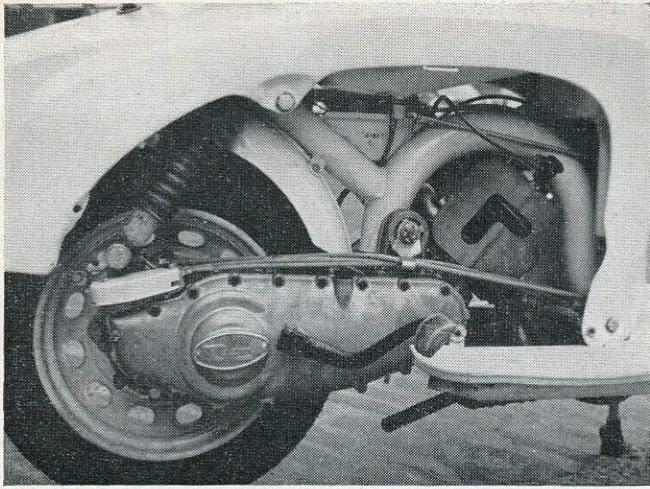


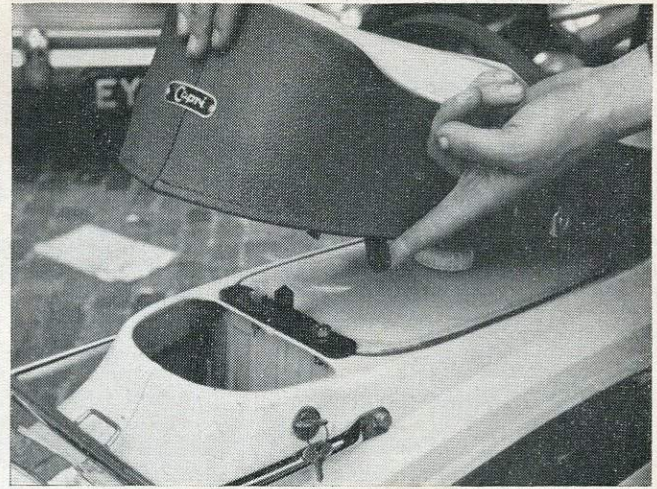
'Practical Scooter' tests the baby of the range the . . .

CAPRI 100





The engine is neatly slung beneath a strong centre loop in the main frame. With the side panels removed the engine is very accessible for routine checks.



Dual seat is automatically locked when shut. This prevents anyone opening the petrol tank or taking tools from the compartment at the rear of the tank.

Think of the word Capri and you immediately think of a sun soaked island surrounded by the warm, blue Mediterranean lapping at its shores. Think of Capri again — but a bit nearer home this time—and you have the Capri Scooter. Its only connection with the Island being the equally warm Mediterranean blue finish.

The Capri is probably one of the best looking scooters on the market. The one we tested is the smallest of three identical machines which range in capacity from 96 cc, 123 cc to the largest 153 cc.

The only engine difference between the various capacities lies in the bore diameter and this, of course, means spares are plentiful and cheap because they can be made identical for the

whole of the Capri range.

One of the most outstanding things about the Capri is the accessibility of everything. By undoing the single wing-nuts holding each of the side panels on they can be removed in a second to expose a neatly laid out engine unit, which can be checked, cleaned and adjusted in half the time it normally takes with most scooters.

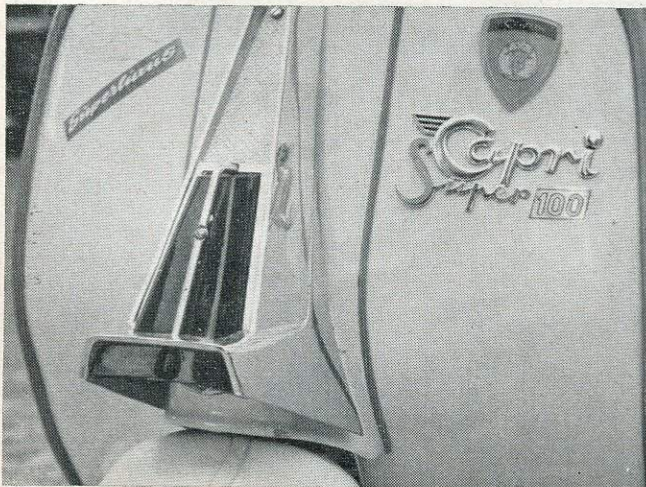
Performance of this willing little model is quite respectable when you consider its size. Acceleration figures we recorded were 0-20 mph, 5 secs, 0-30 mph, 10.5 secs and 0-40 mph, 24 seconds. Top speed was around 43 mph but 50 mph was quite possible on a slight incline.

