

LAST of the trio of machines from Agrati of Milan we have tested in recent months, *September and October, 1963*, the Garelli M.3 is in appearance and characteristics very much one of the family. Like the single geared "M" mo-ped it has an unusual combination of conventional simplicity with luxury specification while its performance is not far short of that of the 98 c.c. motorcycle.

The frame is based on a single tube layout with a substantial rear end extension assembly to carry the upper ends of the telescopic suspension units, the rear mudguard and a sturdy carrier. The swinging arm rear forks are pivoted immediately behind the gear-box mainshaft to provide full range of movement without great variations in chain tension and the 15 × 38 sprockets keep the drive compact under a deep top-run guard.

Front forks are telescopic with the moving members securely bridged and the domed mudguard stayed to the upper section.

Below the main frame member a welded steel box structure carries the engine/gear unit and has a small transverse cylinder in it as a toolbox. 18-inch wheels are shod with 2-inch *Ceat* tyres and both have finned light alloy hubs. The forward mounted fuel tank holds a full gallon but no reserve supply.

Square dimensioned, the 49 c.c. engine follows conventional two-stroke design and produces 2.2. b.h.p. at 6000 r.p.m. with maximum torque at about half that speed. A 3-speed gear-box is in unit with the engine with primary drive by helical gears and multiplate clutch that runs in oil. On the offside, fully enclosed is the fly-wheel magneto with 18-watt lighting coil and the short chain drive to the pedal shaft.

GARELLI 'M3'

The twistgrip gear change is unusual in having the neutral position outside the quadrant so that the gears change N. 1. 2. 3. Adjustment for the two gear-change cables and also for those of clutch, front brake and throttle is by small knurled hand-wheels at the handlebar ends, needing no tools and even adjustable while riding if required.

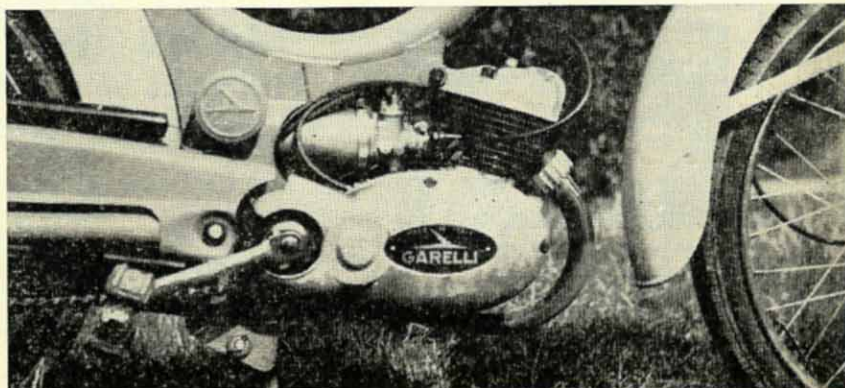
The headlamp has two separate 15-watt bulbs, that for the dipped beam being of the festoon type to give a wide spread of even light. An electric horn is standard equipment.

It goes

Our outstanding first impression of the M.3. is that it goes remarkably well. At quite modest revs the silky

smooth, oil running clutch takes up the drive quickly and the machine accelerates really fast. Changes are quiet and certain if not rushed and the speed builds up through the gears and into Top rather more quickly than most urban traffic gets away. This lively acceleration continues right up to the mean maximum speed of 41 m.p.h. but the engine continues to rev well above that speed on favourable grades and gets smoother the faster it goes.

On one occasion, early in the test we found ourselves keeping up easily with car traffic on a slight down grade on an open road, glanced down at the speedometer and to our amazement saw the needle nudging the 50 mark. This without any vibration and with



very little noise from the exhaust. This time we cut back the throttle smartly but we need not have worried as this engine thrives on hard driving and never tires even on continuous full throttle for miles.

Apart from this excellent engine performance, credit for such fast cruising belongs mainly to the excellent suspension. Front and rear the springing is first class, very comfortable and providing well above the average road-holding. Steering also is up to the same high standards and the machine is as safe as anything on two wheels we have met.

A well chosen 2nd. gear makes full use of the power curve. Using it, one can make a standing start on the level without fancy clutch work and go up

to 32 m.p.h. very quickly. On the same gear almost any normal main road hill can be taken easily and there is sufficient overlap on the revs available on all three gear ratios to enable upward changes to be made from standing starts on 1 in 8.

Despite this very fine top end performance, the M.3 has none of the vices of a sports machine. It is as smooth and docile at low speeds as any single cylinder vehicle can be. At 15 m.p.h. in top gear there is no snatch, the exhaust cannot be heard from the saddle and there is no mechanical whine on any of the gears. Properly used this machine could be used by a night worker in a quiet suburb making 2 A.M. starts and getting away without the neighbours

knowing. The brakes are as smooth at 5 m.p.h. as they are powerful at 40 or more.

Comfort is looked after mainly by the good suspension system and helped by both saddle and handlebars being adjustable for height, but we found that with the saddle up for a tall rider the knees came just a little too far back for a comfortable grip on the tank.

Exceptional

This is quite an exceptional mo-ped because of its versatility, its combination of very high performance with exceptional standards of silence, its adaptability to open road and town traffic alike and its luxury specification at a very reasonable price.

