

# KERRY AUTOMATIC

Luxurious addition to a  
range of tough mopeds

**T**HE range of Italian built mo-peds marketed by KERRY'S (GREAT BRITAIN) LTD. under the name *Capitano* has earned itself a considerable reputation for toughness and lively performance with its two and three speed models. These models climb well and have a useful turn of speed but little refinement.

Now a new model has joined the range that is of very different calibre, a single speeder with automatic clutch, a really silky drive and a "town carriage" kind of performance.

The 47 c.c. engine by F. B. MINARELLI of Bologna is outwardly and in internal dimensions similar to the multi-speed models but the power curve is adapted to smooth low speed pulling rather than high maximum output. Primary drive is by gears through the clutch shaft which carries a pair of expanding shoes bearing against the outer clutch shell which supports the drive pinion. An unusual feature of this clutch is that initial engagement is by manual control, a lever on the handlebar that is pulled in to engage the clutch for engine

starting then immediately released. Once the engine is running it operates the clutch centrifugally. The same lever operates the decompressor through a separate cable.

This system has its advantages in that the machine can be pedalled freely without clutch drag until the rider desires to engage the engine.

Most of the cycle parts and the frame are identical with the gearbox models, to simplify spares supply and service. The frame is a large diameter single tube main member with a pressed steel sub-assembly for the carrier and upper rear spring anchorage and another forming the engine cradle and carrying the pivot bearing of the rear sprung forks. Front forks are telescopic.

Wheels and tyres are the now almost universal 23 x 2-inch size and the machine has full width hub brakes, both hand operated. Mudguards are fully valanced and pedals rubber covered. The saddle is adjustable for height and the "cowhorn" handlebars for angle. In practice the range of adjustment suits almost all riders.

## Simplicity

Riding the "Automatic" is simplicity itself and the claim that anyone who can ride a bicycle can safely ride this mo-ped is fully justified. Starting is effortless either by kicking with the machine on its stand with the clutch/decompressor lever held in for the start of the kick, or by pedalling to whatever speed is comfortable and pulling in the lever momentarily.

It is in heavy traffic that the new *Capitano* really shows what it is best at. The automatic engagement of the clutch is so silky that the rider never knows the points of engagement and disengagement but the take up of the drive is firm, and the initial acceleration quite surprisingly good. When wriggling through traffic jams riding is almost unconscious. The machine just goes where it is wanted under throttle control alone and there is no noise or fuss to worry anyone, in fact the exhaust at traffic speeds is virtually inaudible.

The best of the performance is between 0-20 m.p.h. with the flexibility



of engine and transmission used to the full. Above this range the machine will go up to just over 30 m.p.h. but at the higher revs much of the smoothness and quietness is lost. Vibration is felt through the saddle and handlebars and some gear whine becomes noticeable though never enough to be objectionable.

Climbing power is limited to about 1 in 12 and, although pedal assistance can be given on the steeper slopes, the gearing is on the low side and engine revs cannot be maintained. Conversely, on a really steep slope we found that the clutch pulled the machine up quietly and easily with the rider walking alongside so the ex-cyclist, accustomed to walking hills, would still be better off with the *Capitano* in that he does not have to push the bike.

Having the same frame and cycle parts as its companions in the *Kerry* range, the "Automatic" steers and handles just as well as any of them. The suspension is particularly good on all these models and enables quite rough sections of road to be taken safely and comfortably and to make full use of the front braking. The rear brake on our test model was very poor but this appeared to be a fault on the particular machine as the brake is of the same pattern as the others we have tested and found satisfactory.

Lighting proved adequate for town and country lane work and the automatic clutch never allows the engine revs to drop below a point

where the lights are sufficiently bright to provide safe identification to other drivers. This is an important point to riders who may have to wait in the centre of the road for a chance to turn right. The switch is on the handlebars and comprises an ON-OFF-DIP mainswitch, horn and kill button in a single unit. All wiring is neatly disposed.

General appearance is attractive, the frame being enamelled in white with the tank and the well valanced mudguards in red. Both enamel and chrome stood up well in test.

### Town and around

Given that the limitations on top performance are accepted in favour of the flexibility and smoothness at low speeds, there is little to criticise.

The saddle is rather on the small side but reasonably well sprung. The toolbox is a small cylinder behind the carrier that could carry only bare essentials. The filler cap is set rather low down on the tank so that any attempt to fill up results in overflow. These are minor points of the kind that all machines seem to suffer to some extent.

In general, the new *Capitano* is a very nice mo-ped for "town and around" work with the accent on smooth, quiet, easy driving, an expectation of useful life without nursing of many years and an appearance and feeling of quality that make it very good value for money.

### Specification:

#### ENGINE:

Two-stroke single, iron barrel, alloy head. Bore and stroke 38mm. x 42mm., capacity 47.6 c.c., Carburettor "Dell'Orto" with integral filter.

#### TRANSMISSION:

Automatic centrifugal clutch on engine shaft, primary gear drive final chain  $\frac{1}{2}$  x  $\frac{3}{16}$  inch. Manual engagement control to engine.

#### FRAME:

Large diameter single tube main member with pressed steel box construction engine bearers and rear carrier. Telescopic front forks, swinging arm rear with spring/damper units. Separate forward mounted fuel tank, capacity 1 gallon.

