

# THE GARELLI 98

**Q**UITE a number of scooterists and even more mo-ped riders at some time change over to motor cycles and it is for this reason that we test a motor cycle every year or so in order to see just how the other half of the two-wheeler business is progressing. With current registrations shewing that some 75 per cent of new machines are in classes under 150 c.c. it is the lightweights that are of most interest and so our test this year is of the Garelli "98".

This is an Italian machine in the sports class with a 98 c.c. two-stroke engine and 4-speed gearbox. It has a tubular diamond frame, low set, narrow handlebars and a racing type dualseat with slightly raised tail end. Pillion footrests are set on extensions of the main frame, the nearside one also carrying the silencer. A large and shapely fuel tank fits saddlewise over the top tube, provides a comfortable kneehold and features a quick release filler cap.

Suspension is by telescopic front forks and swinging arm rear, both generously proportioned for a light-weight machine, and the wheels have 17 x 2½ and 2½-inch *Ceat* tyres, ribbed front and studded rear. Plated rims, stainless steel spokes and full-width drum brakes are featured with knurled hand wheel adjustment for the front brake. The rear brake is operated by a pedal on the nearside and the 4-speed gear change is by rocking pedal on the offside.

Mudguards are domed and valanced. Below the seat on the down tube is a large container that is almost purely ornamental, a small compartment on the nearside being used as a toolbox.

The 98 c.c. engine has a cast iron cylinder and alloy head both deeply finned and cast in an oval shape for additional cooling area. It is built in

unit with the 4-speed box with primary drive by helical gears through a multi-plate clutch running in oil. The fly-wheel generator is completely enclosed but the carburettor is fully accessible, though well protected.

Finish is in Italian racing red with the usual chromed parts and aluminium polished. The large headlamp and the dualseat are in black.

## Real riding

First and continuous impression of the *Garelli* on the road is its ease of handling. Steering is quite exceptional on almost all road surfaces, hands-off riding safe and cornering a pleasure. The test machine had already done some mileage in other hands before it reached us and someone had been "ear'oling" to such good effect that the undersides of the footrest ends were worn flat. We did not attempt to emulate this example but were not surprised at its success as the light weight, rigid frame and firm suspension with the added grip of paired tyres made this a machine of unusual handling qualities.

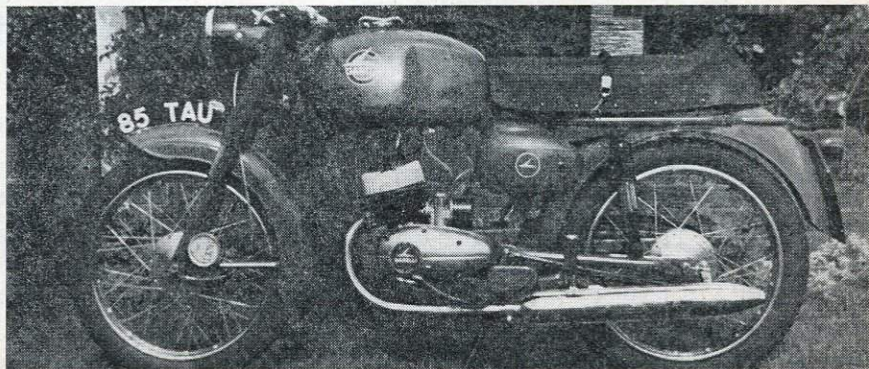
The springing is up to and indeed part of the good roadworthy characteristics of the little motor cycle and although the tail end went down quite

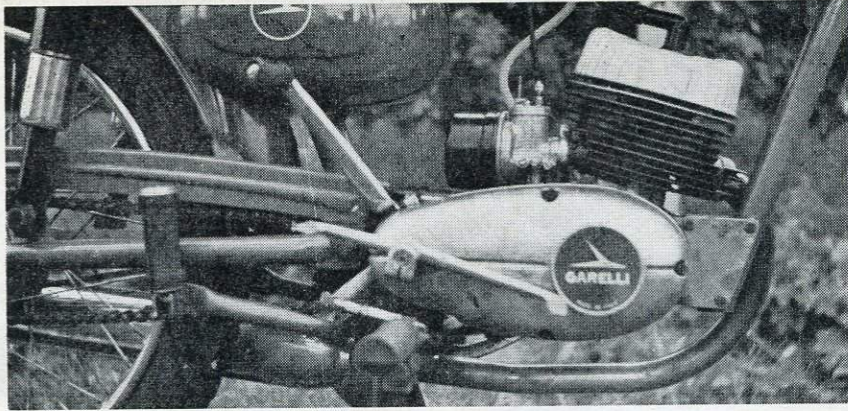
perceptibly with two big riders aboard there was no bottoming over bumps and confidence was fully maintained.

Engine performance is also lively. Naturally with a unit of only 98 c.c. some revs are called for to get any real power, but the revs are there for asking and very smoothly throughout the range. At low speeds and small throttle openings torque is negligible and the engine is very easily stalled by too casual clutch handling, but once the knack has been learned of building up the revs before feeding in the clutch the getaway is very lively indeed.

