the door giving access to the fuel tap.

BRIEF SPECIFICATION

Engine: Guzzi air-cooled single-cylinder two-stroke, horizontally mounted; bore 50 mm. by 50 mm. stroke = 98 c.c.; C.R. 6:1; cast-iron barrel; light-alloy piston head; deflectorless light-alloy piston; rotary valve for mixture induction; petrol lubrication; Dell'Orto carburettor.

Gearbox: Guzzi three-speed foot-controlled positive stop gearbox built in unit with engine; gear ratios 7.83, 13.42 and 20.57 to 1; multi-plate clutch, running in oil, driven by helical gears from crankshaft; final drive by chain.

Ignition and Lighting: From Marelli flywheel magneto-generator, equipped with lighting coils and separate ignition coil; Aprilia headlamp; tail lamp, lights and horn controlled by handlebar switch.

Frame: Of beam type, with swinging-fork rear suspension controlled for shock and rebound by central rubber springs; friction dampers at rear; sub-frame formed by steel pressing, incorporating under-tank shielding, with built-in tool box and "cupboard" for fuel tap (three-position) and extended float chamber tickler; front forks Guzzi telescopic type.

Wheels and brakes: Chromium-plated 19-in. rims front and rear, carrying 2.50-in. by 19-in. Pirelli tyres; internal-expanding brakes, 5-in. diameter.

Tank: Of approx. 3 gal. capacity.
Finish: Forks, mudguards, tank, handlebars, frame pressings in light grey enamel, with Moto Guzzi motif on tank sides and on front and rear mudguards; wheel rims chromium plated, brake back-plates in polished light alloy; headlamp black.

Dimensions: Wheelbase, 50 in.; overall length, 77 in.; saddle height, 30 in.; overall width, 26½ in.; ground clearance, 6½ in.; weight, 172 lb.

Manufacturers: Moto Guzzi, s.p.a., Mandello del Lario, Como, Italy.

Concessionaire: Bob Foster, 472-4 Ashley Road, Parkstone, Dorset.

Price: £110, including Purchase Tax.

Equipment: Electric horn, built into under-tank shielding; tool kit.

Annual Tax: 4s. 10d. (per quarter).

Extra: Smiths 55 m.p.h. speedometer, £4 10s.

BIGGEST of all the Italian motorcycle concerns is the s.p.a. Moto Guzzi, whose annual production ranks third only to the two scooter giants—Innocenti and Piaggio. Since 1921, when the marque was introduced, Guzzi designers have concentrated upon the horizontal engine layout which has, over the years, come to be regarded almost as a Guzzi hall-mark. Not surprisingly, therefore, their latest product—the 98 c.c. two-stroke "Zigolo," introduced last year—follows their now well-established style.

Although the extensive use of steel shielding conceals it from immediate observation, the "Zigolo" has, in fact, a beam-type frame equipped with swinging-fork rear suspension. The "sub-frame," which carries the rider's saddle

and the rear carrier, also forms the rear mudguard and is extended forward to become a full under-tank shield, with an in-built tool box on the left and—on the right-hand side—a door giving access to the fuel tap and extended float-chamber tickler. The movement of the swinging-fork (a member fabricated from oval-section steel tubing) is controlled by a large-diameter rubber spring working in compression and contained within the "bodywork" close to the pivot point.

At the front, suspension is by telescopic forks, of quite conventional design except for the "muffs" to which the wheel spindle is attached. These are of light alloy and each is held, by one nut, to a keyed and threaded extension of the lower slider. Thus the removal of two

nuts, and the detaching of the front brake cable, is all that is required to effect the removal of the front wheel.

As already mentioned, the engine-gearbox unit is horizontally mounted, with the single, air-cooled cylinder protruding forward of the shields. It comprises a single-port two-stroke engine, with "square" bore and stroke dimensions of 50 mm. giving a capacity of 98 c.c. An interesting feature is the use of rotary valve induction, the valve being incorporated in the engine shaft on the right-hand side. The Dell'Orto carburettor fits directly on to the crankcase and is partially enclosed by a shield.

Ratios of 7.83, 13.42 and 20.57 to 1 are supplied by the gearbox, which is of positive-stop, foot-controlled type.

Current for ignition and lighting is supplied by a Marelli flywheel magneto-generator driven direct from the crankshaft on the left-hand side. The ignition coil is remotely mounted and is reached through the previously-mentioned door in the right-hand shields. Like the carburettor, the "electrics" are protected by a readily detachable pressed-steel shield.

An Aprilia headlamp of approx. 5½ in. diameter is employed. This has provision for the incorporation of a speedometer within the headlamp shell, but on the model tested a Smiths 55 m.p.h. speedometer, with external gear drive, was fitted.

