

ROAD TEST REPORT

An Interesting Single-Speeder - KREIDLER J.50

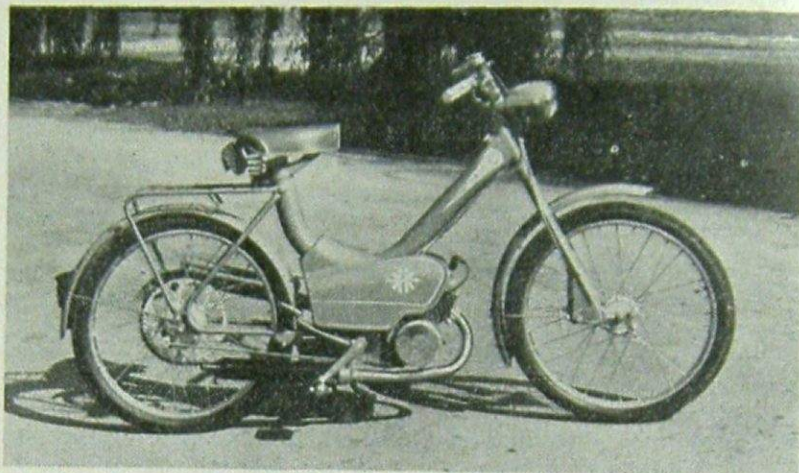
The current spate of 2-speed mo-peds with almost identical specifications is tending to baffle the buyers in this section of the market but almost the reverse is true of single-speeders at the moment. We were, therefore, most interested to have for test a German machine recently introduced here by Motor Imports, Ltd., the Kreidler J.50.

The machine was described in our "News From Germany" feature of May 1954 and it has many attractive features. The main frame tube is a single curved member which also acts as the fuel tank. The filler cap is under the saddle and there is a small thumbscrew air vent just behind the steering head. Straight tube front forks with screened bottom link suspension units spring the front end. Tyres are 23in. x 2in. A neat hinged cowling covers the top of the engine, fuel tap and carburettor.

Engine and transmission details are: 38 mm. bore x 44 mm. stroke, compression $6\frac{1}{2}$ to 1, power output 1.4 b.h.p. at 4,500 r.p.m., Pallas carburettor, Siba flywheel magneto and 17-watt lighting coils. Primary drive is by gears to countershaft and clutch, final and pedal drives by single $\frac{1}{2}$ in. x $\frac{3}{16}$ th in. chain.

On The Road

The advantages of the single-speed machine over its counterpart with a gearbox are light weight simplicity, mechanical silence, cheapness and ease of handling. When, as with the J.50, it also has a powerful and very flexible engine, the result is a most attractive mount.



The curved member of the strong frame also serves as a fuel tank.

A getaway from standstill can be made with or without the use of the pedals and from 5 m.p.h. upwards the acceleration is well above average. The most effective part of the power range goes all the way from 10 to 25 m.p.h., with a little in hand to a maximum mean speed of 28 m.p.h. Over-revving down hill at around 35 m.p.h. produces a little extra vibration but no signs of distress from the engine.

The exhaust noise is modest at small throttle openings but makes itself heard more when the grip is well open. It is never too obtrusive, however, and this combined with the almost complete mechanical silence, makes for a high degree of rider comfort which is likely to be of considerable advantage over longish journeys.

Apart from the fact that the saddle seemed rather too small, perhaps a matter of taste, comfort rates high, the front suspension being soft enough to tame cobbles

with the 2in. tyres running at reasonable pressures. Road-holding and stability are also good, noticeably so when braking. This is important as the brakes are very good indeed, well above the present day mo-ped average, especially the back-pedal operated rear brake which gave excellent control both on hills and in traffic.

The power and flexibility of the engine afforded the lively acceleration already mentioned and also very good hill-climbing. A long, tough hill with a main gradient of 1 in 10 required only a little pedal assistance over its worst section from a 14 stone rider and it was noticeable that the engine pulled hard and smoothly right down to single figure speeds. Actually the pedals are rather low geared and assistance could not be given easily at over 10 m.p.h. but in any case it seemed quite unnecessary.

Handling, particularly in traffic is excellent and the feeling of

confidence and safety engendered by the light weight and simplicity of control of the machine is most satisfying. The fact that the pedals can be used while the clutch is out or being slipped adds a lot to the ease of handling at very low speeds and would be a definite help to a pedal cyclist who likes the familiar bicycle feel with his power.

Summing Up

On the criticism side of the account we must mention sadly that toy bulb horns are even less appropriate nowadays on mo-peds than they used to be with clip-ons. The 17-watt lighting circuit must have plenty of current for an effective electric instrument and we hope one will be incorporated in the standard specification.

The peculiar khaki colour of the test machine was mentioned by some observers as unattractive but colour is, of course, a matter of personal taste. The only other

point of criticism is also a minor one, that the lifting handle is set *inside* the engine cowl where it is awkward to get at. As people who have steps or even stairs to negotiate carrying their machines are the ones most likely to appreciate the lightness and compactness of the J.50, this is a detail worth changing.

These are all minor points it will be noted and the summing up of our test is most favourable to the *Kreidler*. It serves a field of users who need the handling qualities of a good bicycle combined with the performance of a high class mo-ped, a field larger than most people in the Trade have yet realised. The *Kreidler* has these qualities and is easy and pleasant to ride as well. Quality of material is very good and detail work has been given attention down to such points as the spring clip carrier and built-in reflector pedals.

It is a sound machine and can be recommended, not for luxury but for practical everyday usage.

Conscience!

WHEN I first started cycle-motoring we made good progress—my motor and I—and we came to many hills. However, undaunted, we travelled on and soon we were in the country.

The country may be defined as that part of the land where people are sufficiently few and far between to take real interest in each other when they chance to meet. Thus, there was a considerable emotional reaction within me when, suddenly, I saw a young lady cyclist mounting the long winding hill ahead. In the ordinary way, I take perhaps *some* interest in my fellow-men—especially if she's a woman—but here I was in the country where people become individuals.

My first impulse was to accelerate and pass with a superb show of power, at the same time revealing my wisdom and forethought in equipping my cycle with so gallant a little motor. But then . . . as I watched those fine, long, straight legs pushing, yard after yard, so nobly, so courageously, up that long and brutal hill—then was I filled with admiration for her and shame for myself. I was lazy; I was a cheat!

The noise from my exhaust, which till then had sounded merely a gentle pit-a-pat, now seemed an ugly roar that blotted out the bird's song and desecrated the peaceful countryside like litter left by thoughtless trippers. I turned down the throttle, and persuading my lazy legs to work a little, I made over to the far side and passed her by as humbly and as unobtrusively as possible, my head bowed, my knees meeting beneath the crossbar. I did not dare to look.

It's great fun cyclemotoring, but the question is—can you be *carried* to the top of the high hill and then enjoy all the thrills of going down without your conscience being too much troubled?

D.L.

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- ★ FRAME Single large diam tube. Immense strength, light weight. Petrol tank incorporated in Seat Tube.
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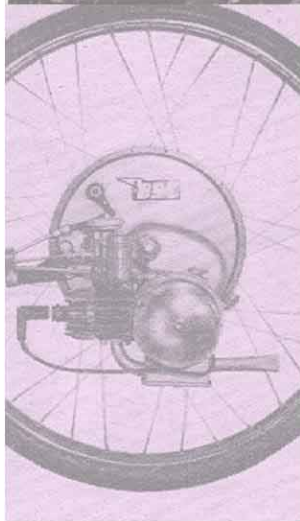
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