

WHETHER it is called a scooterette or a light motor cycle is not yet decided and matters little. In fact it is a semi-open frame machine, mo-ped style, with adjustable footrests, kickstarter and built-on legshield and engine cowling. In all other respects the specification is identical with that of the mo-ped version which will also be marketed and at the same price.

The frame is based on a single large diameter tube with welded up tubular sub-frame at the rear end which forms the support for the dual seat and upper location for the rear suspension units. Below the main frame is a pressed steel assembly forming engine plates and carrying the pivot of the swinging arm rear fork. Front forks are telescopic.

Very shapely pressings form front shield and side panels which completely cover the engine/gear unit, access being provided by detachable panels secured by large handscrews, easily operated in gloves if need be. The mudguards are fully valanced and a chain guard covers the upper half of the rear chain and sprocket. On the presswork on either side of the seat pillar are small screw-on covers providing rather limited space for tools. A dual-seat is standard equipment as are the folding pillion footrests.

Main footrests are adjustable on serrated locating washers and a good pair of pillion rests folds up behind. The non-folding kickstarter is on the nearside in front of the footrest. An eight-pint fuel tank saddle mounted over the main frame tube has the modern squared-off line but is not fitted with a reserve tap. A rider of normal build can just get his knees round the rear end of the tank, but the frame space is open enough for comfortable, well-covered riding in normal clothing by either sex.

The power unit is a conventional air cooled two-stroke single in unit with a three speed gearbox, hand-operated. Primary drive is by helical gears and multi-plate clutch.

Ordinary driving

It may sound a little odd to say that the most interesting point about this *Kerry* is that it responds well to ordinary driving, but in fact most of the 50 c.c. light motor cycles we have tested in the past have been of the semi-sporting type that required special driving techniques based on high revs and

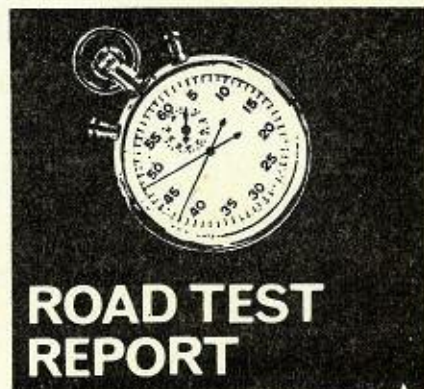


KERRY 50c.c. SCOOTERETTE

nothing much else. The *Kerry*, on the other hand, behaves like a thoroughly normal, useful, everyday motor cycle. It starts readily with a tickle of the carburettor and one press down on the kickstarter, gets away without noise, fuss, high revs or clutch juggling and has no "sporting" vices against its use in town traffic.

The combination of a docile engine with fairly wide ratio gears provides a performance from a smooth and easy getaway on 1 in 5 to a maximum of just under 40 m.p.h. without effort on the part of the rider nor, apparently, on the part of the machine. The corresponding disadvantage, that there is little overlap of power range between gears means that there are times when hills have to be climbed in Second because Top is too far away, does not matter much with a smooth and quiet unit. There is virtually no mechanical noise on the lower gears and the exhaust note is modest at all speeds.

A very positive hand change makes it almost impossible to miss a gear but it has to be taken slowly and put



right into its slot each time or the clutch will not engage. Rushing the change or using brute force achieves nothing whatsoever, not even a grating noise! All cable adjustments are easy to get to without removing the engine side covers.

Naturally it is more comfortable to ride a machine with firmly fixed and symmetrically placed footrests than with pedals and we noticed another advantage in that both feet kept dry with roads awash in heavy rain be-

SPECIFICATION

Engine

Two-stroke single, iron barrel, alloy head. Bore and stroke 38 mm. x 42 mm., capacity 47.6 c.c., net output 3.1 b.h.p. at 5,000 r.p.m. Carburettor, "Dell" Orto" T4.12.51.

Transmission

Primary drive by helical gears via 3-plate clutch final drive $\frac{1}{2} \times \frac{3}{16}$ inch chain with top half guard, 3-speed gearbox, twist-grip controlled.

Frame

Large diameter single tube main member with pressed steel box-construction bearers and integral rear carrier. Telescopic front forks, swinging arm rear with spring/damper units. Separate forward mounted fuel tank, capacity 8-pints

Wheels

Chromed steel rims, alloy full width finned hub brakes, 23 x 2-inch whitewall tyres.

Electrics

Flywheel magneto/generator with 18-watt lighting coil. 15/15-watt headlamp, 3-watt tail with handlebar switch. Electric horn standard.

Finish

Light grey with red tank and panelling, Usual chromed parts.

Price

£83 19s. 9d. (including P.T.)

Concessionaires

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

engine units has given way to enclosure up to scooter standards on this machine but we could find no disadvantages. The side panels are easily removeable and replaceable and completely rattle-free. Access is very little restricted and engine noise, on some machines apparently increased by enclosure, seemed if anything to be damped on this *Kerry*, perhaps because there is very little of it at source, anyway.

