

a centaur

road test

KERRY CAPITANO GRAN PRIX

SPECIFICATION

Engine: Single cylinder, two-stroke; bore 38 mm; stroke 42 mm = 47.6cc. Compression ratio 7:1. Output: 3.1 b.h.p. at 5,000 r.p.m.

Transmission: Three-speed gearbox with multi-plate clutch with cork inserts. Transmission, by primary chain.

Frame: Duplex pressed steel frame. Suspension: telescopic forks, front; swinging arm, rear.

Tank capacity: 2.1 gallons with reserve.

Lighting: Direct from flywheel generator; head lamp 6v. 15w. tail lamp 6v. 3w.

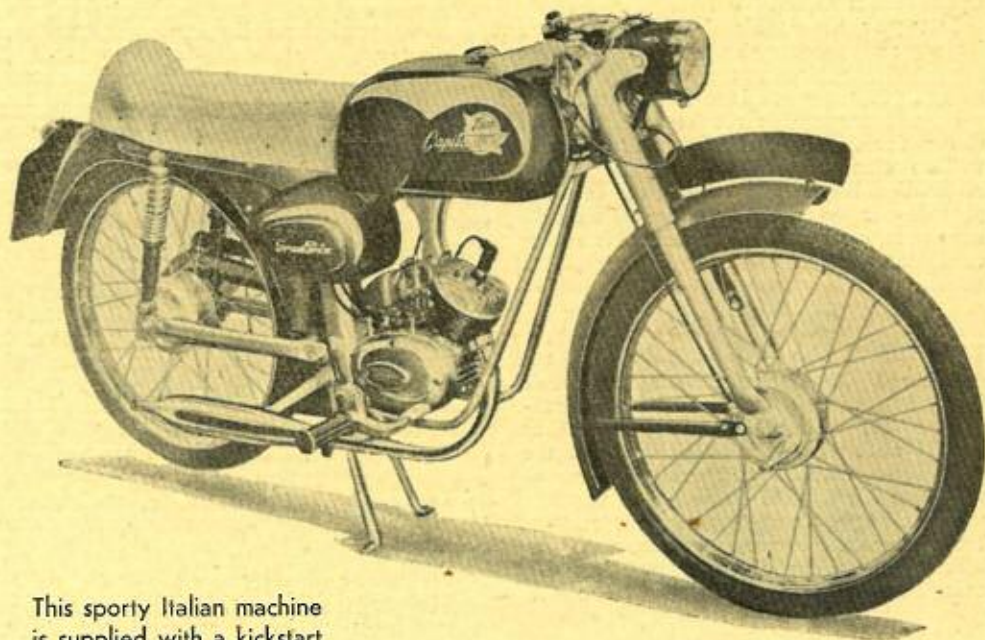
Wheels and brakes: Tyres, 23in. x 2in.; brakes, full width internal expanding type; front, hand lever operated; rear, foot pedal operated.

Equipment: Dual seat, toolbox, centre stand, tyre inflator, pillion footrests.

Finish: Two-tone red and gold.

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

Price: £89 19s. 6d.



This sporty Italian machine is supplied with a kickstart.

The clutch is very light and first gear is selected with comparative ease. The engine can then be buzzed right up into the higher r.p.m. band until the speedometer is showing about 20 m.p.h. Changing into second takes practice as the amount of movement required on the twist-grip, which between these two gears involves passing neutral, is rather greater than usual.

Second proved to be *the* gear, and could be held from a creeping 15 m.p.h. upwards. This was lucky for third gear operates effectively as very high revs. On the first three occasions I used the machine between the office and home—a distance of about four miles—I used top three times, and on each occasion it was only for a short stretch of road. Admittedly traffic caused me each time to slacken off, thus making a change down mandatory, but nevertheless the only time the engine felt really happy in top was when I was descending a slight gradient with the throttle wide open.

Second gear, though, was quite adequate to deal with average urban road conditions, but in view of the fact that such a long run up was needed before top could be engaged I was unable to make properly timed runs to ascertain top speed. I would estimate this to be near 35 m.p.h.

