

THE KREIDLER FLORETT SUPER

AMONGST buyers of every product under the sun, there are those who will say, "I want the best." Catering for them in the 50 c.c. motorcycle class, *Kreidler's* offer speed, coupled with flexibility, fully enclosed engine and transmission, and the finest comfort, roadholding and finish in their *Florett Super*.

From a German *marque* whose 50 c.c. successes range from high awards in the International Six Days Trial to runner-up in the World Speed Championships, the *Super* tops a range of four 'fifties' and a mo-ped.

Trimmed with aluminium beading, the welded pressed steel backbone is integral with part of the rear mudguard. The bottom of the front mudguard is strengthened to form part of the long, swinging, leading fork suspension. Both front and rear springing is damped by double-tubed shock absorbers, oil being forced from one chamber to another during each movement of the suspension. Chrome tubes grace the mudguard edges.

The two gallon fuel tank, with built-in knee-grips and a reserve tap, has a lock-up tool compartment in its base. Along with the tools, a direct fitting tyre pump is fitted beneath the dualseat, and a parcel carrier is standard. Full-width alloy hubs contain the $4\frac{1}{2}$ inch brakes, and the 21 inch chrome-rim wheels have a quick release

knockout spindle. Snail cam adjusters are used for the enclosed chain.

Under detachable side panels the horizontal two-stroke engine/gear unit is slung on welded-on lugs. A cast aluminium fan cowling serves both as engine support and weather guard for cylinder and rubber-sheathed sparking plug.

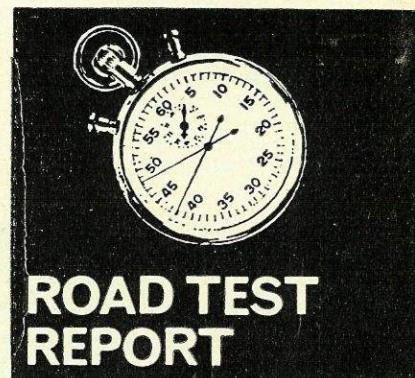
The oversquare engine, with hard-chromed 40 mm. bore in its aluminium cylinder, has a stroke of 39.5 mm., and its domed piston, with an 8.5 to 1 compression ratio, gives the 49 c.c. motor 4.2 horse power. Primary drive to the four speed, foot change gearbox is via gears and a multiplate clutch, kickstarter and gear pedal being fitted on the nearside. Engine lubrication is by a 25 to 1 petroil ratio, whilst the gearbox has a separate oil level.

An oil-wetted filter and automatically released choke are incorporated in the needle type *Bing* carburettor. Ignition and lighting are by flywheel magneto. No running-in is required for this engine.

The test model had a small headlamp, but production models have a $5\frac{1}{4}$ inch lamp with 25/25W dipping bulb, along with a 5W brake stoplight.

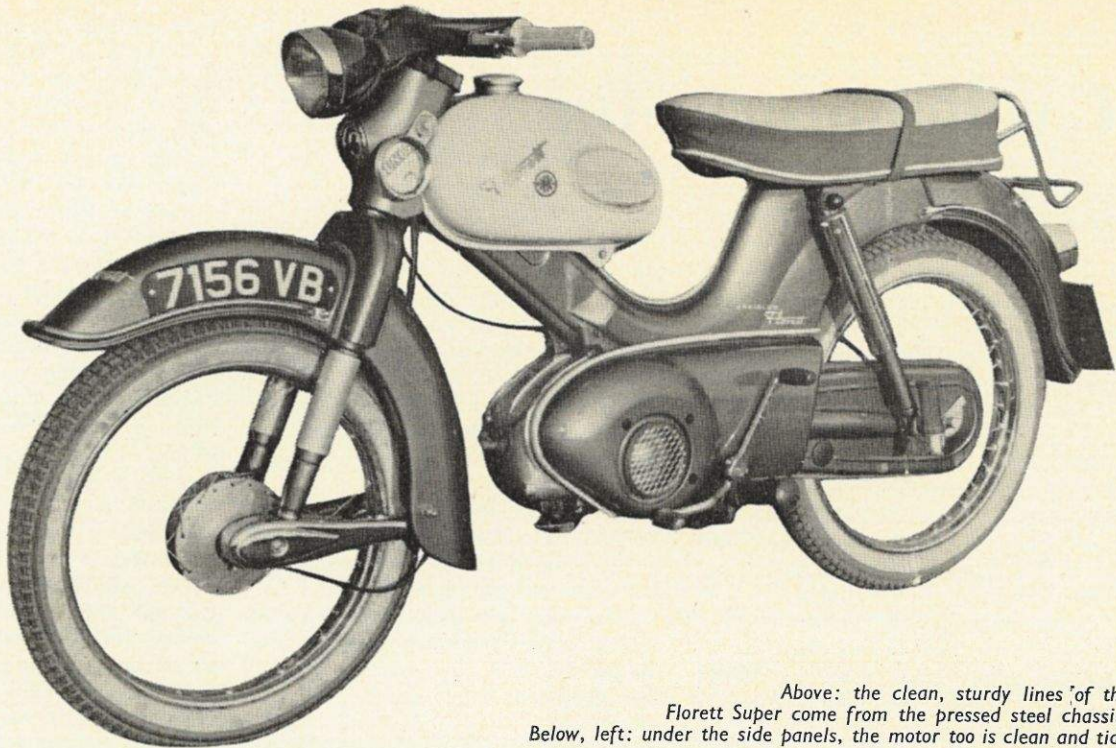
Roadholder

Roadholding on the *Florett* is well above the standard expected of the average 'fifty'. Feeling more like a