#### WHEELS:

Chromed steel rims, finned alloy hubs, both brakes hand operated. 23 x 2-inch tyres.

#### ELECTRICS:

Flywheel magneto/generator with 18-watt lighting coil. 15/15-watt headlamp bulb, 3-watt tail. Handlebar dipswitch with

horn button. Electric horn standard.

PRICE: £68 15s. od.

#### CONCESSIONAIRES:

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



The Italian-made 60 c.c. Laverda scooter sold by Laverda motors. Now a disc-braked moped is being added to the range

## TRADE NEWS

### Laverda mo-ped

A new mo-ped by Laverda is coming on the market shortly in the low priced field.

It is a simple lightweight based on a single tube frame with telescopic front forks and rigid rear end. The engine is a conventional two-stroke with automatic clutch. Final drive is by single chain.

An unusual feature of the specification is the provision of lightweight disc brakes to both wheels. We hope to have detailed specification and pictures in time for our next issue.

### Reliant output

Production of Reliant Regal 3/25 cars and vans has now reached the rate of 1,000 vehicles a month, the highest figure ever attained by the company.

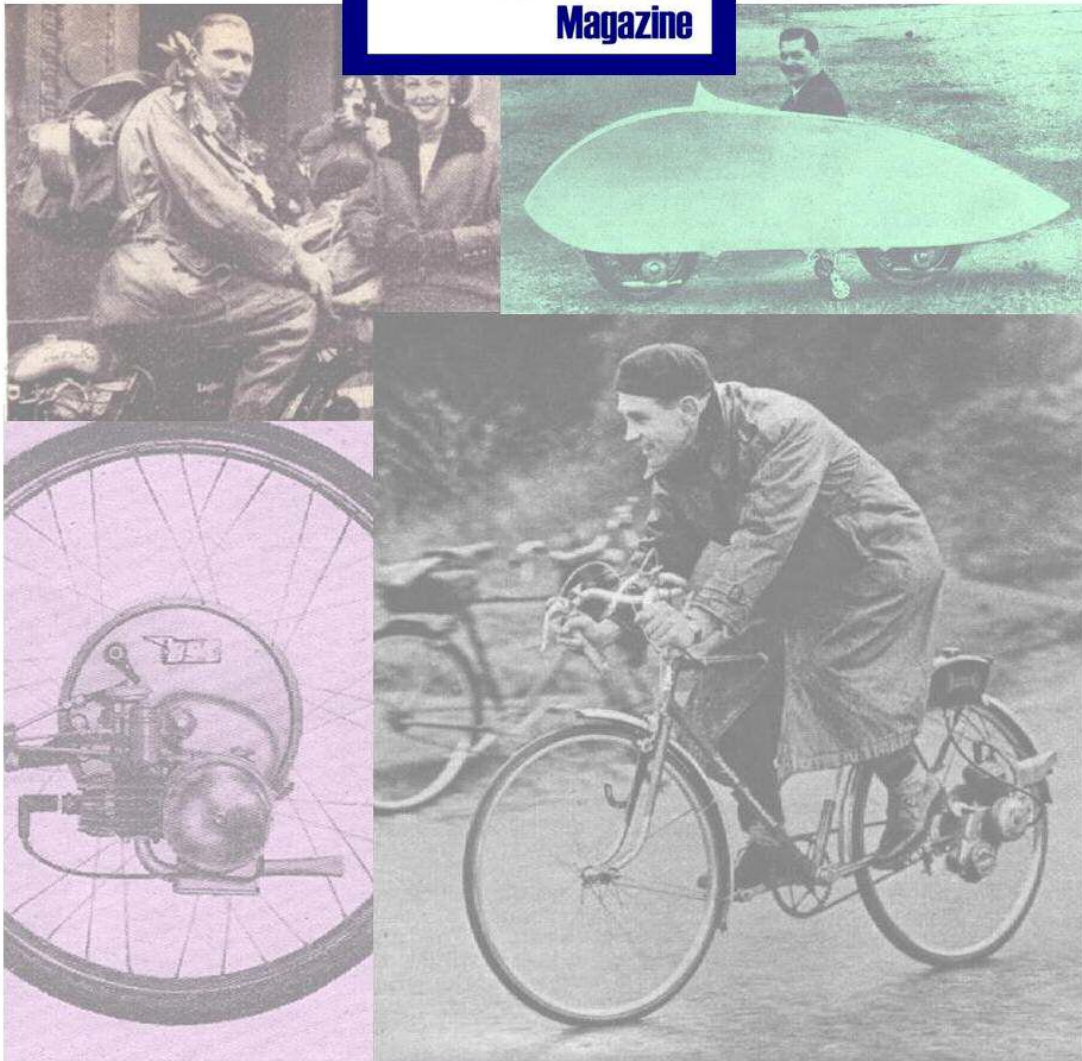
Achievement of this target by the Reliant factory at Tamworth, Staffordshire, should make possible an early cut in the waiting list at present, dealers are obliged to quote a six to eight week delay in delivery.

### For campers

A detailed feature on sleeping bags and how to choose them appears in this month's edition of *The Camper* magazine. (1s. from newsagents).



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