



## ROAD TEST REPORT

# The Kerry CAPITANO

**M**ATCHED in a contest of speed with most other standard production mopeds as distinct from the high performance sports machines, the Kerry Capitano would probably be unchallenged. For the compact 47.6c.c. engine, developing 1.8 b.h.p. at 5,000 r.p.m., is a real little powerhouse with a seemingly inexhaustible reserve of drive.

The maximum speed recorded, 40.5 m.p.h., was reached when the machine was not fully run-in, and care was still needed to prevent a seizure which had already been threatened. Acceleration, as indicated in the performance data, is, well, exhilarating although these figures by themselves do not do full justice; the power is there right from zero upwards and particularly noticeable around 10-15 m.p.h. in first gear, and around 25-30 m.p.h. in second gear.

The Italian manufacturers have, apparently found the answer to the problem of how to give a two-gear machine the high performance at all speeds of a three-gear machine; for the Capitano concedes very little to the three-speeder, and provided the revs are available, the change up from first to second is as clean as the proverbial whistle. The speedometer, which turned out to be a shade optimistic, showed that the range of the bottom gear was from 23/24 m.p.h. down to 9 m.p.h., below which the engine tended to snatch. The same occurred when speed dropped below 13 m.p.h. in second gear.

### Modest Price

With such a performance to boast of, and at the modest price of £67, no one will quibble if the Capitano is merely average as far as general details are concerned. It has an unelaborate yet attractive tubular frame, the type which seems to be favoured by the Italian manufacturers in contrast to the weighty fairing-shrouded German style and is consequently quite a lot lighter.

The layout is neat and parts are conveniently placed for easy accessibility. The carburettor, a Dell'Orto T.4.12.SI, joins the cylinder by means of a flange which acts as a buffer and can be disconnected from the cylinder with or without the flange. Clutch and mag-dyno, on either side of the crank case are quick to get at as the covers can be removed without first taking off the pedals. Facilities for adjustment of clutch and gear are good and well situated.

Although the Capitano seems small by comparison with some other machines there is, in fact, no trouble in finding a satisfactory riding position, and its low centre of gravity and compact design ensure maximum stability.

### Comfort

The seat—a large, very comfortable sprung job—has a height adjustment of about six inches and the wide, wrap round handlebars (which reminded me somehow of those on a lawnmower) both convinced me that the comfort of the rider had not been overlooked. Suspension, in the form of front telescopic forks and swinging arm at the rear, irons out the most audacious road conditions, but I found that on the machine I tested, the application of the front brake produced a disturbing "sloppy" reaction in the front forks. There was also a mysterious untraceable clicking noise which reminded me of a ball-bearing being shaken about in a glass bottle when this brake was put on hard. However, regardless of the curious sound effects involved, the brakes are commendably effective, and capable of the extra stopping power required.

Road holding was good, due to the low road-hugging lines of the Capitano, even at the relatively high speeds possible and the Pirelli 23x2 tyres gripped well enough in all types of conditions, including heavy rain.

For lighting I award full marks, for the 18

### Specification

**Engine:** Two-stroke; air cooled; 38mm. bore X 42mm. stroke=47.6 c.c.; c.r. 7 to 1; 1.8 b.h.p. at 5,000 r.p.m.  
**Carburettor:** Dell'Orto T.4.12.SI.  
**Gearbox:** Two speed integrated with engine, handlebar control. Multi-plate clutch (cork inserts) running in oil bath.  
**Frame:** Tubular steel with telescopic front, and swinging arm rear suspension.  
**Tank:** Approximately 10 pint capacity.  
**Lighting:** Mag-dyno, output 6volt, 18 watts. Head lamp 6 volt, 15 watts; tail lamp 6 volt, 3 watts.  
**Wheels and Brakes:** Chromium-plated rims and full width hubs, fitted with 23 x 2in. tyres; brakes, internal expanding, front hand lever and rear back pedal operated.  
**Equipment:** Tyre pump, tool kit, centre stand, electric horn (Huret speedometer extra, fits in head lamp nacelle).  
**Finish:** University blue, with chromed fittings.  
**Concessionaires:** Kerry's (Great Britain) Ltd., Warton Road, Stratford, London, E.15 and branches.  
**Price:** £67 14s. 6d.

