

FIRST introduced into this country nearly four years ago the *Kerry Capitano* mo-ped has proved a consistently good performer with reliability and a certain degree of toughness as marked qualities.

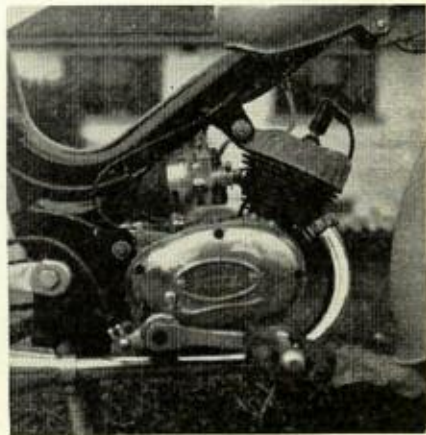
Of Italian origin it follows the traditional styling of that market with no enclosure of the engine and transmission, a frame combination of tubular main member with built-up pressings below to form engine bearers and telescopic front forks. Rear end springing is on the swinging arm system with telescopic spring/damper units. Both saddle and handlebars are adjustable over a useful range.

The power unit is a conventional two-stroke single, atmosphere cooled and built in unit with a 2-speed gearbox, gear driven through a 3-plate clutch. Wheels have full width hubs and 23 x 2-inch tyres.

1964 models now being delivered have certain improvements over the earlier numbers, notably larger brakes, new motor cycle type rear shock absorbers in the telescopic spring units, a firmly selective gear control which enables the gear change twistgrip to be operated only when the clutch is disengaged and a modification to the rear end of the frame which strengthens the rear suspension supports and carrier. The carrier, incidentally, could now support a pillion passenger easily with appropriate seating.

Performance

Almost all Italian machines are outstanding for lively performance and the *Capitano* is no exception. It gets away smartly without any fancy clutch handling, revs up to a useful 20 m.p.h. in First if required and when in Top behaves like a sound motor cycle, requiring little gear changing and affording snappy handling up to a



KERRY CAPITANO

An old favourite tested in its latest form

mean maximum of a genuine 40 m.p.h. on the level.

The engine is very flexible and the machine can be comfortably driven anywhere between 6 and 40 m.p.h. on its 5:4 to 1 top gear without effort and most hills are climbed in Top also at quite a useful cruising speed. Conversely, Low can be used for quite hard revs if required for uphill acceleration without more than mild vibration being felt, mainly through the saddle. A long 1 in 6 hill was climbed in the lower ratio with throttle to spare and this does appear to be a genuine go-anywhere machine for the man with touring in mind.

However, most mo-ped buyers need their machines for day to day transport and the *Capitano* also performs this function admirably with reasonable standards of silence, very easy and certain starting and the kind of steering and handling qualities that make it almost as fast in traffic as on open roads.

In our 1960 test we commented favourably on the excellent road-holding afforded by the effective springing and we find that the ad-

ditional damping of the rear end has now added considerable comfort to the ride, so much so that our earlier criticism of a somewhat hard saddle no longer applies. The rear springing does the work instead. The stout telescopic front forks give a firm ride over roughish ground and make the most of the efficient front brake.

We did not find the sheer stopping power improved by the larger brake linings, but the brakes seemed completely fade free under the hardest use and we would anticipate longer lining life from the modification. The rear brake is not too easy to use for a tallish rider because a very short seat pin limits saddle height severely. This seems an odd little economy, if that is what it is, but the defect is easily and cheaply remedied.

The modified gear change gets over the common problem of the gear control twistgrip being moved unintentionally but at the cost of some stiffness and a tendency to jib at bottom gear engagement at a standstill, probably a net advantage. The gears and primary drive are commendably silent and indeed there is hardly any

Specification

Engine :

Two-stroke single, iron barrel, bore and stroke 38 mm. x 42 mm., capacity 47.6 c.c., net output 1.8 b.h.p. at 5,000 r.p.m. "Dell 'Orto" T4.12.51 carburettor.

Transmission :

Gear primary drive to 2-speed gearbox, ratios 5.41 and 10.1 to 1, 3-plate hand operated clutch, final drive $\frac{1}{2} \times \frac{3}{16}$ inch chain with top run guard.