The only time you started to notice the small capacity of the engine was

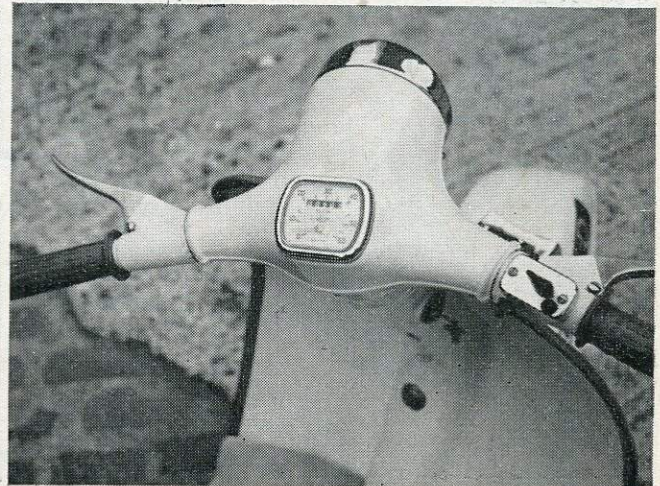
on steep hills, but a smart change down into third gear soon put the steam back into the boiler. Top speeds in the rest of the gears were 1st—15 mph, 2nd—25 mph and 3rd—34 mph.

Twelve inch wheels gave a nice feel to the handling but the lack of front end damping meant a rather bouncy ride on second class road. Brakes were exceptionally good — especially the rear. Great care had to be taken not to lock the wheel. Braking from 30 mph produced a very respectable 29 ft 8 ins.

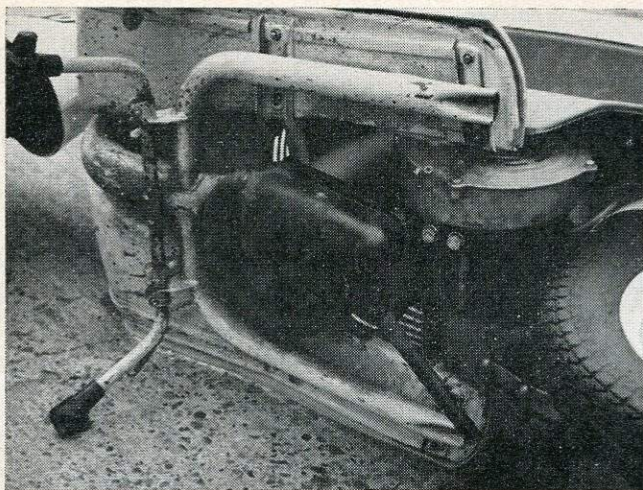
Two useful items were the steering and seat locks. You could leave the scooter knowing that tools and petrol were safely locked away and that the complete machine was also safe. An



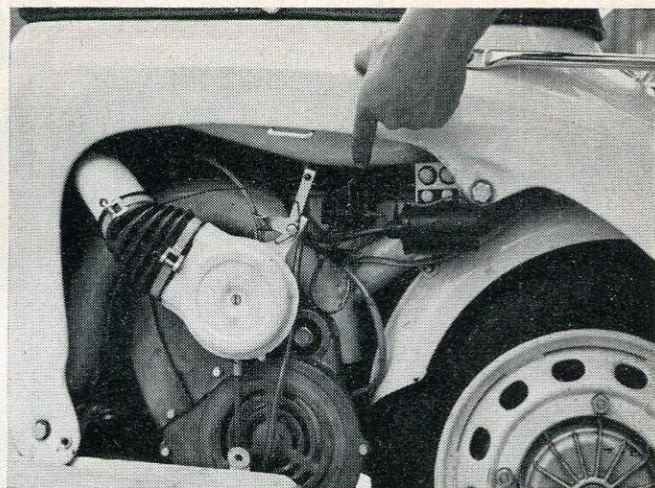
Front half of the scooter is a lot brighter than the old models. Centre column has an attractive chrome trim down it with red plastic strips around the horn.