### Performance

**Maximum Speed:**  
 Flying 1/10th mile, 40.5 m.p.h.  
 Standing 1/10th mile, 26 m.p.h.  
**Acceleration:**  
 No pedal assistance.  
 0-10 m.p.h., 2.5 sec.  
 0-20 m.p.h., 5.75 sec.  
 0-30 m.p.h., 12 sec.  
**Economy:**  
 At 20 m.p.h., 152 m.p.g.  
 At 30 m.p.h., 116 m.p.g.  
**Hill Climbing:**  
 Time for hill: 1 min. 33 sec.  
 Bottom gear engaged at 0.2 miles.  
 Test hill 0.5 miles long; max. gradient 1 in 10; average gradient 1 in 16.  
**Braking:**

	Front	Rear	Both
At 20 m.p.h.	17ft.	23ft.	10ft.
At 30 m.p.h.	33ft.	39ft.	29ft.

**Peddalling:**  
 Maximum pedalling speed, 14 m.p.h.  
 Comfortable pedalling speed, 7 m.p.h.  
**Tester's weight:** 200lb.  
**Conditions for Test:** Dry asphalt road surface; no wind

watt output to a big two-element Philips 678 6v. 15-15w. produced a really strong piercing beam which stabs a path through the murky blackness of the winter night with ease. The rear lamp is fitted with a 6v. 3w. Phillips 255 bulb which for some unaccountable reason blew continuously, but a 12v. bulb solved the problem without diminishing the head beam appreciably. The head lamp itself is a well styled piece of equipment of first class quality; the light switches are combined with the horn button and cut-out and situated on the handlebars, much more convenient than on the lamp itself. Set under the headlamp is the horn which has a loud cry of almost musical quality as is befitting a native of Italy.

### Points of Detail

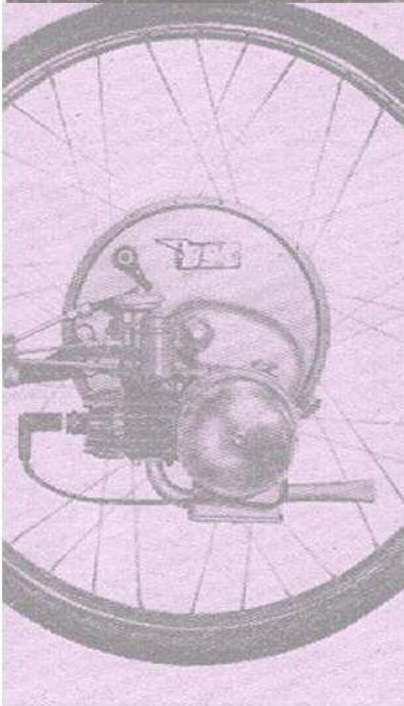
I liked the big carrier rack and ingenious throttle twist grip which has a lift-up section to allow immediate cable lubrication and replacement, etc.

Points I noted with less enthusiasm was a tendency for the rear brake cable to stick, even after lubrication, apparently due to the abrupt angle at which it is bent to join the pedal. The fuel filler hole is just big enough for a petrol pipe to enter and could do with an extra 1/4 inch diameter.

However, minor points these, and soon forgotten when you let in the clutch and hear the cheerful crackle of the exhaust change to a Brand's Hatch howl as the Capitano effortlessly glides away.

Complete weather protection is available for the Capitano in the additional accessories range. This comprises legshields, at £2 14s. 6d., and windscreen at £2 18s. Also available is a combined child's seat and basket carrier which fits over the back wheel and should be useful for women moped users.

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