

## Road impressions of new models

BY MIKE EVANS

KREIDLER  
FLORETT  
SUPER

**K**REIDLER is a name to be reckoned with in the 50 c.c. market. I have yet to meet anyone who has ridden one of these German wonders and has not been impressed. Now, after an absence of three years, the Florett is back in the country.

With motor cycles, as with anything else, you get what you pay for. The Florett is not a cheap machine; perhaps that is why it is so good. The standard 4.2 b.h.p. model costs £136 5s 2d, and the Super version, tested, £151 17s 1d. However, there is no mechanical difference between the two.

Starting the Florett couldn't be simpler. A press of the choke (which releases itself as soon as the throttle is opened) and a prod of the kick-starter were all that was ever needed.

And with such a vibration-free engine harnessed to four well-chosen gears, the machine was a delight to ride. Although there are faster fifties, the Florett with its 45 m.p.h. maximum was the equal of most in London's traffic jungle and was happy to cruise indefinitely between 35 and 40 m.p.h. The engine seemed unbreakable.

In fact, the overall impression of the Florett Super, from power unit to standard

of finish, was that it would give a long life with the minimum of trouble—and use the minimum of fuel, for it would better 100 m.p.g. even when driven hard.

Braking was excellent. Both brakes were progressive and powerful in action. There was never any tendency to lock the wheel.

Lighting from the 25/25w main bulb was above average. A criticism of the handlebar-mounted light switch, though—it is too easily moved from either the "on" or "off" position by a clumsy gloved thumb.

In the handling and road-holding departments full marks were again awarded.

The suspension was a happy choice for all types of going. It was soft enough to iron out bumps and yet not so spongy as to cause wallowing on corners.

A comprehensive tool kit slips into a small locker under the fuel tank. The steering is also lockable.

You pays your money and you takes your choice—and if you are out for a real aristocrat then Florett von Kreidler is definitely for you!

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## SPECIFICATION

**ENGINE:** Kreidler fan-cooled 49 c.c. (40 x 39.5mm) two-stroke single. Compression ratio, 8.5 to 1. Petroil ratio, 25 to 1.

**IGNITION and LIGHTING:** Bosch six-volt flywheel magneto. Direct lighting; 25/25w main bulb.

**TRANSMISSION:** Four-speed gear box with foot control. Gear ratios: top, 10.24 to 1; third, 12.96 to 1; second, 18.65 to 1; bottom, 34.57 to 1. Primary drive by gears, secondary drive by chain running in full chaincase.

**SUSPENSION:** Hydraulically damped pivoted forks front and rear.

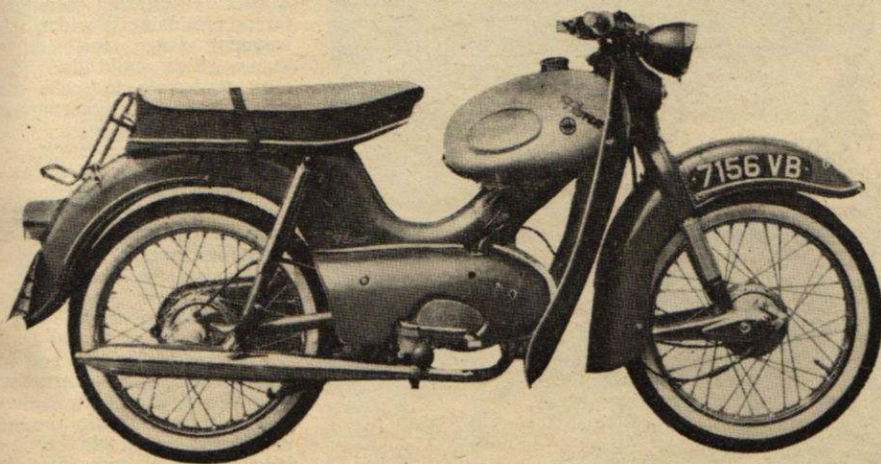
**TYRES:** Dunlop Spezial 2.75 x 21in front and rear.

**WEIGHT:** 163 lb with no fuel.

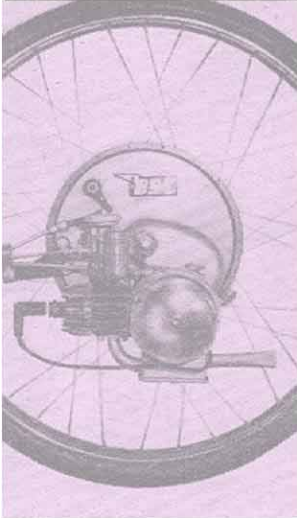
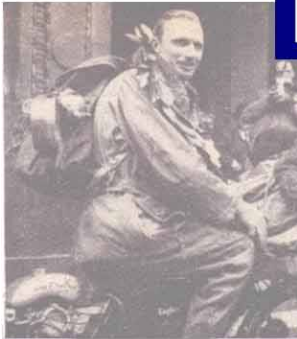
**PRICE:** £151 17s 1d including British purchase tax; carrier and legshields included.

**ROAD TAX:** £1 a year.

**CONCESSIONAIRES:** Hans Motors, 11-13, Cobden Road, South Norwood, London, S.E.25.



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