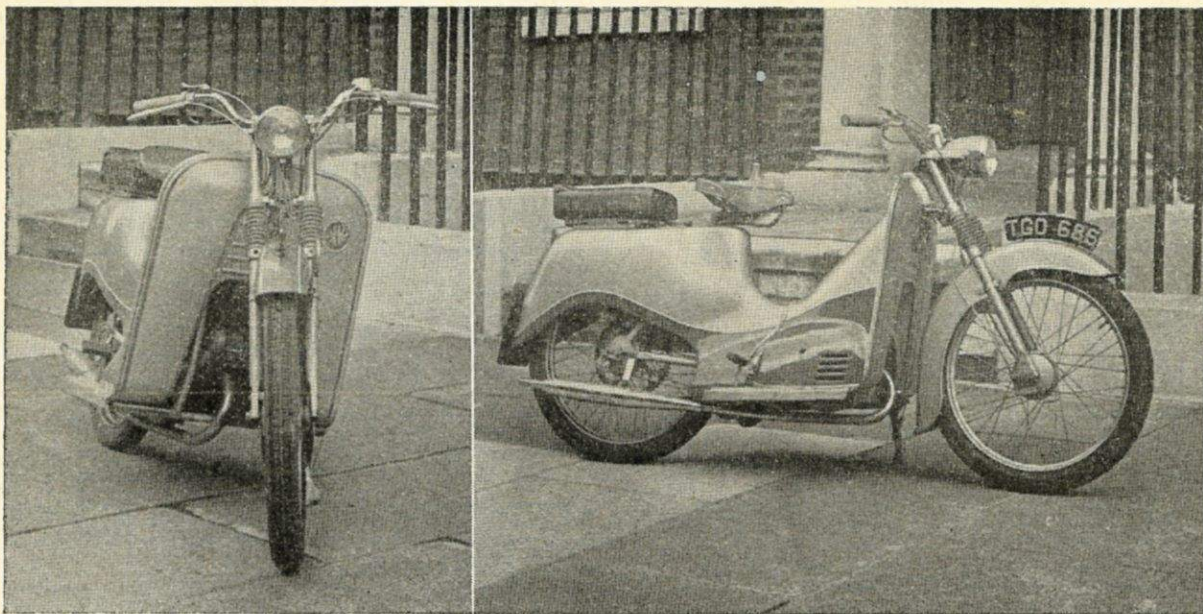


ROAD TEST REPORT

The R50 KREIDLER Scooterette

MOST of the earlier scooterettes produced were more or less enclosed versions of established mo-ped designs *sans* pedals, but this phase has now passed and the modern machines are real 50 c.c. scooters designed as such. One of these up-to-date models is the *Kreidler R.50* and it is a handy little mount of many attractions.

The 49 c.c. blower cooled engine is built all of light alloy with the cylinder bore chromed. It is a conventional single cylinder two-stroke and is in unit with a two-speed gearbox driven by heavy duty chain through a multi-plate clutch. The kickstarter is mounted on the left side, aft of the footboard and the gear control is by cable to the left handlebar grip. The rear brake is operated by a rubber covered heel pedal on the right footboard.

Of steel pressings, the body is well styled and robust, with the centre section hinged to provide access to the power unit. The body completely conceals the tubular frame and the front shield and footboards are part of the

unit. Front forks are of the telescopic type, tyres 23 in. x 2.25 in. and the saddle a nose-hinged mo-ped type. Fuel tank capacity is just over 1 gallon.

Electrical equipment comprises flywheel magneto with 18-watt output for the lamps and horn. A carrier is fitted as standard and a pillion seat is available as an extra.

The really interesting detail about the specification is the incorporation of a freewheel in the gearbox operating in low gear only. This means that down changes can be made at any speed, the machine then coasting until the engine speed catches up with the road speed.

On The Road

The kickstarter is set a little too close to the body-work to be quite comfortable when standing astride the machine and kicking was easiest with the right foot from the near side. Alternatively a couple of paces pushing the machine in top gear made an easy start any time. The clutch picks up smoothly and the gear change is fast and quiet.

Top gear takes over at 6/8 m.p.h. and the *Kreidler* is then driven as a single geared machine almost everywhere.

This characteristic is partly due to the high power output of the engine but also and perhaps mainly because of the very low overall gearing employed. It was perfectly possible to get away from standstill on top gear without any undue clutch slipping. Acceleration, therefore, was at its best from 5 to 20 m.p.h. although a mean maximum on the level of 27 m.p.h. was easily reached and the engine would start over-revving quite a lot faster on favourable grades.

One outstanding good feature of the new scooterette types as compared with the earlier adapted mo-ped models is that the enclosure damps instead of magnifying the engine noise and the *Kreidler* is noticeably free from undue noise and vibration at all speeds, even when revving really hard in low gear. This smoothness and silence make it a pleasant machine to ride and enables long journeys to be undertaken without strain

and nerve fatigue.

Hill climbing is exceptional, even steep main road grades being taken in Top while the lower ratio would take the machine over an Alp with ease. Downhill the brakes proved thoroughly efficient and smooth, the rear brake being rather more powerful than the front. Steering is of the natural kind that one does not notice, as good a compliment as can be paid, and the general handling of the machine under a variety of conditions gave the same good impression of being made for the job and doing it easily.

It is in traffic that the value of the freewheel is most appreciated as the machine can be inched forward in low gear without any fiddling with the clutch and there is no throwing forward of the rider's weight when a downward change is made quickly. The drive is taken up smoothly when the throttle is opened and there must be a considerable saving of wear on the

transmission as well as on the rider.

The *Kreidler* tested was fitted with a pillion seat and the machine is advertised as capable of carrying a passenger. So far as sheer performance is concerned this claim is amply justified, the powerful engine and low gearing making the extra load easy. But from the handling point of view the placing of the passenger's weight behind the rear hub line spoiled the handling and steering for the driver. The claim would be more easily supported with the fitting of some kind of "kiddy seat" with its own rests, rather forward of the present carrier position.

Summing Up

Whether the choice of gears is a matter of policy in order to place a premium on the load carrying capacity of the machine we do not

know, but it is definitely our opinion that the *Kreidler* is grossly under-g geared. This demonstrates the smoothness of the engine admirably but it would be smoother still as well as faster and more economical for another tooth on the gearbox sprocket. There is, of course, no difficulty about making this modification.

Apart from this peculiarity it is a most attractive little scooter of good appearance, better than average comfort and very good rider protection from weather and road dirt. We rode it in some filthy weather and our legs and feet stayed dry and warm through it all. The general impression of solid strength that characterises all the models of the *marque* is still there in the scooterette but without detracting from its light and graceful appearance. The exterior of the bodywork is very noticeably free from excrescences and the machine should be easy to clean and maintain.

Naturally this type of machine is particularly attractive to women riders but quite large men can be accommodated comfortably on it and dry feet are not necessarily a feminine prerogative! As a go-to-work job or for more ambitious tours the *Kreidler* should be a popular buy.

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ALSO reduced is the *Mosquito* "515" mo-ped from £95 to £89. 18s. 0d. tax included.

SPECIAL Service roller chain for mo-ped and scooter use is being produced by PERRY CHAIN CO., LTD. It replaces the old carrier chain but retains the same catalogue number, 141908.

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