

Centaur Road Tests The

# KERRY CAPITANO

## 3-SPEED

A fast, luxury  
moped from  
Italy



WHEN we tested the Kerry Capitano two-speed moped late last year (CYCLING AND MOPEDS, November 30, 1960) we stated that it conceded very little to machines with three gears, so flexible was its powerful 47.6 c.c. engine. Now we have a three-speed luxury version of the same model, and this concedes nothing to any moped. Based largely on the original two-speeder, the new model, apart from its luxury extras, shows all-round improvements in almost every department.

It has the same light tubular steel frame with telescopic front forks and swinging arm rear suspension, but refinements in the form of an engine cowling, a streamlined headlamp fairing and a dual seat have been added. The engine fairing, in two sections, is well-styled, protects the rider completely from engine dirt, and is immediately detachable; the headlamp casing is a handsome unit which gives a neat finish to the fork ends and incorporates the 0-45 m.p.h. Huret speedometer. Cables have been pruned back—on the two-speed model they tended to droop liana-like—and the machine has a clean tidy appearance, perhaps emphasized by its light blue and cream colour scheme.

The 24in-long dual seat has two big advantages for the solo rider over the normal single seat on the two-speed Capitano: it is more comfortable and allows more scope for finding a suitable position, although it is not adjustable for height; and being generally lower, it also lowers the machine's centre of balance, thus greatly improving road-holding and cornering. At very low speeds—below 10 m.p.h.—the machine tends to wander a little due to the rider's "well-back" position.

The engine itself is basically the same unit fitted to the two-speed model, with an extra gear. This gives a smoother power range, although I felt that the bottom and second gears could have been even lower to some advantage. Some clutch slipping was necessary when drawing away from rest on any sort of incline, and changing up from bottom gear to second had to be exact, or engine revs would be lost. In normal city traffic conditions second gear was mainly in use, having

the widest flexibility, and top could only be used for short stretches. The silencer fitted is the super-efficient Frankfurter Topf with adjustable baffles, which manages to muzzle the Capitano's engine a lot more effectively than the old type. The result is a subdued "sewing machine" type of hum.

Hill climbing was easier with the extra gear, and the time recorded is better than the two-speed Capitano managed. Rather surprisingly the acceleration figures show that the two-speeder is faster off the mark, probably because there is less time wasted in actually changing gear. Provided the engine speed is maintained, the gear change is smooth and easy, but it is definitely not aided by an indifferent twist grip which delighted to stick at the most inconvenient times and was generally unsatisfactory.

### Formidable Braking Power

Possibly the most impressive and certainly the most reassuring feature on the Capitano were the brakes. Any moped which can stop in 11 feet at 20 m.p.h. and in 22 feet at 30 m.p.h. is certainly safe to ride. Again the low down riding position helped when sudden braking was necessary, any tendency to skid being easy to control.

Lighting, which happily is becoming less and less necessary as the summer approaches, is of the same high standard found in the first Capitano model. The output is 18 watts, which feeds a two-clement Philips 6v. 15-15w. bulb, and the result is a broad beam of light quite adequate for dark country roads. The horn, alas, follows the usual moped pattern, and is practically inaudible to anyone more than 10 yards away.

One point which I deplored on the two-speed model was the small-diameter fuel filler hole; this unfortunately has not been remedied on the new model, making fuelling more difficult than need be. Also, the small cylindrical tool box, adequate though it is for the tool kit supplied with the machine, is still too small to take any of the usual paraphernalia the average moped rider carries with him.

However, as I remarked in my first Capitano road test report, these are minor points, and detract in no way from an otherwise first class machine. If it's an eye-catching machine you want, with road holding, speed and stopping power second to none—and a price of under £80—then the Kerry Capitano three-speeder is the one for you.

### 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.S1.

**Gearbox:** Three 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 6 volt, 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. whitewall 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 casing), dual seat.

**Finish:** Milano blue, cream tank with chromed fittings.

**Concessionaires:** Kerry's (Great Britain) Ltd., Warton Road, Stratford, London, E.15.

**Price:** £79 9s. 6d.

### Performance

**Maximum Speed:**  
Flying 1/10th mile, 42 m.p.h.  
Standing 1/10th mile, 23 m.p.h.

**Acceleration:**  
No pedal assistance.  
0-10 m.p.h., 2.5 sec.  
0-20 m.p.h., 6 sec.  
0-30 m.p.h., 12.5 sec.

**Economy:**  
At 20 m.p.h., 156 m.p.g.  
At 30 m.p.h., 119 m.p.g.

**Hill Climbing:**  
Time for hill, 1 min. 20 sec.  
Bottom gear not engaged.  
Test hill 0.5 miles long; maximum gradient 1 in 10; average gradient 1 in 16.

**Braking:**

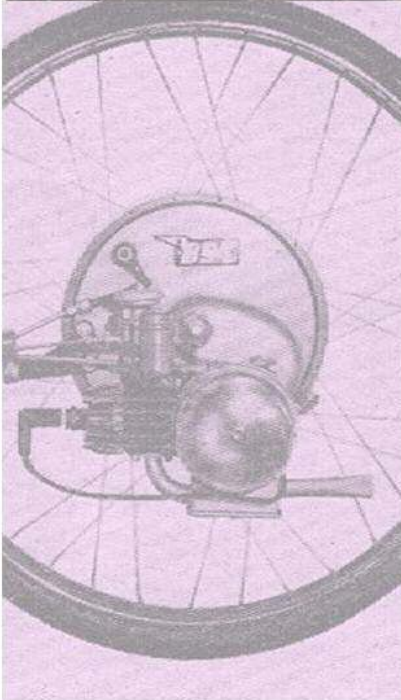
	Front	Rear	Both
At 20 m.p.h.	16ft.	18ft.	11ft.
At 30 m.p.h.	30ft.	35ft.	22ft.

**Peddalling:**  
Maximum pedalling speed, 14 m.p.h.  
Comfortable pedalling speed, 7 m.p.h.

**Tester's weight:** 190lb.

**Conditions for Test:** Dry asphalt road surface; no wind.

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