

THE APPROVED STANDARD MODEL:

B.T.S.-Credette I

Central
Tubular Frame

Attractive
Design

Minimum
Maintenance

Most Moderate
in Price

1-gear



GEBRUEDER **CREDE** & CO.
KASSEL · WESTERN-GERMANY

Sole Agents for the British Commonwealth, the United Kingdom and Eire:
BEAUSHIP TRADING & SHIPPING CO. Ltd.
25 Savage Gardens, London, E. C. 3. England · Telephone: Royal 8311/2/3 · Cables: „Beauship-London“

THE MOPED WITH ALL ADVANTAGES:

B.T.S.-Credette II

Central
Tubular Frame

Harmony
of Lines

Excellent
Hill Climbing

Start from
Stand

2-gear



GEBRUEDER **CREDE** & CO.
KASSEL · WESTERN-GERMANY

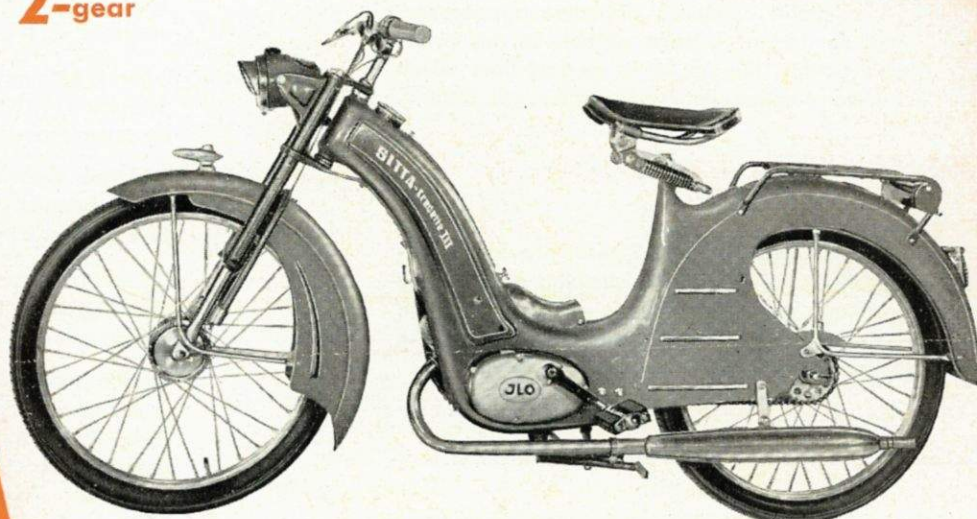
Sole Agents for the British Commonwealth, the United Kingdom and Eire:
BEAUSHIP TRADING & SHIPPING CO. Ltd.
25 Savage Gardens, London, E. C. 3. England · Telephone: Royal 8311/2/3 · Cables: „Beauship-London“

THE MOPED OF TOMORROW:

B.T.S.-Credette III

Top performance
in a new line - a hint
to future develop-
ment: That is the
BTS-Credette III.
This latest creation of
the Credé Factory excites
interest everywhere by its
matchless performance and
its modern design. It is a
pace-setter, its constructional
features pave the way to future
attainments in the Moped line.

2-gear



GEBRUEDER **CREDE** & CO.
KASSEL · WESTERN-GERMANY

Sole Agents for the British Commonwealth, the United Kingdom and Eire:
BEAUSHIP TRADING & SHIPPING CO. Ltd.
25 Savage Gardens, London, E. C. 3. England · Telephone: Royal 8311/2/3 · Cables: „Beauship-London“

B.T.S.-Credette I: the approved Standard Model

The BTS-Credette combines attractive appearance, solidity, safety and comfort at a price suitable for anybody's purse. It is most striking in its elegant form, and combines all construction elements in a balanced harmony.

B.T.S.-Credette I: guarantees safety and comfort

The smooth, large swinging saddle allows riding without any fatigue. A telescopic fork with extensive springway serves as a front wheel spring. The elasticity of the sturdy engine combined with the excellent steering properties and its general good roadability gives the rider a feeling of absolute security.

B.T.S.-Credette I: with JLO-1-gear engine

The approved JLO-1-gear engine provides excellent acceleration and high hill-climbing performance. Simple maintenance and durability of this engine accounts for its outstanding economy, even in the event of excessive strains and usage.