Our criticisms are minor indeed. There is little provision for carrying anything, no carrier space with the dualseat fitted and the two little blister tool trays are too small to be of real value. We also found the small hole provided for access to the carburettor tickler too small for a glove and uncomfortable for a bare finger.

Licence position

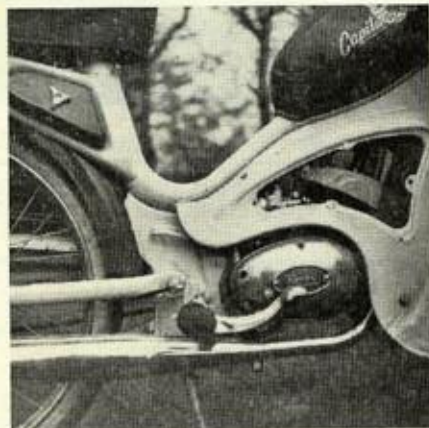
As a learner's machine for anyone starting on a scooter or motor cycling career this model is just about ideal. Because it has footrests instead of pedals a test passed on this *Kerry* will qualify for riding all types of two and three wheelers and the riding techniques learned on it will be a sound basis for larger engined machines later on.

Older riders, particularly those coming back to motor cycling after some years absence will like it because there is nothing new to learn, the weather protection is excellent and the machine will cope with anyone's needs for the ride-to-work, taking the boy to school or the week end fishing trip. Women will like it for its cleanliness, effortless starting and quiet, unfussy handling.

A mo-ped version with pedals and the conventional back-peddalling brake will shortly be available at the same price. It will have its main appeal to those who already hold mo-ped driving licences or to car owners who require an extra vehicle but do not want the bother of taking a motor cycle test. In all respects the performance will be the same and the weather protection and dualseat layout is standard with both models.

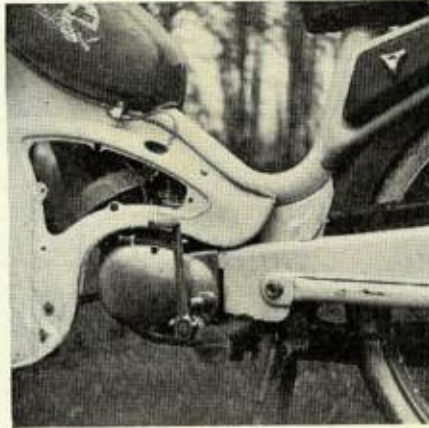
Either way the machine is a sound proposition and very good value for its price.

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Heading picture: despite the fully enclosed engine and legshields the *Kerry* retains its moped characteristics and advantages. Note the sturdy rear frame and suspension units

Above: two close-ups of the power house. Plug-cap, fuel tap, adjustable footrests and the two tiny tool pockets can be easily seen. A moped version of this model is soon to be available



juvenile passenger, however, the seating is adequate and safe. If passenger carrying is not contemplated most riders would prefer a single saddle and the use of the carrier space.

Suspension is unusually good, particularly at the rear end where large, damped telescopic spring units give plenty of movement and take really big bumps fast without bottoming. Steering is up to the best current standards on both good and bad surfaces but there is a curiously restricted steering lock that imposes a definite limit on front wheel movement when manhandling the machine in the garage.

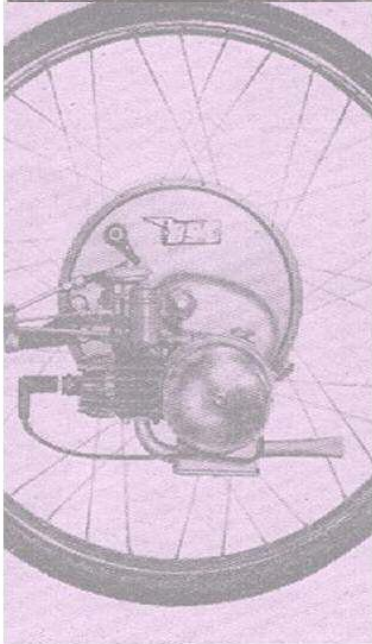
Lighting is good by mo-ped standards, the tail lamp being reassuringly bright even at lowish revs. The electric horn makes an interesting "mild siren" noise if the clutch is slipped momentarily to allow the engine revs to rise while the horn button is depressed.

The Italian tradition of all exposed

cause of the screening of the very efficient legshielding. The brake pedal is placed well under the toe of the right foot and can be operated without shifting the foot on its rest. Both brakes, incidentally, are smooth and powerful and very quick stoppers when used together. Even set at their lowest the footrests are a little on the high side for a tall rider but quite comfortable.

A dualseat and pillion footrests are fitted as standard equipment, but there is hardly room enough for two normal sized adults. For carrying a

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