

wind and road conditions. Naturally, a head wind had a marked effect on the speed. It was usually possible, however, to push on at 25 to 30 m.p.h. under any conditions.

Acceleration was reasonable for a fifty. Really pushed, the Capitano would just about keep with the flow of traffic in London. However, it was happiest on an open road, where it could be buzzed along at a steady 35 to 40 m.p.h.

### Handling

An outstanding feature was the good handling. One could ride with the utmost élan, yet there was never any fear of grounding.

The kick-starter, which cranks forward, was easy to operate and the engine always fired at the third or

fourth kick. The only debit mark in this context was for a sticking clutch which was none too easy to free on the first start of the day. The best method was to push the bike forward with the clutch withdrawn and second gear in engagement.

The Kerry Capitano Grand Prix is a reasonably priced lightweight with a willing engine that drinks only a gallon of petrol every 130 miles and excellent roadholding—definitely not a machine to be overlooked when considering the sporting fifty market.

# KERRY CAPITANO GRAND PRIX

by MIKE EVANS

**I**TALIANS have a singular ability to design tiddlers in the image of their bigger brethren and the Kerry Capitano Grand Prix is a typical example. It looks—almost smells—the part.

But to make a fifty look like a scaled-down version of a larger machine is fine—provided nothing of any importance is sacrificed to the god of style. The designers of the Grand Prix have succeeded admirably.

The machine is surprisingly comfortable to ride, despite the narrow dual-seat and dropped bar. The footrests are adjustable on their splines and an interesting feature is that the rear-brake pedal is attached to the offside footrest so that it is always in the best position, irrespec-

tive of the placing of the rest.

Controls are all conveniently placed and positive in action. However, a better method of securing the throttle twistgrip would be a worthwhile improvement, since, on the test model, the small fixing grub screw occasionally came loose and allowed grip and brake lever

to swivel on the handlebar.

There's room for improvement, too, in the buzzer warning device—it produced no more than a ridiculously ineffective note. The headlight was sufficiently good to allow a speed of 35 to 40 m.p.h. on unlit roads. The brakes, too, were in keeping with the performance of the little machine.

### Acceleration

Performance? The Capitano's normal maximum was just over 40 m.p.h., although it could be cruised at well up to that figure, given neutral

## SPECIFICATION

**ENGINE:** Minarelli 48 c.c. (38 x 42mm) two-stroke single. Compression ratio, 7 to 1. Petrol lubrication; ratio, 20 to 1.

**LIGHTING and IGNITION:** Morini flywheel magneto. Direct lighting. Twin-filament 15/15-watt main bulb.

**TRANSMISSION:** Three-speed gear box with twistgrip control. Gear ratios: top, 5.4 to 1; second, 3.2 to 1; bottom, 14.6 to 1. Primary drive by helical gears, secondary drive by chain.

**FRAME and SUSPENSION:** Pressed steel spine frame incorporating duplex down tubes. Telescopic front fork. Hydraulically damped, pivoted rear fork.

**TYRES:** Pirelli 2.00 x 23in front and rear.

**WEIGHT:** 118 lb with no fuel.

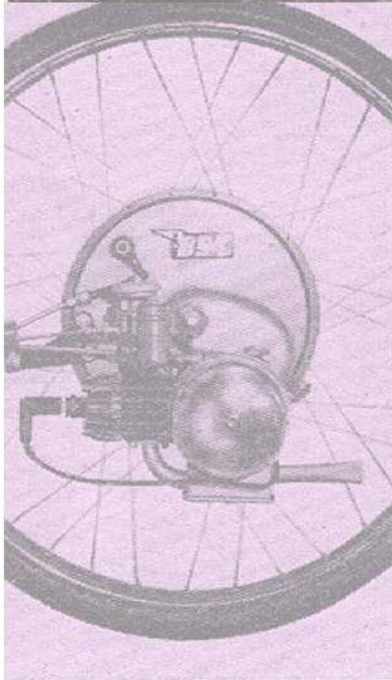
**ROAD TAX:** £1 a year.

**PRICE:** £89 19s 6d including British purchase tax. (Huret speedometer, £1 19s 6d extra).

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



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