

THE immediate success of the 2-speed *Capitano* mo-ped introduced last year has now led to the introduction of a similar machine in 3-speed form. The new model follows closely to the specification of the other and all spares will be interchangeable to facilitate servicing. The only additions, apart from the gear box, being the provision of handsome and efficient shielding to the power unit, a dual seat instead of the conventional saddle and a headlamp cowl moulded round the upper part of the front fork assembly.

A large section single tube forms the main frame with a rear end assembly welded on to provide the upper load bearing mounting for the rear telescopic spring units which have external guides. Also welded up is the lower box section comprising engine bearers and rear fork pivot mountings. The engine is also supported from the cylinder head to an integral bracket half way up the main tube. Front forks are telescopic with clamp mounted handlebars adjustable for angle.

The fuel tank is saddle mounted and has a capacity of 1½-gallons but no reserve tap. A small cylindrical toolbox is mounted at the extreme rear end of the frame.

On the 2-speed model the rear end sub-section of the frame forms a very sturdy carrier, but this is now occupied by the dual seat. The pillion footrests, when fitted, are mounted on the wheel spindle. Each side panel of the engine shielding is detachable without tools by means of a pair of plastic headed kurlled screws. They come away easily but the nearside one has the fuel line threaded through it which has to be pulled off each time.

Wheels are 23-inch x 2-inch fitted with *Michelin* whitewall tyres as standard. 4-inch full-width, finned hubs carry the brakes, the rear one being back pedal operated.

The standard specification includes 6-volt direct lighting with twin filament headlamp bulb, electric horn, handlebar cut-out switch, a set of metric spanners and a tyre pump.

It Goes

Right from the first bite of the clutch one has the feeling of a machine that really goes. There is no hesitation about the pickup and the feel is that of a much larger engined machine. The handlebar controlled gear change is easy to use and very little practice is needed to find Second either up or downwards.

Top gear can be engaged at under 20 m.p.h. if in no hurry and the



ROAD TEST REPORT:

The Three-speed Kerry CAPITANO

power unit is remarkably quiet and docile in traffic; but if the performance is wanted and the throttle opened wide second gear will take the machine up to 30 m.p.h. very quickly indeed.

The test machine was fitted with a speedometer having a maximum reading of 40 m.p.h. and this appeared to be just about the limit for the speed of the *Capitano* on the level, but on a number of occasions during the test we went way off the clock on favourable grades and the engine revved easily and smoothly all the way up.

Even more important on this sort of top speed testing was the fact that the steering and roadholding were proved well up to these very high mo-ped speeds. In fact the machine steered hands off happily at any speed over 10 m.p.h. and seemed as much at home in heavy traffic as on the open road. Springing is a reasonable compromise between com-

fort and firmness with the balance definitely tipped in favour of firm road grip even under bumpy road conditions. Unfortunately this also brought very much to our notice the worst fault of the test machine, a very hard and uncomfortable dual-seat. However, we understand that this item is to be modified in the production models.

There are two other disadvantages



With the shields removed the engine is very accessible for maintenance

to the use of the dualseat, the loss of the carrier and the fact that the seat cannot be adjusted for height. As the handlebars are also non-adjustable for height, we feel that only riders of average build between 5' 6" and 5' 9" inclusive are likely to find the *Capitano* comfortable over long journeys. It should be pointed out, however, that the original saddle fixing as on the 2-speed model remains available and riders who need wider adjustment could fit normal mo-ped saddles and use separate proprietary, carrier fixing pillion seats.

Incidentally the test machine was not fitted with footrests and we were unable to use it as a two-seater, but we have no doubt that its performance under these conditions is excellent.

The power unit is happier revving than slogging and the gearbox is there to be used, which is the reason why the new 3-speed model seems so much livelier than its 2-speed partner. By making fairly early downward changes hills can be taken at speed and high road averages maintained. The excellent exhaust silencing makes it possible to use this sort of performance even in urban districts without annoyance to the general public. There is some gear whine, noticeably on the indirect gears, but this is never obtrusive and

at town speeds can barely be heard above normal traffic noise.

Brakes are smooth and powerful and combined with the firm all round springing provide quick, safe stopping power. We found comfort and road holding best when the *Michelin* tyres looked slightly soft. This is a characteristic of this make in all their automobile tyres and they are obviously made for comfort.