B.T.S.-Credette I: with removable fuel tank

The fuel tank, rubber cushioned and thus shockproof, can be easily removed from the central tube frame by means of a grooved bolt (patented), which permits the tank to be stored independently of the garaging of the machine, if required.

B.T.S.-Credette II: with solid central tubular frame

The essential components of this model are in conformity with those of BTS-Credette Model I. Solid torsion-proof central tubular frame. Longway telescopic front-wheel fork. Smooth swinging saddle with adjustable saddle support. Rubber cushioned fuel tank (easily removable). Reinforced chased Moped-rims. Standard equipment as Model I.

B.T.S.-Credette II: with mudguard casing

The mudguard casing, a splash and clothes protection, stresses the harmonious lines of this model. Both front-wheel and rearwheel are equipped with efficient, solid hub brakes. A handle makes carrying easy.

B.T.S.-Credette II: with two speeds climbs any hills

The JLO engine, two-speeds, meets all the requirements of autocycle riders:

- Engine starting and driving from the standing position without pedalling.
- Gear-change by turning handlebar grip.
- Excellent hill climbing ability: has been tested over Alpine passes without pedalling.
- High overall speed at low petrol consumption.

Our constructional engineers, highly experienced in airplane design produced this self-supporting, fully streamlined MOPED.

B.T.S.-Credette III: of perfect design and eye appeal

The BTS-Credette III combines attractive appearance, solidity and comfort at a price suitable to any purse. This Moped catches the eye by its elegant lines which combines all construction elements in a balanced harmony.

B.T.S.-Credette III: with two gears climbs hills easily

The approved JLO engine with 2 gears provides excellent acceleration and striking hill climbing ability. Easy starting, without pedalling, from a standing position. Inexpensive maintenance and durability ensures the utmost economy, even after many years of service.

B.T.S.-Credette III: a guarantee for safe and comfortable driving

Special attention has been paid to a highly comfortable seat which is fully adjustable. The smooth swinging saddle allows driving over long distances without fatigue. An elongated fork serves as a frontwheel spring. The long springway absorbs all shocks and vibrations. The elasticity of the sturdy engine combined with the excellent steering properties give the rider a sense of complete security.

Technical Data: B.T.S.-Credette

I

Engine: JLO-engine FP 50 rubber cushioned, two-stroke with compression-relief valve. Cubic capacity: 49 c.c. · Bore: 38 mm · Stroke: 43 mm · Max. power: 1.5 h.p. at 5200 r.p.m. · Norris-flywheel magneto, A.C. · Lighting capacity: 6 v, 16.5 w · Carburettor with automatic start · Multiple disc clutch · Dismountable sound absorber of high efficiency · One-speed gear · Power transmission by chain $\frac{1}{2}'' \times \frac{3}{16}''$.

Fuel Tank: Screw fastened, removable tank, about 4.5 litres (1 gallon) rubber cushioned, shock proof · Fuel consumption: Approx. 220 m.p.g. · Mixture lubrication: 25 parts petrol to 1 part oil · Petrol shut-off with reserve valve.

Chassis: Standard central tubular frame, torsion-proof, solid construction · No cross-bar · Long-way, telescopic frontwheel fork · Adjustable handlebars · Wheels: 26" x 2.00 · Reinforced chased Moped-rims · Free-wheel hub with backpedal brake · Frontwheel internal drum brake · Carrying handle · Finish: Grey or Maroon

Standard Equipment: Adjustable swinging saddle · Headlight 16.5 w with dimming, and built-in speedometer · Electric combined tail-light, 1.5 w · Pedals with reflectors · Electric horn operated by bowden-cable · Side stand · Luggage carrier · Tyre pump · Tool box with tools · Mortise lock · Exposed parts chromium plated.

Technical Data: B.T.S.-Credette

II

Engine: JLO engine G 50 two-stroke · Cubic capacity 49 cc. · Bore: 38 mm · Stroke: 43 mm · Max. power output: 1.7 h.p. at 5250 r.p.m. · Norris flywheel magneto, A.C. · Lighting Capacity: 6 v, 16.5 w · Pallas Carburettor with float and choke · Juride dry three disc clutch · Dismountable sound absorber of high efficiency · 2-speed gear · Gear-shift by turning handlebar grip · Power transmission by chain: $\frac{1}{2}'' \times \frac{3}{16}''$ · Intake muffler.

