

THE Kerry "Capitano" moped announced in our June issue is an Italian built machine to a specification put up by Kerry's Ltd. for the British market.

In general appearance it follows modern Italian style with a tubular frame and the engine/gear/pedal unit unshrouded by cowlings. The power unit is well finished and the machine looks light and attractive. The two-speed gearbox is hand operated as is the multi-plate clutch and ignition is by conventional flywheel magneto with 18-watt lighting coils. A feature not common on 50 c.c. machines is the provision of an extra mounting point in the rear of the cylinder head with a large rubber bush as a vibration damper.

Wheels are the now almost universal 23-inch by 2.00-inch size with full width hub brakes. Handlebars are adjustable for angle and the saddle for height over a reasonable range of positions.

Light and Lively

One's first impression of the *Capitano* on the road is of liveliness. The machine is compact enough to feel "cobby" and light enough to be handled or manhandled very easily but the excellent fore and aft springing combats any tendency to skittishness and holds the road firmly under all conditions.

Our actual test machine had a very tight engine and most of the test was in the nature of running-in, but even so the engine performance proved

Tough and Light—

The Kerry CAPITANO

above average and we are satisfied that the claimed maximum speed of approaching 40 m.p.h. will be normally obtainable after a 1,000 miles or so of running. Acceleration is in keeping with the general lively performance and the getaway in first gear requires no fiddling clutch work. The range of revs enables the upward change to be made anywhere from 5 to 25 m.p.h. according to gradient and the degree of haste involved.

Climbing reflects the high power/weight ratio with most normal main road gradients being taken in Top and the lower ratio able to cope with anything up to 1 in 5 without pedal assistance. The pedals themselves are of little use except as kick starters and rear brake operators, but kick starting is very easy and certain if the tickler on the *Dell'Orto* carburettor is used when cold and never when hot.

In combination with the sound springing, the steering is good at all

speeds and stability is such as to inspire full confidence in using the performance to the full. We found, however, that the saddle was small and hard in the Italian tradition and we were unable to exercise very delicate control on the back pedalling rear brake because of this inadequate seating. Apart from this the braking is excellent and the front brake in particular could be used alone with safety for either gentle pull-ups or hard stopping thanks to the firm telescopic front forks.

As is too often the case with high performance lightweight machines the silencing of the exhaust is not all that it might be when the revs are high with the throttle open. The standard is not bad and the machine can be driven quietly with a little restraint, but it could be quieter with advantage.

The only other criticism is that the front mudguard is a shade on the short side although well valanced at the sides. A proprietary mudflap would get over the trouble of front wheel spray off wet roads coming back on the rider's forward foot.

Value

The objective of the concessionaires has been to market a sound machine of quality make at a competitive price and in the *Capitano* Kerry's seem to have achieved this objective handsomely. At 64½ gns. all in, the value is very good for the specification and this has not been done at the expense of finish or mechanical quality but is rather a passing on of the benefits of wholesale trading.

This is a machine that will equally well do daily journeys through traffic at high door-to-door averages or go touring over long distances in rough territory and with a fair weight of kit. It is tough as well as light and our points of criticism are not beyond cure by any owner prepared to spend a few shillings and take a little trouble. Through Kerry's unique



The Kerry 'Capitano' 47 c.c. moped



Cam type chain adjusters, full width hub and telescopic spring units can be seen here

position in the trade a really wide network of distribution and service is guaranteed and there is every reason to expect the *Capitano* to be a popular buy.

SPECIFICATION

ENGINE: Two-stroke single, Bore 38 mm. x 42 mm. stroke, capacity

47.6 c.c. Compression ratio 7 to 1. claimed output 1.8 b.h.p. at 5,000 r.p.m. "Dell 'Orto" carburettor (12.31); Flywheel magneto with 18-watt lighting coils.

TRANSMISSION: Primary drive by gears to 2-speed gearbox through 3-plate clutch. Final drive through $\frac{1}{2}$ x 3/16 chain with top run guard.

FRAME: Single tube main frame with four-point engine attachment. Telescopic front forks, swinging arm rear. Separate fuel tank, capacity 9-pints.

WHEELS: 23-inch x 2.00-inch with full width finned hub brakes.

ELECTRICS: 15/15-watt headlamp, 3-watt tail. Electric horn, dip-switch and cutout.

PRICE: £67. 14s. 6d. (including Purchase Tax).

CONCESSIONAIRES: Kerry's Ltd., Wharton Road, London, E.15.

beam), H. T. Colegate (D.K.R.), A. C. Carr (Lambretta), J. Cossey (Rumi), P. L. A. Harman (Lambretta), M. Bancroft (Lambretta), G. J. Ford (Lambretta), A. W. Aldridge (Lambretta), C. J. Simpson (Lambretta), T. G. Porter (Vespa), G. Kewley (Lambretta), R. Hanwell (Vespa), J. P. Horsey (Rumi), J. E. Corkill (Vespa), R. Bocock (Lambretta), Miss B. Waterhouse (Lambretta), H. Taylor (Lambretta). Third Class Awards (not more than 50 marks lost, or having completed full distance in less than 30 mins. over allotted time): F. G. Pearson (Vespa), T. R. Edwards (Vespa), T. R. Westworth (Vespa).