Handlebars are nicely spaced and give good control when cornering. Levers are also easy to reach and smooth but the light switch and horn are too close.



The silencer is very strong and effective. Exhaust goes well away from the scooter. The full loop centre stand was easy to use and supported scooter well.



On the carburettor side of the engine are the electrics. These are also simple to check and work on. Carburettor is behind the air cleaner on the left.

important point, and the ignition was direct from the flywheel mag which meant no ignition key was needed to start the machine.

Starting was not too good, though the bike was new, and it could well have been due to the petrol mix of 20.1 instead of 25.1 ratio after the running-in period. Bad starting only applied when cold, even when on full choke, but once the engine was warm one kick was all that was needed.

The only real grouse about the Capri lies with the gearchange. Finding neutral while at rest was almost impossible but fortunately it was not too difficult if it was selected just before rolling to a halt. Gear ratios themselves were nicely spaced for

both round town and long distance work.

Fuel consumption around town was quite low, around 65 mpg but sensible cruising speeds on a long run could push this figure up to 85 mph.

Lights were direct from the flywheel magneto which meant they fluctuated with the engine revs but as most of the slow riding was done in lighted town roads this was not too great a problem. Once out on the faster open roads the main beam coped very well.

All round, the Capri proved to be one of the nicest little scooters we have yet tested. Its lightweight, low cost of £121 7s. 9d. and very attractive lines makes it a good buy for the male and female alike.

WHAT YOU GET

Engine—96cc two stroke running on a 25.1 petrol mix. Bore 46mm, stroke 58mm. Compression ratio 7.4 to 1.

Ignition—flywheel generator 28w, 6v feeding external ht coil.

Transmission—Duplex chain running in an oil bath.

Gearbox—4 constant mesh twist grip operated.

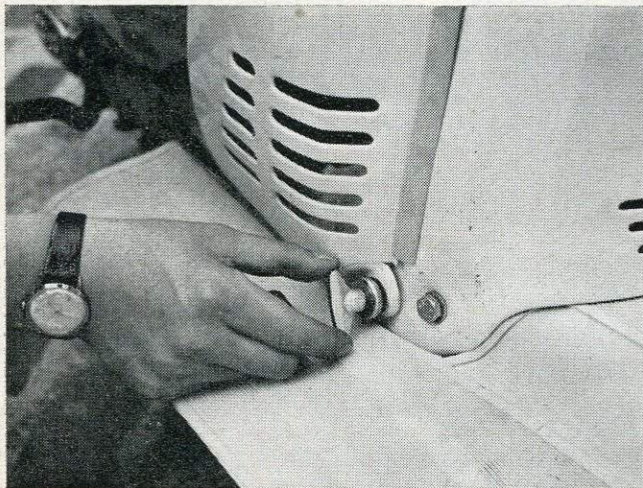
Brakes—Internal expanding in 5 inch alloy drum.

Dimensions — saddle height, 31 ins, length 69 ins, width 25 ins.

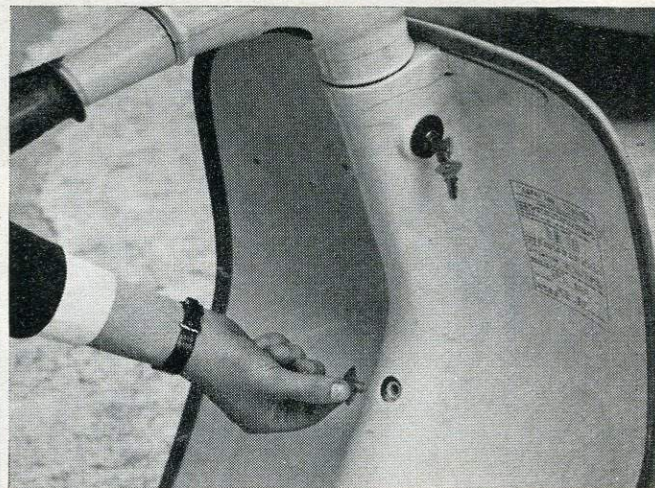
Miles per gallon—average 105 mpg.