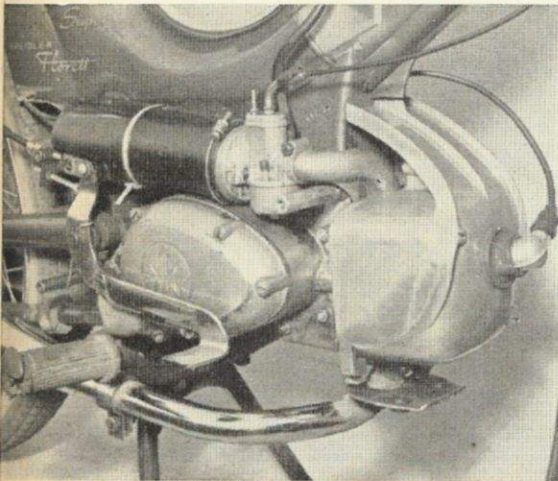


two-fifty, it cruised tirelessly, hour after hour with two up, holding tightly to the road. Over rough tracks too, the long, swinging front suspension took potholes in its stride with little more than fingertip control needed on the stubby handlebars. In both these conditions, applying the front brake hard gave no forward 'sinking feeling'; in fact, the bike came to rest, with both brakes applied, as smoothly as a family car.

In traffic, the acceleration was more than adequate, and the engine was, despite its 'sportiness', really flexible, showing no signs of stress throughout its top gear range of 15 to 52 m.p.h. It thrived on revs however; something like 30 m.p.h. in second and 40 in third before changing gets the best



Above: the clean, sturdy lines of the Florett Super come from the pressed steel chassis.
Below, left: under the side panels, the motor too is clean and tidy



from it. Do what you will . . . you cannot tire it.

When intentions were signalled, the twistgrip stayed put, yet it was smooth working. But the gear change had to be 'learnt'. Until we achieved the correct knack of timing, missed gears were commonplace, but with experience . . . they became rare. On wet roads, the brakes were excellent, and the wide front mudguard valance kept most of the spray from the rider's legs.

No amount of water seemed too much for the totally enclosed engine and spark plug to bear. After a hose-pipe washdown, half a push on the

starter brought the engine to life.

It took just over 100 miles, mostly in town, to use a gallon of mixture, so the maker's claim of 128 m.p.g. is a fair possibility on longer runs. No vibration could be felt at any engine speed. Transmission snatch was non-existent, thanks to the rear wheel rubber shock absorbers. Though the charcoal grey and ivory enamel had been scratched in several places, there was no sign of rust anywhere on the machine. The chrome too, was of first quality.

Likeable

When a manufacturer makes a serious attempt to produce a quality product, there is often difficulty in finding fault with it. So it was with the *Kreidler*. But the switches on the left handlebar cluster seemed too near together, making it possible to switch off the headlight instead of dipping it, or even accidentally to press the engine cut-out button.

And the gearchange, as stated earlier, needed real motor-cycling tactics to operate it. Not, we would add, that there is anything wrong with this, but we are, perhaps, so used to effortless gearchanging nowadays that any variation is instantly noticeable.

Putting these points aside, the *Florett Super* is a thoroughly likeable mach-

ine. It will last you . . . and your passenger . . . for years. During that time, it will be reliable, economical and will keep you . . . and itself looking like new.

SPECIFICATIONS:

Engine:

Fully enclosed two stroke horizontal, fan cooled. Bore: 40 mm. Stroke: 39.5 mm. Compression ratio 8.5 to 1. Output: 4.2 H.P. @ 6,500 to 7,000 r.p.m. Bing carburettor, type 1/16/59.

Frame:

Pressed steel welded. 2 gallon tank, 3 pint reserve. Dualseat and carrier stand-ard.

Suspension:

Leading front, trailing rear swinging arms. Damping units with springs and dual-chamber hydraulics.

Transmission:

Multiplate gear-driven clutch, four foot-changed gears. Fully enclosed $\frac{1}{2}$ inch x $\frac{1}{4}$ inch chain.

Wheels:

Chrome rims, finned alloy hubs. 25 by 2.75 inch whitewalled Dunlop tyres, $\frac{1}{2}$ inch brakes.

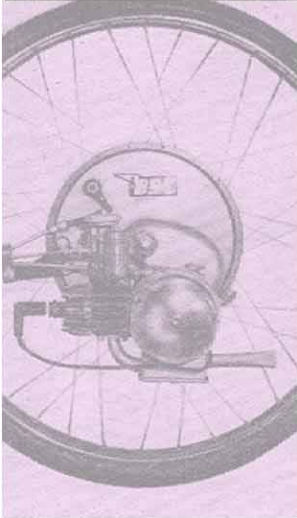
Electrics:

Flywheel/magneto generator with 29W plus 5W lighting coil. 25/25W head, 5W stoplamps. H/bar dipswitch and electric horn.

Concessionaires:

Hans Motors, 11 Cobden Road, London S.E.25.

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