

KERRY CAPITANO

'GRAN PRIX'

50c.c. light motor cycle developed from a popular 3-speed moped

THE Italian based *Capitano* mopeds introduced by Kerry's a couple of years ago have made quite a following for themselves by their combination of lively performance and practical serviceability. There is no doubt, therefore, that the newly imported *Gran Prix* light motor cycle developed from the 3-speed mo-ped model has a ready made demand waiting for it among the younger riders in Britain.

In appearance the machine is attractively conventional in modern sports styling but in fact the layout is of quite original and effective design. The frame is of the duplex tube cradle type with the slim straight front down tubes curving right under the engine to join the back bearers. The main member, however, is a large section welded pressed steel unit in the shape of a rather squat "T". The base of this member forms the engine bearers in front and carries the pivot bearing for the rear swinging arm forks behind. The top of the "T" extends forward to the steering head and rearward to the fixed ends of the telescopic rear suspension units. Both these arms are covered, by the fuel tank and dualseat respectively. Front suspension is by sturdy telescopic forks.

The engine is a 48 c.c. two-stroke single with a compression ratio of 7 to 1 and built in unit with the three-speed handlebar controlled gearbox using chain primary drive. Ratios of 5.41, 8.2 and 14.6 to 1 indicate good low-speed torque characteristics and the engine is designed to peak at 5,000 r.p.m., a modest figure by current standards. Carburettor is a *Dell'Orto* with a neat self-supported aircleaner.

A capacity of over two gallons for

the fuel tank should attract the long range rider as well as adding to the appearance and the machine is in the true Italian style without any paneling or enclosure of parts or shrouding of handlebars. Low sports bars and a narrow dualseat saddle are featured and footrests are adjustable.

Real Motor Cycle

In feel and performance as well as in appearance, the *Gran Prix* model is a real motor cycle. It starts easily and ticks over quietly but when a handful of grip is opened and first gear engaged there is no doubt about the liveliness of the power unit. It picks up smartly in each gear and the acceleration from standstill to 35 m.p.h. would not disgrace a machine of double the capacity. We found the engine quite happy cruising at around its maximum, between 35 and 40 m.p.h. according to gradient, but it was at its best at a steady 30 m.p.h. on about half throttle and making very little noise or fuss about it indeed.

The twistgrip gear change will engage with certainty either upwards or downwards as fast as the clutch can be manipulated but again a slightly more leisurely approach paid off and a slight pause as each change was made produced a satisfying sweetness of engagement that added to the pleasure of handling quite a bit. The clutch, incidentally is one of the smoothest ever.

Steering is irreproachable and, despite a rather non-standard lash-up on the actual test machine in the way of pedals, we found the braking very smooth and efficient also. The front

forks which look rather heavy for the machine are, in fact, commendably rigid and firm enough to provide good road grip with reasonable standards of comfort.

Of comfort it need only be said that this motor cycle is frankly designed as a young rider's machine and that low set sporting handlebars and a narrow dualseat are not every man's choice. But the combination surprised us against our own first impressions by being much more pleasant to ride than most light motor cycles of this type, even to a 13-stone middle-aged tester. Some of the credit for this is undoubtedly due to the very efficient rear springing that matches well with the telescopic front forks to give a steady and pitch-free ride on all normal roads.

In the heavy traffic of the City of London we found that this little sports motor cycle was every bit as handy as the *Capitano* mo-peds except at very low speeds and it will certainly serve well as a ride-to-work hack during the week whilst saving its best for the open road at weekends.

For off the road expeditions the *Gran Prix* model is quite happy, having very good ground clearance and being light enough to be handled over or round obstacles. It is the right machine for getting down to a fishing bank or crossing open ground. Mudguarding is fairly good though not all-enclosing at the front end and lighting is very good indeed at anything over 20 m.p.h. in Top. The horn makes a gentle if slightly rude noise that moves dreaming pedestrians effectively without fright. To ensure satisfaction it is necessary to see that the right machine is sold



to the right person and it is in no way a criticism of the *Capitano* that we make it clear that it is a mount for young riders who want fun out of their transport and have not too much money to throw about. Given a good big saddle and some civilised bars we suspect a good many 50-year-olds would be delighted with it, but as it stands there is a certain market for it that will be well satisfied.