Top Speed—45 mph.

Suppliers—Agrati Sales (UK) Ltd.
St Marks Street
Nottingham



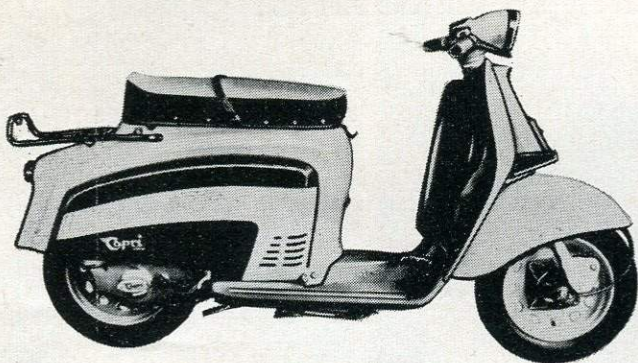
Wing nut with rubber washers hold each side panel in place. This method of fixing is difficult to locate but once in place holds panel firmly without rattles.



Rubber stop in the centre of the legshield covers over the mounting point for a legshield carrier. Keys at the top lock the handlebars when parked.

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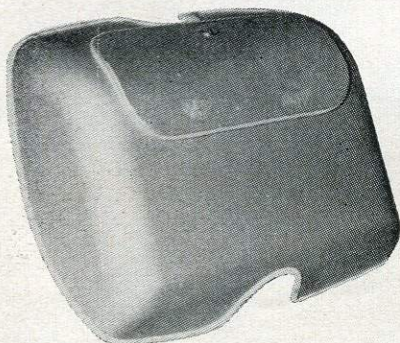
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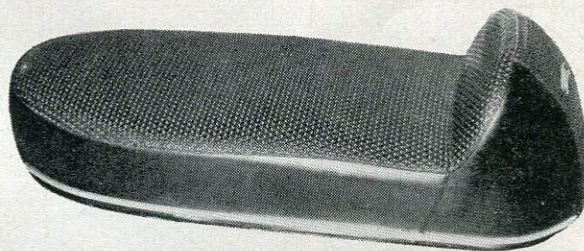
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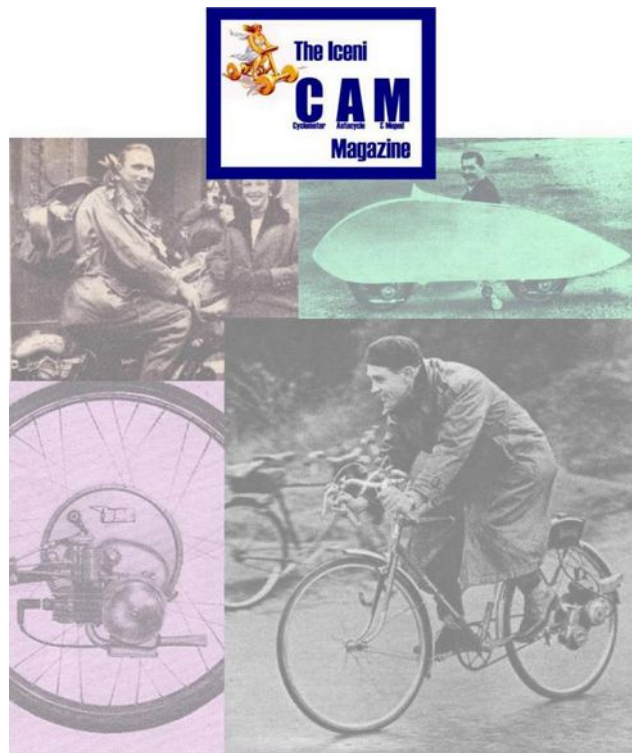
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