Road Holding

Suspension was conventional (telescopic at the front and swinging arm at the rear) and firm, and contributed towards the Gran Prix's excellent road-holding abilities. The best way to handle the machine was to slide back against the stop on the hardish dual seat and treat it

I FOUND the Kerry Capitano Gran Prix great fun to ride—if a little unusual.

It has been some time since CYCLING AND MOPEDS published a road test of a "sporty" type of machine. The Gran Prix certainly provided an excellent opportunity for such a test. The specification includes quick-release filler cap, specially shaped tank, racing type dual seat, exposed rear springing, narrow handlebars, and a Duplex frame with low-slung engine, while the general conception is one of lowness bearing much in common with the average 50c.c. racer.

Although this machine is supplied with a kickstarter, the one we tested was a development model fitted with pedals but identical to the kickstart model in all other respects.

This is not the sort of moped one buys purely for hack work, although the tractability of the engine allows it to be used as such. It is a machine designed for pleasure mainly, and should be used with gusto on open roads.

Starting

A three-speed engine is fitted. No choke is provided and so in very cool weather the engine should be allowed to warm up before engaging a gear. Both fuel tap and tickler are easy to grasp, while the quick-release filler cap is a very useful item when taking on fuel.

as something of a racer. Such a riding position was near compulsory anyway because of the narrowness of the handlebars, but it was by no means unpleasant. The centre of gravity was thereby lowered and the final result was first-rate cornering in which the machine could be leaned over and kept on a precise line.

What I particularly enjoyed about this, despite my dimensions (6ft 1½in. and 230lb.) was the sense of being more a part of the moped rather than just a rider perched on top.

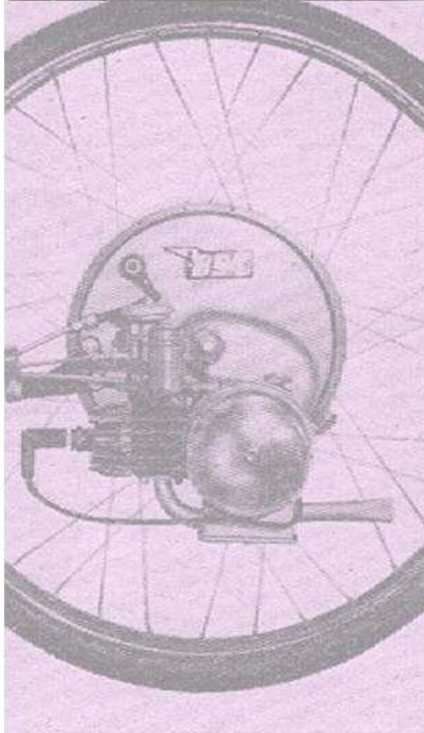
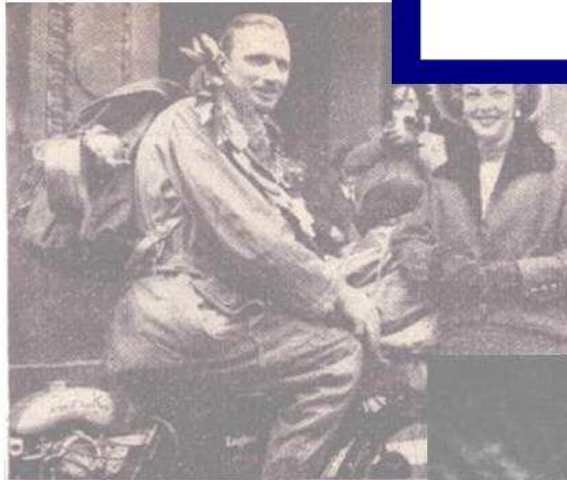
The provision of pillion footrests suggests that the Gran Prix might be designed for passenger work. The sporting dual seat would seem to preclude this. However, a rider with shorter legs than mine could well use these footrests if he wanted to tuck himself away for a bit of a "blind." Rear braking is operated by foot pedal in the motor-cycle manner.

The front brake was a reasonable stopper which allowed for nearly all contingencies and used together with the rear brake produced a stopping distance of 13ft. at 20 m.p.h.

Engine noise was a bit fierce, in common with other Italian machines. Lighting was better than average and there was an appreciable difference between dipped and full ahead, something which is not always apparent on many models.

The centre stand was commendably efficient and there was a convenient toolbox beneath the front end of the seat.

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