Frame :

Single tube main frame with pressed steel box construction bearers and integral rear carrier. Telescopic front forks, swinging arm rear with spring/damper units. Separate fuel tank, capacity 9-pints with reserve tap.

Wheels :

23 x 2-inch with full width finned hub brakes chromed steel rims.

Electrics :

Flywheel magneto with 18-watt

lighting coils. 15/15-watt tail with handlebar switch. Electric horn standard.

Finish :

Light blue pressings and tank on black frame. Usual bright parts plated.

Price :

£68. 15. 0. (Including P.T.)

Concessionaires :

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



mechanical noise from the machine at all.

Partly because of its "undressed" styling, accessibility is above average and it is not necessary to move anything to get at something else, as is the modern trend. The engine/gear unit stays very clean and free from oil but a rather short, though well valanced, front mudguard lets a fine spray of muddy water come back over the crankcase and the rider's forward foot. A proprietary mudflap is the obvious answer to that minor problem.

Value for money

It is the general policy of KERRY'S LTD. to sell at keen prices and their *Capitano* mo-peds are excellent value for money. This two-speed model at well under £70 is a sound all-rounder, equally suitable for a slick daily ride through traffic to work or an extended holiday tour with baggage up. With the well known child seat pioneered by this company the mo-ped is a safe family hack and there are accessories such as leg shields, screen and panniers to suit the specialist requirements of a wide range of users.

Mechanical quality is high and the only visible sign of cheapness was found in the pitting of the chrome on the handlebars and cranks. The paintwork, on the other hand, seemed very tough and quite lustrous after ordinary cleaning. Our only other criticism also applies to most modern mo-peds anyway, the pedals are good kick-starters and that is all. But with the excellent performance and absolute reliability of the engine, pedals will never be needed anyhow.

To sum up, the *Capitano* is a sound, conventional machine, a good all-round performer and thoroughly reliable personal transport.

New books for Readers

GUIDE DES RELAIS ROUTIERS: 19/- 178 Fleet Street, E.C.4.

Eating, drinking and sleeping in France is nearly always pleasant to the tourist but it can be expensive. To get the best for your money at modest rates the *Relais Routiers* are the answer. Their standard is that of the English country pub but serving good French food and wine at around ten bob a head.

On the road the *Relais* are identified by a red and blue enamel sign outside the premises, but to plan a journey using them you must have the *Guide des Relais Routiers* which gives 5,000 of them, well mapped by routes and well indexed for easy use. Most are in France itself but there are smaller sections listing similar hotels and restaurants in Austria, Belgium, Italy, Holland, Spain, Switzerland and

(why not?) Algeria, West Africa and Madagascar.

For those who want to tour, living well on a modest budget the *Guide* is the complete answer.

SCOOTER CARE by Michael Marriott, Arco Publications, 5/-.

The sixteen chapters of this book each deal with one make of popular scooter. The machines are described in some detail and the essentials of owner maintenance are covered for each one separately.

Since no one is ever likely to own all anew many of these scooters it would have seemed more profitable to market them as sixteen separate booklets. However, the book is here, compact, cheap and of real practical value. The writer really knows his subject and the information is all "gen".



GET WITH IT!

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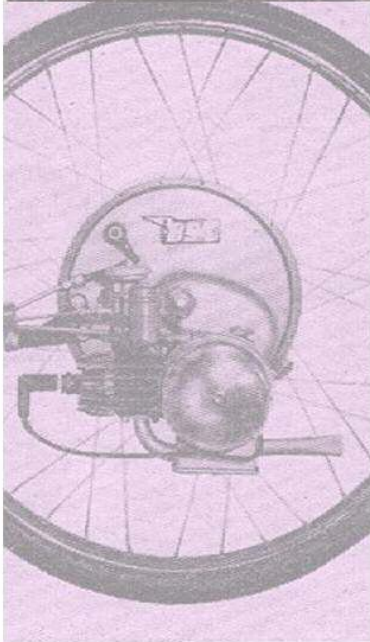
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