Gear-changing also calls for some intelligent attention to driving technique. The rocking pedal provides a lot of leverage and the gears like to be engaged gently but firmly at the right speeds. Any heavy footed stamping produced nothing but missed gears. However, treated properly the changes are sweet and silent and the choice of ratios is dead right for the power curve of the engine. The clutch is one of the silkiest ever and stands

*Below: the sporting characteristics show in the knee-grip tank, the racing-style saddle and handlebars. A more conventional lay-out might suit older riders*





Above: close up of the engine and gearbox layout. Note the most-accessible carburettor tucked out of harms way behind the cylinder. Rocking gear-change pedal and kick start lever are clearly shown

being hard used without protest.

Braking is also very good. The test machine required some attention in this direction as the brakes were actually too powerful for comfort in delivery trim. After adjustment we found that very rapid deceleration was also possible with smoothness and this good stopping power enabled the engine performance and roadholding to be used to the full in safety.

Comfort is always something of a matter of taste and we admit to wishing that this machine were fitted with a larger saddle and less "sporting" handlebars. However, there is no question but that the *Garelli* is produced and sold mainly for young riders and most of these will be more than happy with the riding position and the comfort standards provided. We still feel that a touring shaped model would have a wide appeal among older riders.

There is virtually no gear whine on the indirect ratios and this enables high speeds to be maintained even when climbing without attracting the wrong kind of attention from the public. The exhaust is well silenced and quieter than average up to half throttle. At full bore the noise of a fast revving two-stroke is obviously noticed but never becomes objectionable with reasonable handling. At its maximum of just on 50 m.p.h. with the rider sitting as upright as the position allows, everything is smooth, noise emission reasonable and the machine remarkably safe and stable by any standards at all.

### Comparisons

This test cannot follow our usual objective assessment, partly because we have not had the opportunity to test other modern light motor cycles for comparative standards and partly because this was not the object of the test.

We set out to see how this motor cycle compares with current scooters and mo-peds and to judge how our readers would like it against the background of their two-wheeling experiences so far. Our conclusion is that

the *Garelli* "98" has quite a lot to offer to a limited number of present mo-ped and scooter riders.

Compared with any of our more usual test machines this motor cycle definitely required more riding. For example, against the rather casual "clonk" with which the average scooter rider changes gear, the *Garelli* gears need stroking in with a gentle foot; the powerful brakes need to be used with intelligence and the front one has an importance that all too few mo-ped and scooter riders appreciate; the light-flywheeled engine stalls easily and flatly refuses to slog on wide throttle opening at low speeds; the riding position is like nothing we are used to on our machines.

Against all this there is a performance that can be really exciting despite the modest engine capacity; steering and handling that no scooter can match; superb braking; the kick of owning a lively, sporting machine that costs little to buy and run but can take two almost anywhere.

### Little giant

As we have said, the *Garelli* is mainly for the young, but among that wide range of potential buyers there are many mo-pedists moving up to a new machine who would love to have this little giant and would be happy to learn to ride it properly and get the most out of its excellent performance. Among scooterists we are less sure that there is a great potential demand for a machine that takes more driving and offers no weather protection or luggage carrying capacity whatever. As a day-to-day hack this motor cycle will do the job but does not care much for it, but for sheer fun it is a delightful, safe and economical mount.

## SPECIFICATION

### Engine :

"Garelli 374" two-stroke single, Bore 50mm. x stroke 48mm., capacity 94.25 c.c., compression ratio 7.4 to 1, output 5.2 b.h.p. at 6,500 r.p.m., carburettor "Dell'Orto ME 18BS" with self-cancelling choke, petroil lubrication.

### Transmission :

Primary by helical gears and muti-plate clutch running in oil, final drive by 1/2-inch x 3/16-inch chain. 4-speed gearbox with rocking pedal change, ratios: 23.4 13.6, 9.85 and 7.85 to 1.

### Frame :

Single tube diamond frame, hydraulic telescopic front fork, rear swinging arm with hydraulic telescopic spring/damper units. Tank capacity 2 1/4-gallons, including 3-pint reserve.

### Wheels :

Front 2 x 17-inches with 2 1/4-inch ribbed tyre, rear 2 1/4 x 17-inches with 2 3/4-inch studded tyre, chromed rims, stainless steel spokes, light alloy finned hubs.

### Weight :

150 lbs

### Electrics :

Flywheel generator, 6-volt, 28-watt. Headlamp 25/25 watt double filament, 5-watt pilot and illuminated speedometer. Tail and stop lamp 3/15-watt double filament bulb, electric horn, dipswitch.

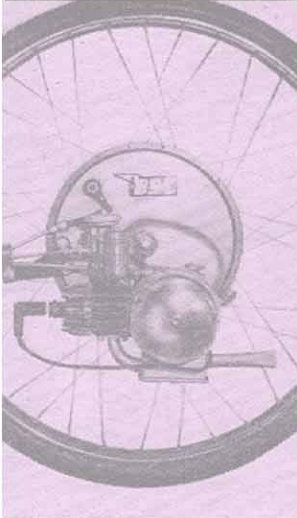
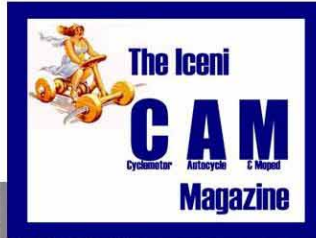
### Price

£102.19.0. (Including P.T.)

### Concessionaires :

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

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