A Lot for the Money

Summing up the *Capitano* "3" we find ourselves most impressed with the high performance, ease of handling and quality engineering that have gone into it. It is a machine for the man who wants to take interest in his riding and will appeal to those who want to go pleasure riding as well as have the convenience of a reliable and easy to handle hack for everyday utility work.

Our only criticisms, apart from the seating arrangements already detailed, are the absence of a reserve tap and the fact that the hole in the nearside engine panel does not permit easy access to the "tickler" for cold starting.

The *Capitano* is a sound example of modern Italian design and by current market standards certainly offers a lot for its price.

SPECIFICATION:

ENGINE: Two-stroke single 38mm. bore x 42mm. stroke, capacity 47.6 c.c., output 1.8 b.h.p. at 5,000 r.p.m., c.r. 7 to 1. Iron barrel, alloy head, 2-ring long skirt piston, roller bigend, ball main bearings.

TRANSMISSION: Primary gear drive through 3-plate clutch to 3-speed gearbox, overall ratios 5.41, 8.2 and 14.61 to 1. Pedal shaft integral with box. Final drive by single chain with top run guard.

FRAME: Heavy gauge single-tube main frame with all welded tubular and steel plate sub-assemblies, three point engine mounting, fully valanced mudguards, detachable engine shields. Tank capacity 10-pints.

SUSPENSION: Telescopic front and swinging arm rear forks with telescopic spring units.

WHEELS: Chromed steel rims on full width alloy hubs, 4-inch internal expanding brakes, rear pedal operated. Michelin 23" x 2.00" whitewall tyres.

ELECTRICS: Flywheel magneto with 18-watt lighting coil, dipping headlamp, tail lamp, horn, cutout.

PRICE: £79.9.6. (Including P.T.).
CONCESSIONAIRES: Kerry's (Great Britain) Limited, Warton Road, London E.15.

NEWS OF THE MOTOR CYCLIST OF THE YEAR ROAD SAFETY COMPETITION

The "Metropolitan Motor-Cyclist of the Year" road safety competition is aimed at providing a standard competition, which Local Authority Road Safety Organisations together with their Motor-Cycle and Scooter Clubs may organise for club members and non-club members, to test their

skill in machine handling, maintenance and knowledge and application of the Highway Code.

The preliminary heats to be held from April 1 to June 18, have been arranged in local authority areas in London and the Home Counties.

Winners in the preliminary heats

will go forward to the semi-finals heat to be held at the WRAC Camp at Richmond Park.

Entry forms can be obtained from the Road Safety Officer, the Town Hall or Council Office in areas where the contest is taking place.

Local Authority	Club	Date	Time	Place
Edmonton	Trade Winds M.C.C.	28th May	10.30 a.m.	Edmonton Council Dept. Montagu Road, N.19.
St. Pancras Uxbridge	Dolphin M.C.C. Southern Triumph Riders	24th June 4th June	10.30 a.m. 9.30 a.m.	Camley Street, N.W.1. Uxbridge Industrial Estate.
Wanstead & Woodford	Lea Bridge & D.M.C.	7th May	11 a.m.	Broadmead Recreation Ground, Wanstead.
Guildford B.C.	Witley & District M/C	18th June	2 p.m.	Shalford Park, Guildford.
Stevenage U.D.C.	Hitchin & District M.C.C.	10th June	10 a.m.	King George V Playing field, Stevenage.

Preliminary heats will also be held in the following areas as soon as possible:—
Barking; Dagenham; Heston & Isleworth; Kingston-upon-Thames; Surbiton; Sevenoaks; St. Albans; Chigwell; East Barnet; Romford; Morton & Weybridge; Wandsworth; Hoddesdon; Bromley; Rickmansworth; Orpington; Harlow and Ilford.

THE
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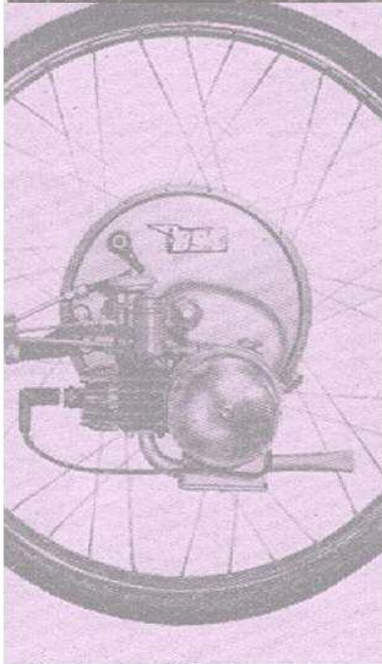
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