12 Hours, Team Awards: Isle of Man "B" team; Isle of Man Ladies Club; North Region Vespa Sports Club—all completed without loss of marks.

I.O.M. RALLY RESULTS

(see also page 512)

24 hours, Individual Awards: First-class awards (no marks lost): C. Weyman (Maico), B. J. Thompson (Iso), Miss M. I. Gelling (Lambretta), G. J. Marsh (Maico), R. Penn (D.K.R.), P. Sadled (Phoenix), K. Ayrton (Phoenix), N. G. Oates (Lambretta).

Second-class awards (no marks lost): J. F. Moger (Lambretta), H. F. Davenport (Lambretta), Miss P. A. Aldridge (Lambretta), G. Knapp (Vespa), J. T. Thistlethwaite (Maico), A. F. Price (Lambretta).

Third-class awards (less than 100 marks lost): Dudley Kneen (Lambretta), Eddie Crooks (Iso) I. Lee (D.K.R.), Dave Gallagher (Maico), G. D. Pitts (Lambretta), J. H. V. Jenkins (Maico), G. A. Turrell (Triumph Tigress), and K. Trill (Iso).

In the manufacturers' section Harry Goldsmith, K. Richardson, T. Thorpe and B. Wood (Bonds) had clean sheets and in second-class category were G. Mitchell and P. Harrison (Bonds) and I. D. S. Hills and C. Weavers (Bonds).

In third-class category were D. Paxton (Panther) and D. Cole (D.K.R.).

12 Hours, Individual Awards: First-class Awards: (No marks lost) H. M. Rowell (Lambretta), V. G. Hutchinson (Zundapp Bella), M. D. Black (Dayton), Miss M. McKay

(Lambretta), Miss S. M. Lord (Lambretta), Miss A. E. Corlett (Lambretta), A. Quayle (Lambretta), K. G. Povey (Lambretta), W. Rolfe, (Lambretta), M. O. Gatiss (Dayton), J. E. Phillips (D.K.R.), D. Wears (Vespa), Miss S. Hurford (Lambretta), R. Reid (Vespa), B. Caddy (Vespa), R. E. Gregg (Vespa), A. J. Wilson (Vespa), R. W. Andre (Vespa), B. S. Hooker (Vespa), J. Stark (Vespa), R. B. Wallace (Lambretta), A. J. Stephen (Lambretta), H. Eagles (Moby), R. H. Pigg (Vespa), A. G. Todd (Vespa), C. Kay (Vespa), D. Ormston (Lambretta), V. R. Argent (Vespa), A. H. Spencer (Lambretta), D. Craine (Lambretta), S. L. Moss (Lambretta), B. Day (Vespa), Miss V. E. Bottono (Lambretta), D. K. G. Saunders (Lambretta), M. H. Karlake (sidecar Lambretta), R. Cowin (Lambretta), J. F. Mitchell (Vespa), A. Baldet (sidecar Vespa), G. Kewley (Lambretta), P. Gilbert (Lambretta).

Second Class Awards: K. B. Evans (Lambretta), V. J. E. Zealey (Lambretta), G. Kneen (Lambretta), M. O. Gatiss (Dayton), R. F. Gammon (Lambretta), K. S. Brown (Lambretta), J. L. Alexander (Vespa), I. Kirkpatrick (Vespa), Miss B. Gibson (Vespa), B. J. Friar (Vespa), Miss M. Moss (Vespa), M. Crisswell (Vespa), A. Mackay (Vespa), R. Brown (Lambretta), D. G. Jones (Vespa), B. Cole (Lambretta), R. Kay (Vespa), K. L. Turns (Sun-

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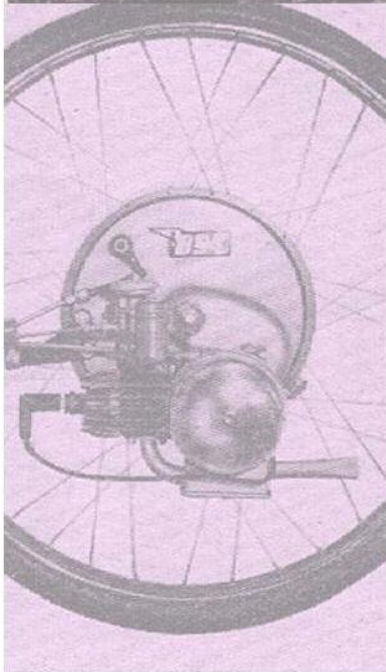
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