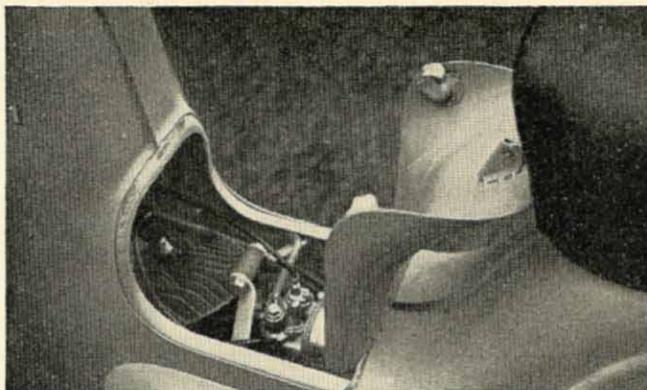


**ROAD TEST REPORT:**

# The MALAGUTI

## A new mo-ped in modern dress



THE modern trend in continental mo-ped design is markedly towards the greatest use of pressed steel in place of tubes for load bearing parts of the structure and we have become used to welded up pressings as main frame members, integral fuel tanks and mudguards and pressed headlamp and handlebar units. Now comes a new machine from Italy which really goes all the way with this system of construction.

Called the *Malaguti* and manufactured by G. A. Malaguti of Bologna, the machine departs considerably

from earlier convention in that its frame or chassis is a single box section assembly with the engine bolted inside it. Webs inside the box provide rigidity and the whole of the main section, seat mounting, rear mudguard and a full scooter type front shield form a single unit. Front forks of the leading bottom link type are also in welded pressed steel including the body of the headlamp. The swinging arm rear suspension is again of the one piece fork style in pressed steel with sealed telescopic spring units on rubber bushed mountings.

The engine is a single cylinder two stroke of 47.6 c.c. in unit with a three-speed gearbox, hand controlled. With a 7 to 1 compression ratio the claimed power output is 1.8 b.h.p. at 5,000 r.p.m. Primary drive is by helical gears and the multi-plate cork lined clutch runs in oil. Final drive is by  $\frac{1}{2}$ -inch by  $\frac{3}{16}$ -inch chain with metal guard.

Controls are conventional except that the rear brake is operated by a heel pedal on the right side of the machine just behind the offside pedal when in the horizontal position.

### Easy Handling

The unusual appearance of the *Malaguti* leads one to expect something unusual about the feel of it on the road but in fact it handles perfectly normally and there is nothing, apart from the protection afforded by the frontshield, to make it noticeable as compared with more ordinary machines so far as handling is concerned. Starting is easy if the pump type flooding device is freely used from cold and one stamp on either pedal was generally enough to get going.

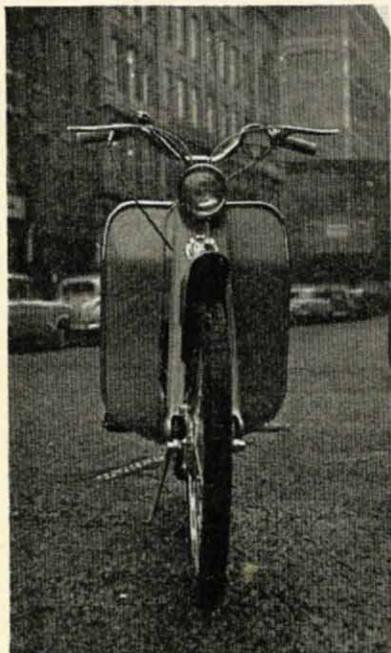
Solidly and sensibly constructed, the twist grip for the gear control engages each gear quietly and with certainty while Neutral can always be

found when wanted. The clutch lever is of adequate length and easy to reach as is the front brake on the other side of the bars. For the rider who normally rides left foot forward the operation of the rear brake is just a matter of pressing down with the heel but from any other pedal position the feet have to be turned backwards until the brake pedal is felt. This calls for practice, but the brake itself is smooth and efficient and the front brake proved more than adequate for full control alone.

A hard and narrow dualseat is fitted and follows the Italian fashion of these things in being anything but comfortable except for the young and slim, but the rest of the machine is very comfortable from all points of view. The springing absorbs road shocks well and provides good road-holding. Steering is excellent at all speeds and the front shield keeps mud and water off the shoes and trouser legs while also providing warmth and a sense of security. This last is no small thing as the exposed feeling of the legs unshielded in traffic is something that few people like.