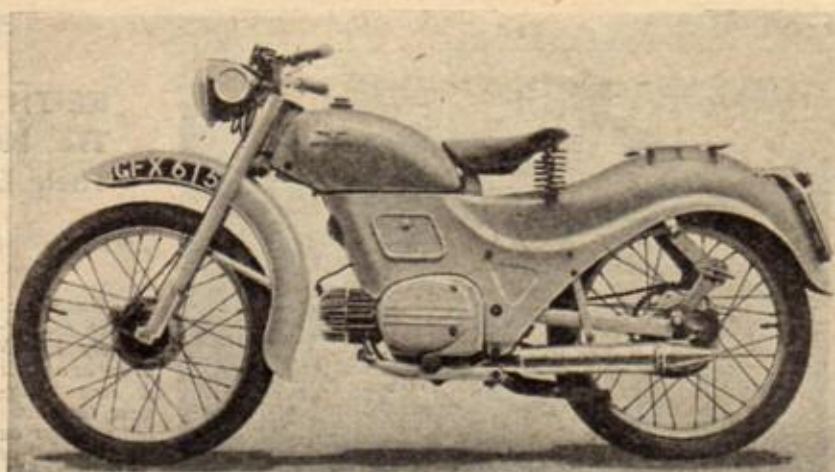
Lighting and the electric horn—which component is neatly built into the undertank shielding—are both controlled from a neat "cluster" fitting on the left handlebar. Clutch, throttle and front brake controls are all inbuilt and, in the case of lever controls, the cable adjusters are mounted on the handlebar static member.

Trouble-free

In the hands of *Motor Cycling's* testers, the "Zigolo" covered close on 2,000 miles during the six weeks in which it was "on the strength" and throughout that time—with the sole exception of an inexplicable bout of plug-whiskering which recurred on isolated occasions—it provided trouble-free service.

Starting from cold proved to be quite easy—the carburettor was generously flooded, the air lever closed, and two dabs on the kick-starter would bring the engine to life. It proved advisable to allow time for the unit to warm up before opening the air lever.

First-gear engagement was at all times positive (the operation was on the "down for down, up for up" principle) and the change into second gear could be made as rapidly as the rider wished. Upward and downward changes between second and third gears, however, demanded more care, and it was advisable to be slow and deliberate if missing the gear was to be avoided. The clutch operation proved to be of the type to which that over-worked adjective "silky" could justly be applied.



Smart, ultra-modern lines are outstanding features of the latest model from the Guzzi stables.

Not once throughout the test did the operating cable require adjustment.

Smooth and flexible, the little engine provided an adequate degree of acceleration in the intermediate gears. Top gear could be held down to some 15 m.p.h., but generally speaking it was found advantageous to engage second gear for speeds below 20 m.p.h. Trickling with the clutch fully home could be indulged in with first gear engaged and the "Zigolo" moving at a fair walking pace.

Part of the machine's duties while on test consisted of providing daily transport for a staff man resident near Brighton—a trip of some 60 miles morning and night. The little Italian lightweight withstood the task manfully, recording a figure of 1 hr. 50 min. door-to-door with unflinching regularity, no matter what the weather conditions. On the open road part of the run, a 36-mile stretch was regularly reeled off in exactly one hour, despite the need for traversing at least three long, stiff climbs.

Here, the model's pulling power came into play. It was found capable of tackling quite sizeable gradients in top gear, its ability to pull steadily at around the 20 m.p.h. mark being particularly noted. Second gear, unfortunately, often proved too low for the job in hand, and the tester sighed more than once for a fourth ratio mid-way between top and second gears. On the run mentioned, the model was generally cruised at between 40 and 45 m.p.h. as prevailing conditions permitted, though on downhill stretches it was not uncommon for the speedometer needle to go "off the clock." Overall fuel consumption on these journeys was in the "over 100-m.p.g." class. Except at peak revs. in each gear, the unit was nearly vibrationless.

Handling, whether on dry roads, on wet cobbles, or latterly on iced and snow-covered highways, was beyond reproach. The "Zigolo" steered perfectly, held its

line to a hair, and never did more than step sedately out by two or three inches at the rear when cornering on really slippery surfaces. Much credit for this must go to the suspension systems, which absorbed all but the worst in the way of surface inequalities.

Good Lights

Night-time riding was made a pleasure by what can only be described as a superlative lighting set. Indeed, for the first time the tester really felt on terms of equality with car drivers in the matter of night vision, for the Aprilia headlamp threw a powerful and penetrating beam which gave almost perfect illumination of the road for well over 100 yards ahead, while for town driving even the dipped beam was an embarrassment, bringing a volley of flashes from approaching traffic even though the lamp had been tilted to point only a few yards ahead!

