

## ROAD TEST REPORT

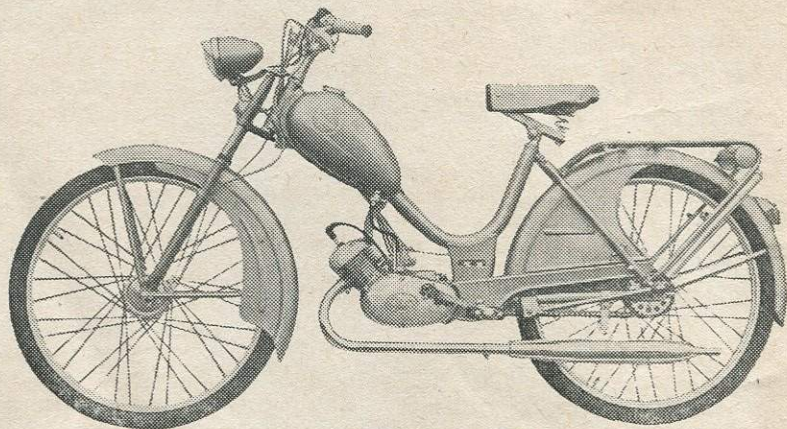
## The B.T.S. CREDETTE II

THE short step from the motorised bicycle to the light autocycle is proving difficult to define, but perhaps the simplest rule possible is the step from the single speed engine to the gearbox unit.

In the *Credette* series recently introduced into this country by the Beauship Trading and Shipping Company, Ltd., there are very similar looking machines in both classes and we hope to try them all in time. This test, however, was with the *Credette II*, a good looking light autocycle with a luxury specification and a 2-speed gear.

The engine/gear unit is the well-known JLO 50 described in detail in our June issue. It is a 48 c.c. two-stroke developing 1.4 b.h.p. at 5,000 r.p.m. The flywheel magneto gives the very usefully high lighting current output of 17 watts. Primary drive is by silent helical gears to a 3-plate clutch and final drive by chain to the rear wheel. The 2-speed gear is operated by twistgrip from the left handlebar. There is a large air cleaner/intake silencer on the carburettor and the exhaust system is a handsome combination of sweeping pipe and streamlined expansion chamber. The pedalling gear is incorporated in the engine/gear unit so there is no separate chain drive. An independent back pedalling device connected by adjustable rod to the rear brake is mounted on the pedal spindle on the offside.

Of tubular construction, the frame is strong and light, fitted with telescopic forks and a shapely rubber mounted fuel tank of 1 gallon capacity located behind the steering head. The mudguards are fully valanced and there is a built-in carrier and a thief-proof lock device. A mattress type saddle is hinged at the front and coil sprung at rear;andlebars are of the motor cycle



The CREDETTE II

type with clutch lever on the left with the twist grip gear control. An attractive modern feature is the provision of full width brakes in the light alloy hubs.

Detail work and finish are excellent and the specification includes full lighting equipment with handlebar mounted dip-switch, horn button and cut-out switch with all electric cables from the bar in one cable enclosure, built-in speedometer in headlamp and a cylindrical steel toolbox.

#### On the Road

The *Credette II* is adequately powered and sensibly geared to give the performance where it is most needed. For most purposes it can be ridden as a single geared machine, first gear being used instead of pedals for getting away from standstill and climbing really steep hills. The speed range in top is from about 4/26 m.p.h. First gear will reach 10 m.p.h. by hard revving but for all practical purposes it was sufficient to get the machine moving only in first and change up early. The gear change is simple and comfortable to control and the clearly visible indicator

on the handlebar avoided any mistakes.

The engine is notably quiet mechanically, there being none of the gear whine so painfully apparent on most continental units. The exhaust noise also was modest at all speeds and very quiet indeed when running slowly. The engine ticked over very well and four-stroked very little. It was possible to leave the machine on its handy prop stand with the engine running indefinitely without most passers by on the pavements noticing it.

As has been remarked, first gear is very low and we were unable to find a hill that would really test it. 1 in 8 was no effort at all and we can fully accept the makers claim that the machine will do better than 1 in 5 without pedalling. The climbing speed on this gear is, of course, low but it always gets there. On high gear hills up to 1 in 12 could be taken without assistance and the willing little engine would pull right down to the bottom of its rev range, almost to a standstill, without complaint or snatch.

Steering and road holding are very good indeed and there was a pleasantly carefree feel about handling both in traffic and on open



roads. The spring forks have a 3in. range of movement and do their job of ironing out bumps quietly and efficiently. Both brakes were smooth and powerful, the long straight lever of the front brake in particular gave a fine control that added much to the safety and comfort of the ride. The compactness and built-in-one-piece feel of the machine inspire great confidence.