Fuel Tank: Screw-fastened, removable, capacity about 4.5 litres (1 gallon), rubber cushioned, shock and vibration-proof · Fuel consumption: Approx. 20 m.p.g. Mixture lubrication: 25 parts petrol to 1 part oil.

Chassis: Standard tubular frame · Solid construction · No crossbar · Longway, telescopic frontwheel fork · Adjustable handlebars · Frontwheel solid hub brake (engaged by bowden-cable at the handlebars) · Rearwheel solid hub-brake, (engaged by connecting rod through pedals) · Wheels: 26" x 200 · Reinforced, chased Moped-rims · Carrying handle · Finish: Grey or Maroon

Standard Equipment: Comfortable swinging saddle · Adjustable saddle support · Mudguards with splash casing · Headlight 16.5 w dimming, and built-in speedometer · Electric combined tail-light, 1.5 w · Pedals with reflectors · Electric horn operated by bowden cable · Side stand · Luggage carrier · Tyre pump · Tool box · Exposed parts chromium plated · Mortise lock.

Technical Data: B.T.S.-Credette

III

Engine: JLO engine Type G 50 · Two-stroke flat-type piston · Cubic capacity 49 cc. · Stroke 43 mm · Bore 38 mm · Max. power 1.7 h.p. at 5250 r.p.m. · Flywheel magneto. Lighting capacity: 6 v, 16.5 w · Pallas Carburettor with float and choke. Jurid three-disc clutch, dry-dismountable sound absorber of high efficiency.

Transmission: 2-gears, with gear shift at handlebar grip · Ratio 1st gear 1:13.8 · 2nd gear 1:7 · Transmission by roller chain $\frac{1}{2}'' \times \frac{3}{16}''$

Fuel: Fuel tank capacity about 4.5 litres (1 gallon). · Mixture lubrication 25 parts petrol to 1 part oil · Overall fuel consumption: approx. 220 m.p.g.

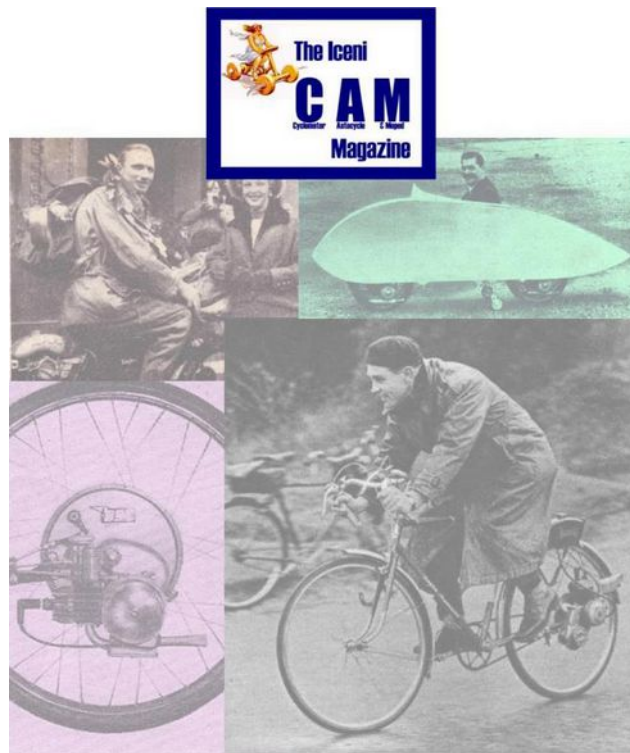
Performance: Speed in first gear: about 13 m.p.h. · Speed in second gear: about 35 m.p.h. · Hill climbing: in first gear about 23%, in second gear about 10%

Chassis: Torsion-proof frame with fuel tank enclosed · Front fork smooth and elastic, long-stroke telescopic fork with built-in spring shock cushion · Full hub brake for front and rear wheels · Adjustable handlebar · Swinging saddle · Special tyres 26" x 2.00 with reinforced rims.

Lights: Headlight (with built-in speedometer) 16.5 w. · Electric combined tail-light 1.5 w.

Standard Equipment: Tool-box with tools · Luggage carrier · Central fitted parking stand · Tyre pump · Pedals equipped with reflectors.

IceniCAM On-Line Library



www.icenicam.org.uk