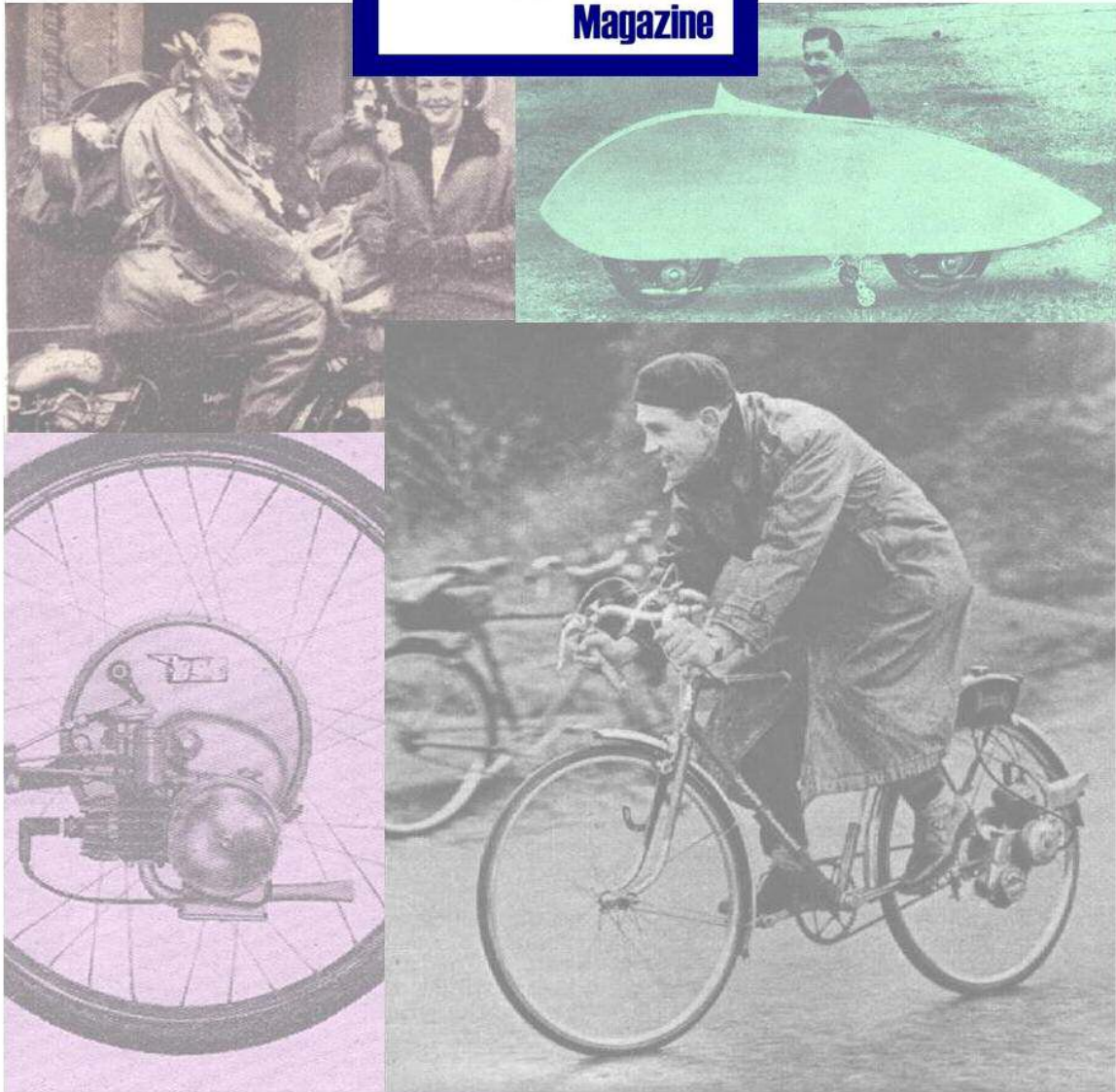
Apart from broken filaments, which entailed the replacement of no fewer than four tail bulbs, the electrical equipment was trouble-free throughout the test.

Considering its extensive nature, the mudguarding was frankly disappointing. Spray, thrown forward by the front wheel and caught by the airflow, tended to blow back clear of the front mudguard.

No means of adjustment is provided for the riding position, the saddle, foot-rests and controls all being mounted in a set relationship. While this "in-built" position is quite comfortable for a rider in the "short-to-medium" height range, it was felt that a taller man might experience some discomfort.

Summing up, the Guzzi "Zigolo" is an ultra-modern ultra-lightweight, with design characteristics which place it high in the luxury touring class, a performance which belies its small engine capacity, and a considerable degree of economy to add to its appeal.

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