Only two criticisms can be made, both in connection with rider comfort. Firstly the pedals are set so high up that the riding position for any but a short rider tends to be cramped and the pedalling itself rather futile. As the engine never requires pedal assistance at all we would be tempted to remove them altogether and fit more comfortable footrests. The other point is that engine vibration makes itself felt at speeds from 20 m.p.h. upwards. This was not

sufficient to worry us but there are many cyclists who would be disconcerted by it.

### Summing up

The *Credette II* is a very nice example of the light autocycle and shews the 2-speed type at its best for sheer usefulness. A machine that gets away easily up 1 in 10 without pedals and can carry any rider and baggage over even mountain passes has an obvious appeal to a wide range of the riding public.

It is handsome and made to last and is a really modern vehicle type. At a few shillings over £60, including tax, it may not be the transport for every workaday rider, but we imagine that the comfort, appearance and weather protection offered with the complete and detailed specification will tempt many to offer the extra shillings to buy a *Credette*.

### FRONT SPRINGING

WE have recently had on test a pair of the new Italian front springing units just introduced here by Messrs. Adimar.

The attachments comprise enclosed coil springs compressed in sliders by the "scissor" action of linking plates attached to the fork end and the wheel spindle respectively. There are finger adjusted dampers incorporated.

Built for use with standard cycle forks, we found the *Brevetato* units excellent for their purpose. Some difficulty may be found in fitting them to machines fitted with hub brakes; for instance, the *Cycle-mate* brake needs an extension of the torque arm to meet its brazed-on slot bracket, but in most other cases the suspension units can be fitted without modification.

The units are available at 45/- per pair, plus 2/- post and packing.

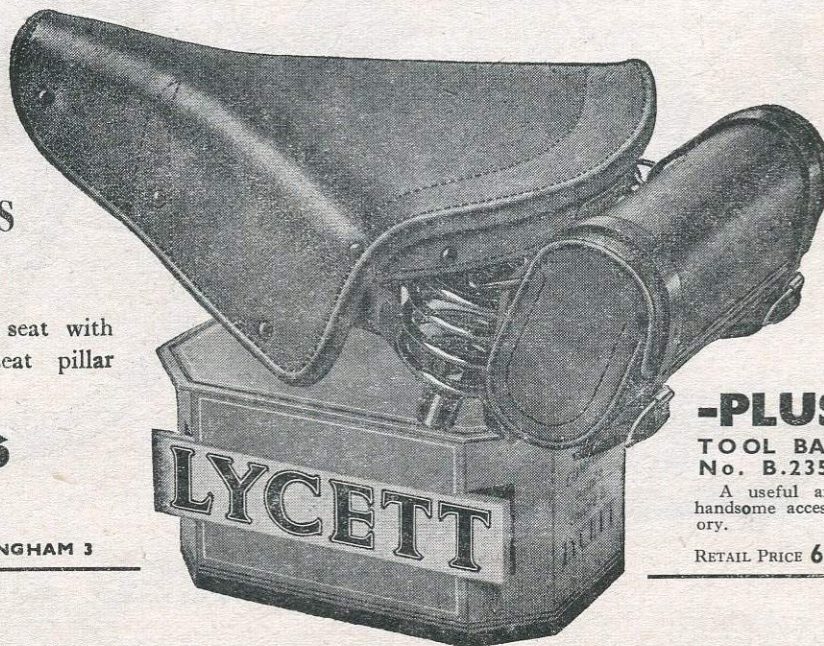
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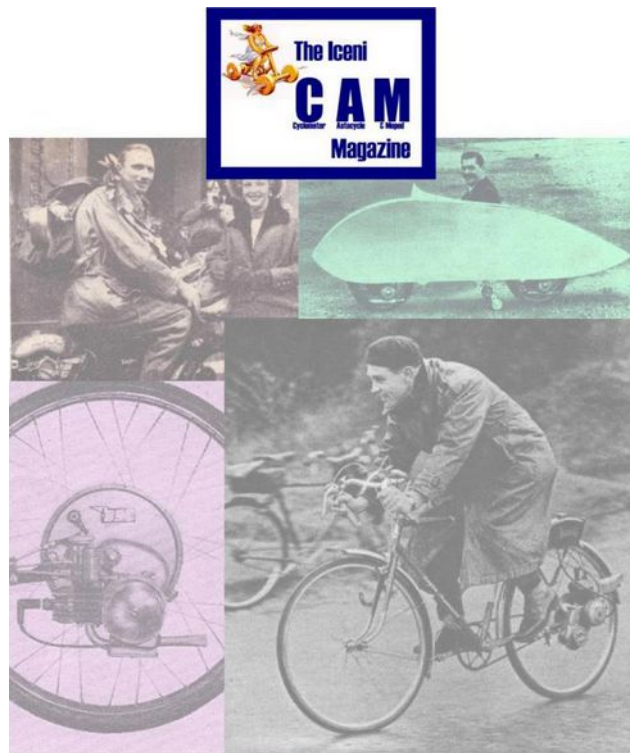
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