

KIEFT SCOOTER and MOPED

*Two German Models to be Assembled and Marketed
by British Car Firm*

IT is announced by Kieft Cars, Ltd. (Derry Road, Wolverhampton, Staffs), that a Kieft scooter and a moped will be available in a few weeks time and will be exhibited at the London Show. Of German origin, both machines have been successfully marketed for some time on the Continent and are products of the Nurnberger-Hercules-Werke. They will be assembled in Wolverhampton and the Kieft organization will provide spares and service.

The scooter is powered by a 191 c.c. two-stroke Sachs four-speed engine-gear unit. The engine is equipped with a Siba Dynastart which also provides fan cooling of the unit. Gear primary drive is employed; final drive is by totally enclosed chain.

Of welded construction, the frame comprises a single 2½-in-diameter main tube and duplex rear sub-frame members. Rear-wheel suspension is by pivoted fork, movement of which is controlled on the Kieft scooter by telescopic shock-absorber units of British manufacture. Also British are the 3.50 × 10in tyres which

are fitted on split rims. Both front and rear wheels are quickly detachable and interchangeable. Brake diameter is 6in, lining width 1in. The body is panelled in pressed steel except for a section in glass-reinforced plastic which incorporates the headlamp. Front-wheel suspension is by a pivoted fork employing exposed coil springs and separate damper units.

A 47 c.c. Sachs two-stroke two-speed engine-gear unit powers the moped. The engine can be started by pedalling the machine away and engaging the clutch or by operating the pedal crank as a kick-starter. A twistgrip gear control is located on the left side of the handlebar. While the rear wheel is unsprung, rubber-in-torsion suspension of the front wheel is provided.

The opportunity was taken recently to ride examples of both machines. Easy to start, the moped provided a comfortable ride when used within its normal performance range. Useful acceleration was available up to 14 m.p.h. in bottom gear. In top gear the machine ran well

THE MOTOR CYCLE, 6 OCTOBER 1955



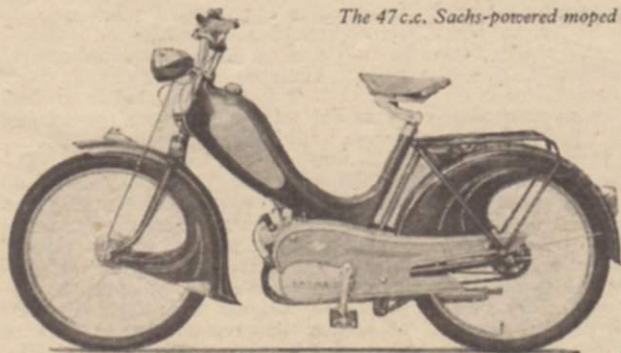
Dashboard layout of the Kieft scooter. The handlebar is a polished light-alloy casting

at 30 m.p.h. with a margin of throttle in reserve.

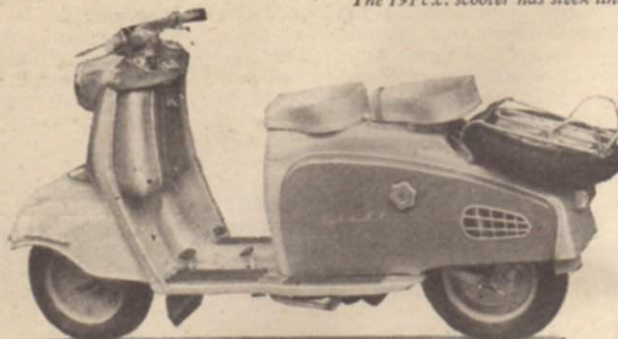
In the case of the scooter the luxury of push-button starting was relished. A satisfactory cruising speed for the open road was judged to be in the region of 45 m.p.h. The engine was quiet and tractable and possessed good two-stroking characteristics. Springing was outstandingly good. Both front and rear suspensions produced a long, soft action devoid of any pitching tendency. Braking efficiency was high.

Prices (including British purchase tax) are expected to be just over £200 for the scooter and in the region of £75 for the moped.

The 47 c.c. Sachs-powered moped

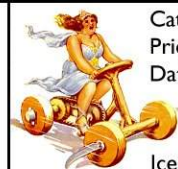


The 191 c.c. scooter has sleek line



MODIFIED AC PETITE

are 7in Girling brakes hydraulically operated by pedal.
Power unit is the



Catalogue number KE115
Price code A
Date 20 June 2009

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THE MOTOR CYCLE

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