Not the least of the attractions is a startlingly modest price and running costs are equally low. The machine looks most attractively sporting but is absolutely safe and makes an ideal first mount on which to gain experience for the start of a motor cycling career.

Specification

Engine

Two-stroke single, iron barrel. Bore 38 mm., stroke 42mm., capacity 47.6 c.c. Compression ratio 7 to 1, output 1.8 b.h.p. at 5000 r.p.m. Carburettor "Dell'Orto" T4.12.S.1 with integral air cleaner.

Frame

Duplex cradle type on pressed steel main beam. Pivoted footrests. Tank capacity 2.1 gallons, including Reserve.

Gears

Hand controlled 3-speed gearbox, ratios: 5.41, 8.2, 14.6 chain primary and secondary drives.

Suspension

Telescopic front forks, swinging arm rear with hydraulically damped spring units.

Wheels

Chromed steel rims on full width alloy hubs. 23 x 2-inch types. Pedal operated rear brake.

Electrics

"Morini" flywheel magneto with 6-volt, 12-watt lighting coil. Adjustable headlamp, twin filament bulb, composite handlebar dipswitch with horn and kill-button.

Finish

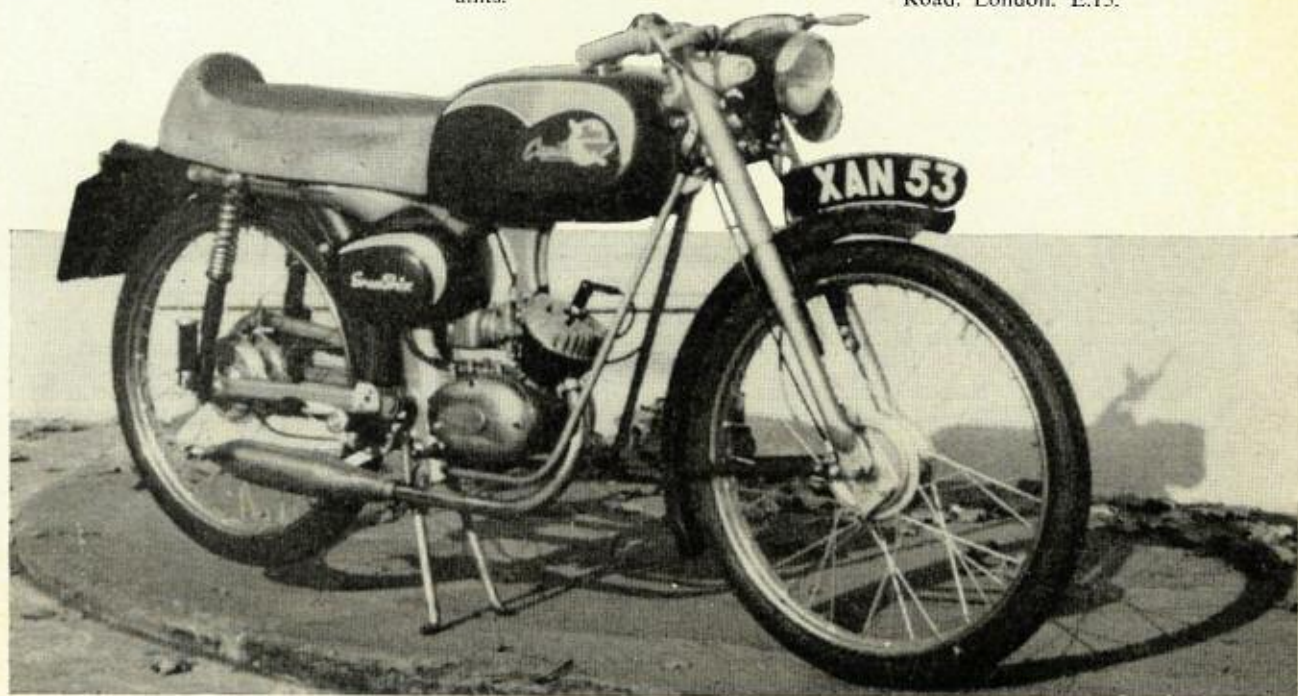
Two-tone flamboyant ruby red and gold, chromed bright-work and polished crankcase.

