

NEW! IT'S LIGHT IN HER EYES

LIGHT in price

Model D with dual seat

92 gns INCL. P.T.

Model S with single seat

91 gns INCL. P.T.

Model P with pillion seat

93 gns INCL. P.T.

THE WORLD'S LEADING LIGHTWEIGHT

AND THIS IS WHY IT'S FOREMOST

Its faultless Italian craftsmanship is carried with buoyant ease on *extra-large 12-inch balloon tyres*. And you know what that means . . . virtually non-skidscootering . . . *the outstanding safety-plus*.

The Engine's the famous Garelli 70 c.c. two-stroke, single cylinder, air-cooled. It produces a 3.3 b.h.p. at 6,000 r.p.m. and zips along at 40 m.p.h.

Twist Grip controls. Constant-mesh three-speed gearbox.

Quick Starting by foot pedal with semi-automatic starter.

Lighting by flywheel generator, 6v-30w, feeding front 2-lamp headlight, rear lamp and horn.

Suspension by oscillating connecting rods at front. At rear, by pivoted fork with telescopic shock-absorber.

Brakes—expansion type, hubs in light alloy with detachable pins.

AND A DOZEN OTHER
SPECIAL FEATURES . . .
EACH A SPECIAL PLUS

Backed by a Nation-wide after-sales service

Capri SCOOTER

**LIGHT
on insurance**

£2 a year less than
the average scooter

**LIGHT
on upkeep**

Low-priced
spares

**LIGHT
in weight**

Only 154 lbs

**LIGHT
on fuel**

140 m.p.g.



Sole Concessionaires in the U.K. :

Capri Scooters Ltd., Glaisdale Drive, Aspley, Nottingham.

from Main Dealers everywhere

New Italian Fashion Model makes its Debut - the CAPRI

A BIG gap in the scooter market in this country has now been filled by the Elswick Hopper group who have brought in the Italian lightweight *Capri* scooter, a under 100 c.c. machine at under £100.

Launched to the Press on November 16th and already in the hands of some main agents, this machine is a real scooter in the best Italian traditions. It is made by Agrati of Monticello and fitted with a Garelli 70 c.c. 3-speed blower cooled engine/gear unit. Sole Concessionaires for Great Britain and the Commonwealth are Capri Scooters Ltd., of Nottingham and distribution and servicing will be handled by the other recently formed Elswick Hopper "motorised" company, Scootamatic Ltd.

The engine unit of the *Capri* is a 70 c.c. fan-cooled two-stroke engine gear unit developing 3 b.h.p. at 6,000 r.p.m.

It employs a cast-iron cylinder fitted with an alloy cylinder head, and the crankshaft, which runs on journal ball bearings, has a large diameter crank pin and caged roller bearing big end assembly. The two ring piston is aluminium alloy.

Primary drive is by helical gears and a three plate clutch running in oil. A three-speed constant mesh gearbox is incorporated. Gear changing is by handlebar control and the gears are positioned 0, 1, 2, 3, to avoid fiddling for Neutral.

Ignition and lighting is by C.E.V. Flywheel Magneto generator, with a 30-watt output. The Dell'Orto type ME 16 MS carburettor with air filter incorporates a semi-automatic cold starting device. The main jet is easily removed for cleaning. The complete kick-starter crank and pedal quadrant

Both pretty and workmanlike, the Capri is a full size Scooter



can be easily detached by removing one circlip situated on the end of the kick-starter pedalshaft. Final drive is by $\frac{1}{2}$ in. x $\frac{3}{16}$ in. chain which is completely enclosed.

The 12 in. diameter wheels, which are fully interchangeable, are spoked and have 3 in. "paired" tyres, and the brakes are of 4 in. diameter with bonded linings on alloy shoes. A cush drive is fitted to the rear alloy hub and the rear wheel can be removed without disturbing either the chain or the brake cable. The wheels have journal ball bearings.

Rear suspension is of the pivoted fork type controlled by hydraulic suspension units and the front is of the trailing link type, the pivot arms working in self-lubricating bushes.

Price is very attractive at 91 gns. for the standard model. For another guinea a Dualseat model is

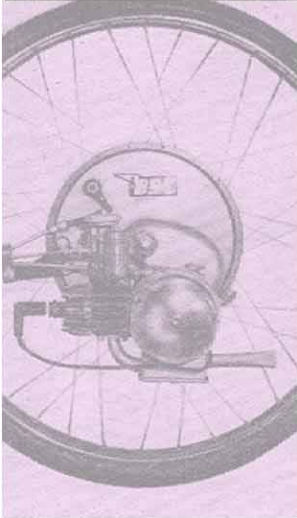
available but this seat is designed primarily to offer alternative riding positions for a soloist and could otherwise accommodate two smallish riders or an adult and child. At 93 gns. a pillion seat model is available which we have tried and record with surprise that it was comfortable and efficient through heavy traffic in the heart of London with two large men and a bit of awkward hand baggage aboard.

We have ridden and examined several of the machines and are convinced that the *Capri* does fill the need for a good looking, easy-to-handle, lightweight scooter at a reasonable price. Its top speed of 40 m.p.h. is adequate for the purposes of many potential users and it is an ideal runabout machine. It will be especially popular with women who want scooters for handy and economical use as well as for fun.

Easily removable side panels provide good access to the Garelli 70 c.c. engine



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