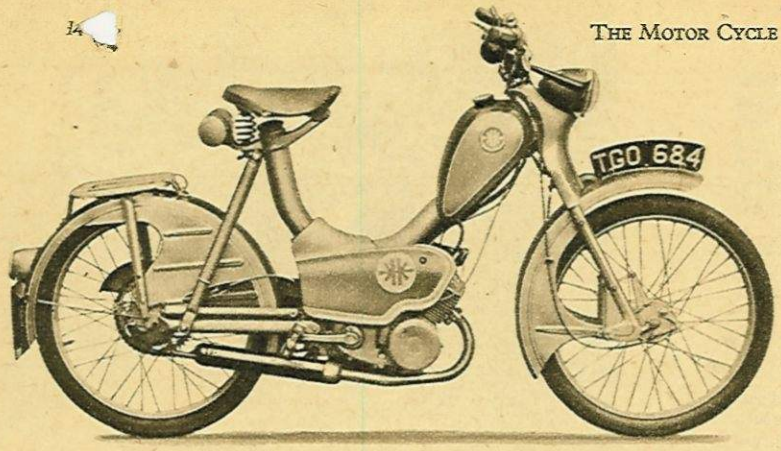
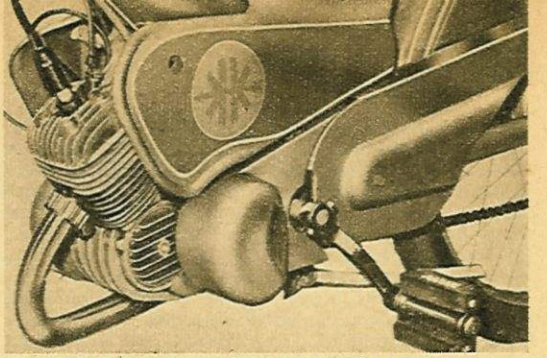


A cruising speed of 30 m.p.h. was well within the capabilities of the J51



The pressed-steel cover shielding the power unit hinges forward to permit access to the carburettor

ROAD TESTS OF NEW MODELS

49 c.c. Kreidler J51

Rear-sprung Moped Providing Comfort and High Performance and with Several Novel Features

LATEST product of the German Kreidler concern to be marketed in this country is the 49 c.c. J51 moped. In keeping with the dictates of fashion, the J51 features pivoted-fork rear springing. But an unusual detail design point is that the rear mudguard is attached directly, and through stays, to the pivoted fork and is therefore unsprung.

A more important breakaway from current practice is that the two-speed gear box (in unit with the two-stroke engine) is operated by a clutch-type control lever mounted on the left-hand side of the handlebar, and not by means of a rotating grip. To engage low gear, the lever is pulled towards the handlebar whereupon it is automatically locked in position by a spring catch. High gear is selected simply by closing the throttle, releasing the catch and, with it, the lever.

Downward changes are accomplished merely by pulling the lever towards the handlebar. In use the mechanism was light and positive in action and changes could be carried out with extreme rapidity. The clutch control is adjacent to the gear-change lever and also embodies a spring catch enabling the clutch to be locked in the disengaged position. Use of the clutch is necessary only when moving away from rest and stopping. In order to facilitate riding at ultra-low speeds in traffic, low gear incorporates a free-wheel which permits speeds as low as 3 m.p.h. to be used without recourse to slipping the clutch to avoid snatch.

On several occasions during the test, the temperature dropped below freezing point. In spite of that, however, the ease with which the J51 could be started, even after it had stood outside during the night, remained unimpaired. The drill was to disengage the clutch, thus disconnecting the pedals from the rear drive, and engage high gear (with low gear selected, the free-wheel prevents the pedals from turning the engine). Next steps were to open the compression-release valve by means of the handlebar trigger and thrust forward on one of the pedals, releasing the trigger the instant the engine was spinning.

With the engine cold it was necessary to flood the carburettor liberally and to close the air strangler, whereupon the power unit would purr into life at the second or third depression of the pedals. Within a few seconds of the engine firing, the strangler could be opened fully. Once the engine was hot, no special precautions were required to achieve a first-time start. Low gear was, of course, engaged in preparation for moving off.

In still air, the machine would hum along at between 27 and 30 m.p.h. with the throttle rather less than half open. Prolonged full-throttle riding, during which the speedometer needle would waver between 30 and 34 m.p.h. (the machine's level-road maximum), evoked no sign of protest from the engine.

Average gradients would bring the speed in high gear down to 20 m.p.h. and hills of approximately 1 in 10 could be climbed without changing down. In low gear, the J51 would romp up gradients of the order of 1 in 6 at a steady 10 m.p.h.

Acceleration from rest was entirely adequate for town riding. In general, upward and downward changes were made at 15 m.p.h. though the engine would pull smoothly in high gear from 11 m.p.h. upward. Below that speed transmission snatch precluded the use of high gear. Maximum speed in low gear was 22 m.p.h. Exhaust noise was well subdued throughout the engine-speed range.