Price

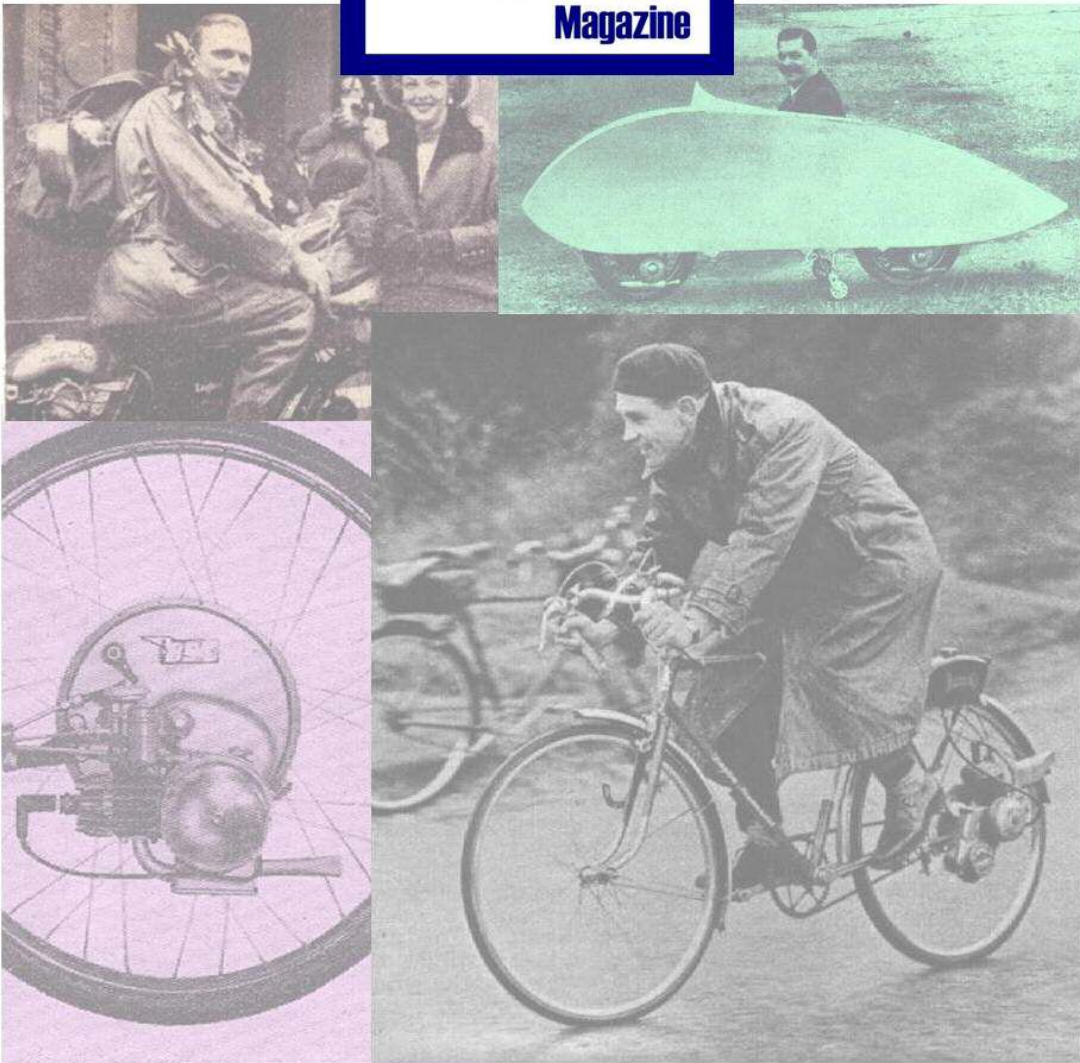
£89.19.6d. (Including P.T.)

Concessionaires

Kerry's (Great Britain) Ltd. Warton Road, London, E.15.



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