Without being exceptional in performance, the engine combines liveliness with a commendable absence of noise, fuss or vibration. We were prepared to be critical on this point because our past experience with "dressed up" mo-peds has not been happy in that extra panelling often adds to mechanical noise. The *Malaguti*, however, was designed for the job in this form and has higher standards than most for smooth and quiet efficiency.

Maximum speed in around 35 m.p.h. but this is of less importance than the ability to pull away comfortably and rev smoothly throughout the range. The power unit is flexible enough for top gear to be held in traffic but can climb well at 25 m.p.h. in Second with equal facility. Transmission is also smooth and quiet and



The full shielding is an integral part of the frame

the gear change positive but best made in a fairly leisurely fashion for easy engagement.

#### Up-to-date

In summing up our impressions of the *Malaguti* we find ourselves most impressed with its modern appearance and the valuable development of weather protection as a built-in feature of mo-ped design.

Technically it compares well with its similarly priced contemporaries but without any special distinction. It does its job efficiently and looks as though it will go on doing so for quite a time. Accessibility is not in any way worsened by the enclosing bodywork and the rigid construction of the welded body is a better engineering job than a lot of paneling on a separate frame.

The machine is notably easy to clean, a wipe over with a damp rag alone will do most of the job and it must have some rather special attractions for riders of both sexes who need their machines for business transport in conventional clothing.

Our only real criticism is of the seat which is non-adjustable, too hard and too small. A replacement or some added cushioning would be worth while. The leg shield does make for a certain amount of bulk and the machine is not easy to man-handle in confined spaces or carry up steps. With a single seat and a carrier it would make an excellent touring mount.



#### SPECIFICATION

**ENGINE:** Two stroke single, bore 38 mm. x stroke 42 mm. capacity 47.6 c.c. Compression ratio 7 to 1, output 1.8 b.h.p. at 5,000 r.p.m. DELL'ORTO carburettor.

**TRANSMISSION:** 3-speed hand operated gearbox, overall ratios 5.4, 8.2 and 14.6 to 1. Helical gear primary and  $\frac{1}{2}$  x  $\frac{3}{16}$ -inch roller chain final drive, multi-plate cork insert clutch.

**CHASSIS:** All steel pressed and welded main assembly with integral  $1\frac{1}{4}$ -gallon tank and front shield.

**SUSPENSIONS:** Leading link front fork with coil springs, swinging arm rear with telescopic sealed units.

**WHEELS AND TYRES:** 20-inch rims with 24 x 2-inch PIRELLI tyres. Finned light alloy hubs, pedal operated rear brake.

**ELECTRICS:** Flywheel magneto with 6-volt, 18-watt lighting coils, double filament headlamp, electric horn.

**PRICE:** £89 5s. (including P.T.).

**CONCESSIONAIRES:** S.T.L. Accessories Ltd., 107 Worship Street, London, E.C.2.

## An All-moped Brussels Show

**T**HIS year's Brussels Show was, in the words of one disgruntled motor cycling reporter "Nothing but masses of mo-peds" but in spite of this we found very little of real interest to ourselves

in the Show as a whole.

There is, of course, considerable significance in the fact that this beginning-of-year display should be so weighted and the conclusion that the 50 c.c. class is in for large scale

expansion is inescapable, but technically the only thing that could be called new was the large proportion of so-called "sports" machines among the exhibits.

The fashion (It is probably no more than that) is for scaled down racing motor cycles in appearance but with pedals fitted instead of or in addition to footrests in order to avoid sales tax. Narrow dual seats, low handlebars and mock racing screens are the usual features of the type and the only item of real technical interest was the advent of several four speed boxes, none, however, of the close ratio type the racing men are looking for.

Apart from these "Espresso Racers" the mo-peds in general showed little change. Belgium has

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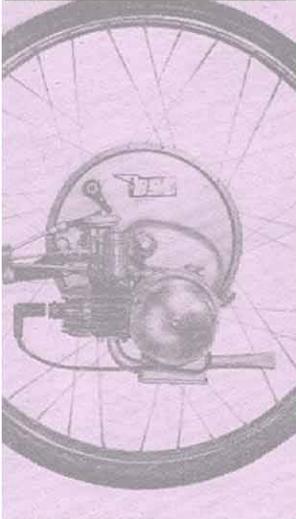
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