Power delivery was commendably smooth though at speeds in excess of 30 m.p.h., slight high-frequency vibration was apparent at the handlebar and saddle. Tick-over was both slow and reliable. Ridden when possible at 25 m.p.h. in city traffic, the Kreidler returned a petroil-consumption figure of 165 m.p.g. The use of sustained full throttle increased consumption to 157 m.p.g.

A high standard of comfort was furnished by the leading-link front fork and pivoted-fork rear springing, though a softer front-fork action would have been preferred. Road-holding was excellent irrespective of whether the roads were wet or dry.

With their deep valances, both mudguards provided good protection for the rider in wet weather. Both brakes furnished stopping power commensurate with the machine's performance and from 25 m.p.h. would bring the J51 to rest in 34 feet.

A much-appreciated feature was the unusual but highly practical fuel system. Capacity of the main tank is 1½ gallons and that is augmented by a 4-pint reserve stowed within the large-diameter frame main tube. The tube is filled through a cap situated beneath the rubber-topped saddle. A single, three-position tap, mounted on the frame tube, permits either the main or reserve supply to be used at will.

The 3½in-diameter headlamp provided sufficient light for riding on unlit roads after dark; the dipped beam possessed a clean cut-off, thus ensuring freedom from dazzle.

In short, the J51 is an excellent example in its class. Priced at under £70 inclusive of purchase tax, it represents first-rate value for money judged by almost any standards.

INFORMATION PANEL

ENGINE: 49 c.c. (38×44mm) two-stroke. Light-alloy cylinder barrel with chromium-plated bore and detachable light-alloy cylinder head. Compression ratio 7.25 to 1. Petroil lubrication.

FRAME: Open, spine-type, welded, tubular construction. Pivoted-fork rear springing.

CARBURETTOR: Pallas; air strangler; built-in air filter.

IGNITION and LIGHTING: Siba flywheel magneto incorporating lighting coils.

TRANSMISSION: Two-speed gear box in unit with engine and operated by handlebar lever. Gear ratios: low 24.4 to 1; high 14 to 1. Helical-gear primary chain; final drive by chain.

FUEL CAPACITY: Main tank 1½ gallons; reserve tank ¼ gallon.

PETROIL CONSUMPTION: 161 m.p.g.

TYRES: Continental, 2.00×23in front and rear.

WEIGHT: 100 lb fully equipped.

ROAD TAX: 17s 6d a year; 4s 10d a quarter.

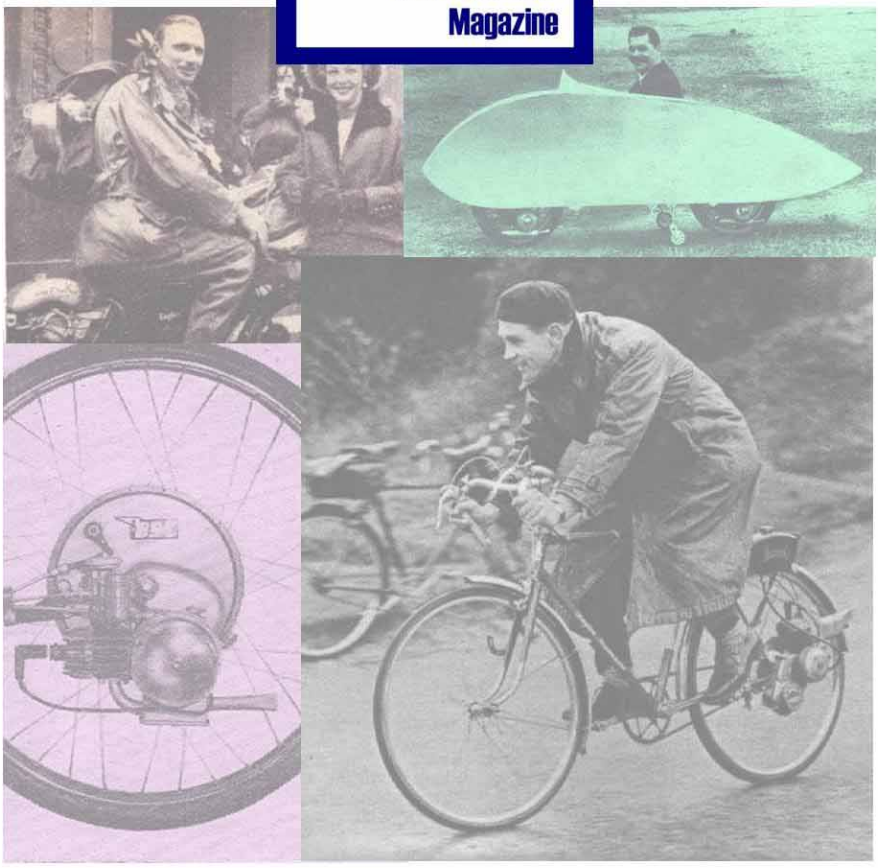
PRICE: £56 16s 11d. With purchase tax (in Great Britain only), £69 19s 6d. Extra: Speedometer £2 17s 6d (p.t. included).

MAKERS: Kreidler Fahrzeugbau, Kornwestheim, near Stuttgart, Germany.

DISTRIBUTORS: Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.

IceniCAM
Information Service

The Iceni CAM Magazine
Cyclemotor Autocycle C Moped



www.icenicam.org.uk