Our few criticisms are the same as those we made of the single geared model, lack of a reserve tap, small toolbox and even smaller kit and the fact that the tickler is too close to the main frame to get a gloved hand to it. In addition we must say of this 3-speed model that the pedals are quite useless. This does not matter a lot as the engine starts first kick every time, hot or cold in Neutral and this is so placed on the gear quadrant as to be easy to find under all circumstances.

According to the instruction book the machine can also be started by pedalling in any gear but in fact this is hard work and clumsy handling so there is no point in it. Propelling the machine by pedals, in gear with the clutch held out is possible but only just.

It is a pity that this model is not available with footrests and kickstarter at the same price. It would be more comfortable and would get round our stupid driving licence law as well. It would make a very attractive touring motor cycle, more so than the too sporting 98 c.c. motor cycle we tested last month because of its comfortable riding position and easy handling.

However, for those who have no licence problems and want a good no-ped we can heartily recommend this M.3 and within the range of the three machines now tested we can say that there is a right one for almost everyone who is interested at all in the light two wheeler field. They all have individual characteristics to appeal to particular sections of the market and they all have in common good performance, good handling and excellent value for money.

Specification :

Engine :

Two stroke single, bore 40mm. x 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.4-13. S.1.

Transmission :

Gear primary drive with 3-speed gearbox in unit with engine, hand-operated clutch running in oil, twistgrip gear change, final drive by $\frac{1}{2} \times \frac{3}{4}$ chain with $\frac{5}{16}$ rollers.

Frame :

Single tube main member with welded steel box sub-assembly and integral rear carrier mudguard unit. Built-in toolbox, valanced guards front and rear, adjustable saddle and handlebars.

Tank :

Saddle mounted behind steering head, capacity 1 imperial gallon (4.5 litres), no reserve supply.

Wheels :

18-inch, chromed rims, full width light alloy hubs, 2-inch *Ceat* cyclemotor tyres.

Electrics :

Flywheel magneto in offside crankcase compartment accessible through inspection panel. 18-watt, 6-volt lighting 3-watt tail lamp, electric horn, illuminated speedometer, handlebar dipswitch.

Weight :

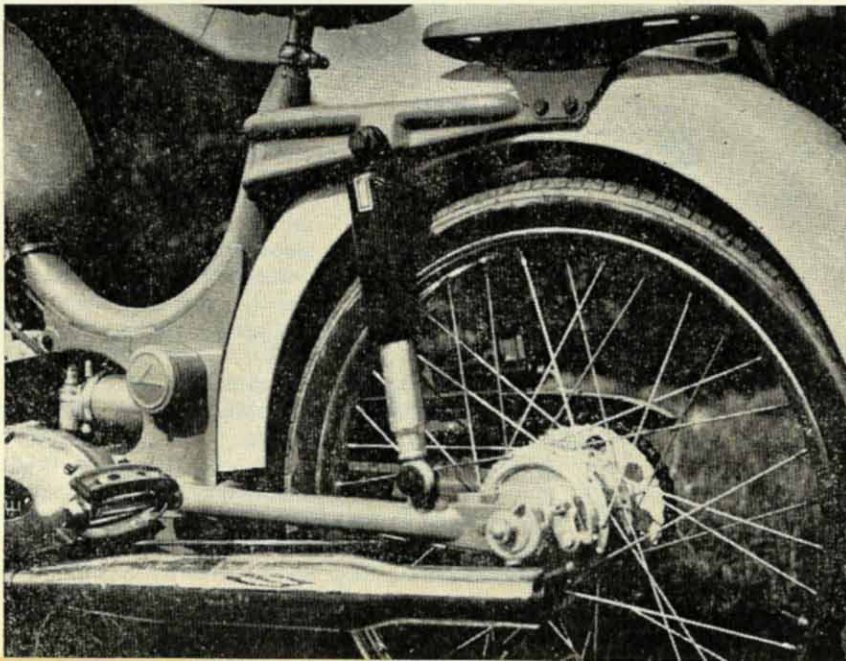
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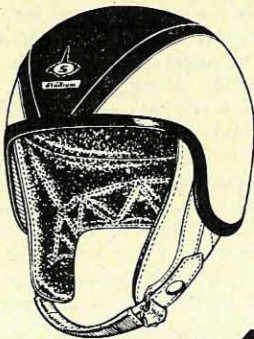
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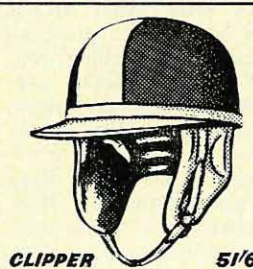
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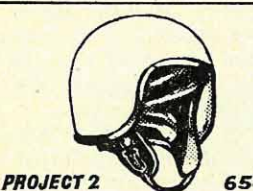
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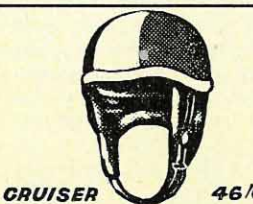
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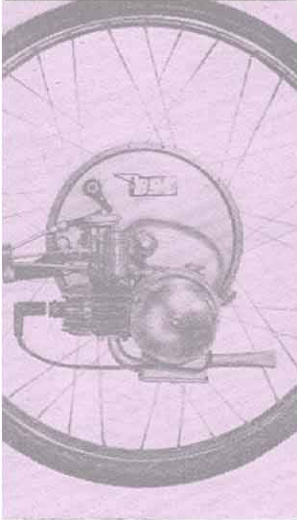
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