

IMPRESSIONS OF 1961 MODELS

"BABY" of a race-bred Italian range, the 75 c.c. two-stroke Mondial "Scugnizzo" is designed for those who demand ultra-lightweight economy combined with a performance sufficiently lively to give an interest to out-of-town riding for its own sake.

Maximum speed is a very creditable 46½ m.p.h. over the flying quarter mile, rider tucked well down. More significant, perhaps, is the acceleration available—the "Scugnizzo" can come within a second of cracking the half-minute for the standing-quarter elapsed time. These speeds were taken against the stop-watch; the Rolle speedometer was given to fishermen's tales of the order of 55 for 43.

Economy was there, too; 143 m.p.g. was obtained for "daily-chore" riding and 126 m.p.g. during a weekend of liberal throttle work (corrected figures—the mileage recorder over-read by 5%).

For commuting between home and work, the little Mondial pleased in almost every way. It was comfortable—exceptionally so over pot-holes on the rough unmade roads of newly built housing estates. It steered. Its engine was silent beyond normal standards.

At full throttle and full revs in, say the second of the three speeds, there was little more than a wind-lost purr. The induction was free from roar. This highly effective silencing meant that every atom of power and all available revs could be used whenever desired—without attracting the slightest attention from anyone. And, so far as the motor itself was concerned, maximum power could be enjoyed indefinitely without distress.

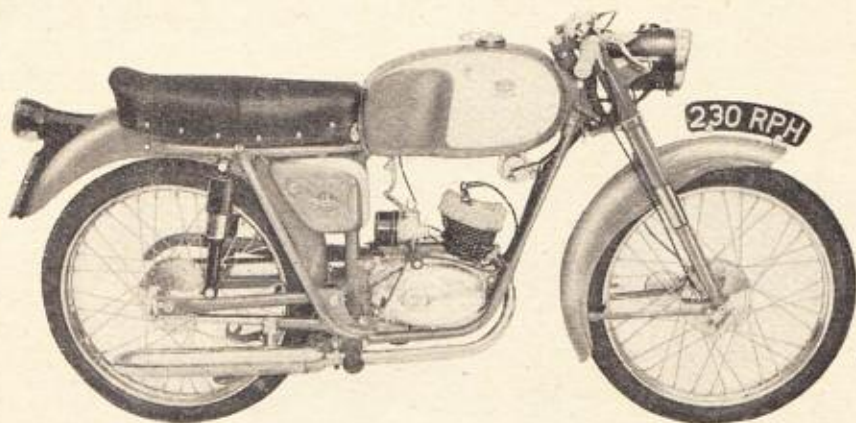
The direct main lighting system is supplemented by a parking circuit with a battery charged through a rectifier. All lights were quite satisfactory. The main beam was intense and the dip had a typically Continental straight-top cut-off.

Thanks to its good handling and lightness, the "Scugnizzo" should be a sound proposition for regular trips over snowy or frosted roads. Certainly, the handling in the wet was beyond fault.

The positioning of the front number-plate

The MONDIAL 'SCUGNIZZO'

A Lively 75 c.c. Italian Two-stroke



fitted to the test machine was not satisfactory. It reacted with fin-like effect to gusts of wind and, on full fork deflection, smashed the headlamp glass. This fault is to be put right, the concessionaires say, in future batches.

The plating, too, is to be improved. Our model, one of a sample supply from Italy, had rather a "fine weather only" finish. The fouling of the exhaust pipe by the kick-starter will also be rectified. These were the sum of our debit items—except that we would have liked a centre stand offering firmer support.

Inserted in the credit column were marks for easy starting, an accurate three-speed gearchange with well-chosen ratios, and efficient brakes. An emergency stop could be made in 34 ft. from 30 m.p.h. During the test the front brake cable shed its handle-bar-lever nipple; examination showed that

the strands of the inner cable had not been splayed out before soldering. In all fairness, this was probably a random fault.

The 2½-gal. petrol tank, exceptionally large for a "75," is comfortably recessed for the knees and its depth helps to avoid the "spidery" appearance found in so many "ultra-lights." A practical piece of standard equipment is the air-cleaner-cum-silencer. Details of this kind confirm the general impression that the "Scugnizzo" is a serious essay in small motorcycle design—and a remarkably successful one.

BRIEF SPECIFICATION

Engine: 75 c.c. single-cylinder air-cooled two-stroke; 46.5 mm. bore by 44 mm. stroke; cast-iron cylinder; light-alloy head; c.r. 6.6:1; induction silencer to carburetter; claimed output, 3.6 b.h.p. at 6,250 r.p.m.

Transmission: Three-speed twist-grip-controlled in-unit gearbox; ratios, 9.0, 15.6 and 25.0:1; oilbath primary helical gears; exposed final drive chain; oilbath clutch.

Frame: Tubular steel twin-loop cradle type.

Wheels: 2.25 x 19 in. carrying Pirelli tyres; 5-in. dia. beakes in full-width hubs front and rear.

Fuel: Premium grade with 2-stroke oil at 20:1 ratio.

Electrical Equipment: Auto-Auto 6-v. 18-w. flywheel generator; 4-in. dia. Aprilia headlamp; tail-light; horn; rectified battery charging for parking lights.

Suspension: Telescopic front and swinging-fork rear, all hydraulically damped; spindle adjustment by drawbolts.

Tank: Steel, with knee recesses; 2½-gal. capacity; three-position tap.

Dimensions: Wheelbase, 46½ in.; ground clearance, 7 in.; unladen seat height, 30 in.; certified kerbside weight (with 1 gal. fuel), 121 lb.

Finishes: Italian racing red with white tank panelling; usual chromium plating.

General Equipment: Dual seat; centre stand; lever-action filler cap; toolkit; 80 m.p.h. Rolle speedometer.

Extras: None on test mount.

Price: £91 plus £18 15s. 3d. P.T. = £109 15s. 5d.

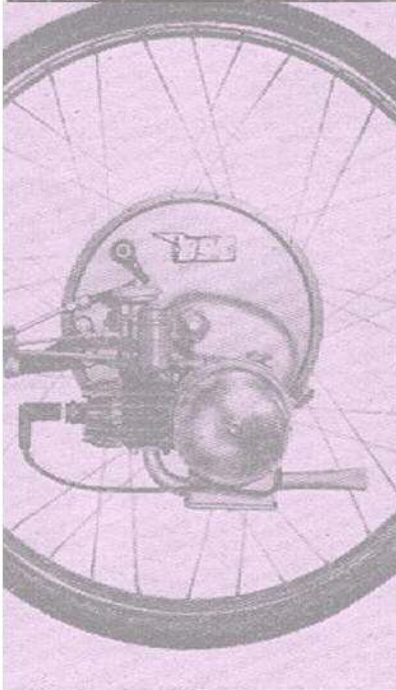
Tax: 17s. 6d. p.a.

Makers: F. B. Mondial, Corso Vercelli 52, Milan, Italy.

Concessionaires: Diana Concessionaires (Scooters), Ltd., 60 Ickenham Close, Ruislip, Middx.



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