

Three-speed Capitano

De Luxe Version of the Italian-built Kerry Moped : Nacelle, Shielding and Dual-seat

DELIVERIES are about to start of the three-speed, de luxe version of the Kerry Capitano moped. It is similar in most features to the well-known two-speed Standard model but has a more elaborate specification including a headlamp nacelle, steel pressings forming shields over the engine unit, and a dual-seat.

Both models are Italian-built. The engine is a 47.6 c.c. (38 × 42mm) two-stroke with the gear box in unit. Compression ratio is 7 to 1. Gear changing is by the left-hand twistgrip. The Dellorto carburettor is fitted with an air filter. Ignition is by flywheel magneto equipped with coils for six-volt lighting. An 18-watt headlamp bulb is fitted.

The cork-lined clutch runs in oil and primary drive is by gears. One $\frac{1}{2} \times \frac{3}{8}$ in chain is employed for the final drive from the gear box and from the pedal gear when in use.

Main member of the frame is a large-diameter tube which curves downward from the steering head and upward to become the seat support. A simple sub-frame provides top attachments for the telescopic rear-suspension legs and forms a carrier on the Standard model and a base for the dual-seat on the de luxe version. Front suspension is by telescopic fork. Both wheels, which are shod with 2.00 × 23 in tyres, have finned, full-width hubs. The front brake is operated by a handlebar lever, the rear by the pedals. Petroil-tank capacity is ten pints.

Equipment includes a centre stand, electric horn, tyre pump and tool kit. A Hurst speedometer, a windscreen, leg-shields, pannier bags and a child's seat with a basket carrier are being offered as extras.

Prices are: Standard, two-speed, £67 14s 6d including British purchase tax; de Luxe, three-speed, £79 9s 6d. Concessionaires are Kerry's (Great Britain), Ltd., Warton Road, London, E.15.



The latest Kerry Capitano de Luxe with three-speed gear box. Robustness, yet simplicity, of frame design is a notable feature

cal), Ltd. He follows Nigel Breeze who, some months ago, became commercial manager of Joseph Lucas (Industrial Equipment), Ltd.

Peter, now 31, was riding magnificently in the late 1940s and his highlight win was the Senior Manx Grand Prix in 1950, after being second in the Junior Race two days earlier. He rode Beart-prepared Nortons in both races. His promising racing career came to a halt in May, 1951, when he was involved in a serious crash at the Blandford circuit and suffered multiple injuries.

is to establish a nation-wide network of tracks with centres in every county to arrange local activities. Fixtures already planned are a two-day international meeting at Whitsun, a world's championship meeting during the August Bank Holiday, and a 24-hour race in mid-September.

Subscription to the new club is £1 1s a year and the secretary, from whom full details may be obtained, is Mrs. Betty Hill, The Rydes, Oxford Road, Bodicote, near Banbury.

