



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

**KERRY 1903 2½HP 317 CC 1 CYL AIV**



**SOLD**





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### PRODUCT DESCRIPTION

**Kerry 1903 308 cc a.i.v. single frame#4903 engine# SC 419**

During the first years of the last century, the British motor cycle industry was rather behind that of continental Europe in terms of design and manufacturing capacity, having been held back, like the car industry, by government restrictions on motor vehicles.

In exactly the same way as in the present day motor industry, this deficiency was overcome by what we call "badge engineering" with imported motorcycles given U.K firms' identities in order to aid sales.

One such firm was the East London Rubber Company of Shoreditch, London.

They imported the excellent Belgian Sarolea and, with revisions to suit the domestic market, sold them as "The Kerry".

The company made a range of machines under this name, later with Birmingham built Abingdon Engines until the cessation of civilian manufacture in December 1915.

The last appearance of the Kerry name was on a range of Italian-built mopeds in the 1950s.

This Kerry has a continuous history from when it was discovered in Lincolnshire in the 1950s up to the present day.

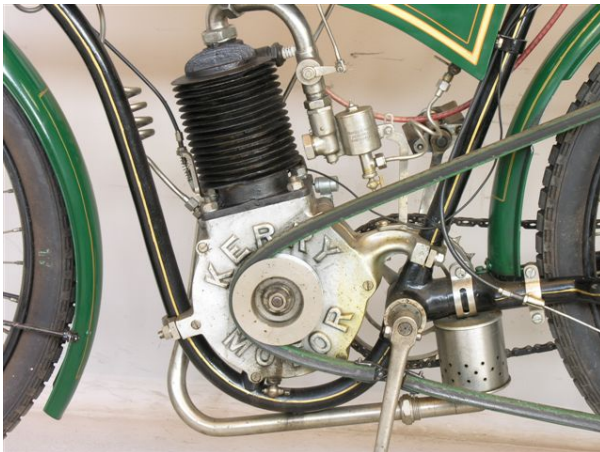
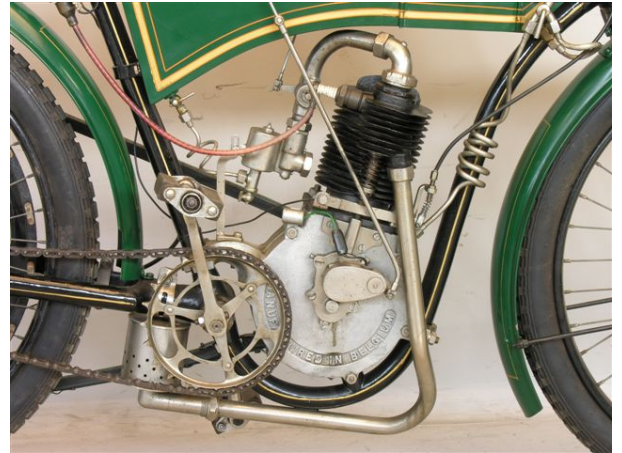
The Kerry "Popular" for 1903 was supplied in green 70x80 (308 cc) form with additional rear brake.

It comes with a comprehensive and thorough history file.

This excellent running machine has coil ignition, FN carburettor and Pioneer certificate.



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