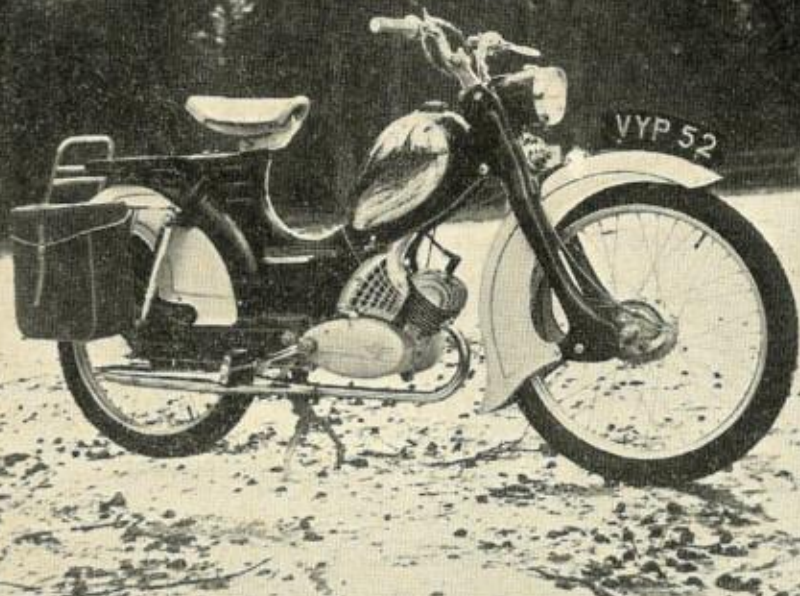


The *Combinette* carries a lot of chromium plate and is exceedingly good looking. Carrier and pannier bags are manufacturer's extras.



ROAD TEST REPORT

The Combinette “428”

IN the design of most mopeds utility and economy take priority over splendour. In contrast the manufacturers of the *Combinette* have been determined to produce a machine of first class specification and appearance without worrying overmuch about the price. The result is a splendid mo-ped which, although as cheap to run as any other, is not cheap to buy.

The *Combinette* “428” is the latest in the series of *Zundapp* mo-peds imported into this country from Germany by *Ambassador Motor Cycles Limited*. It is powered by a 50 c.c. 2-stroke 2-speed *Zundapp* engine, with *Bing Carburettor* and *Bosch* magneto. Wheels carry full width hub brakes and are shod with 23in. x 2.25 in. tyres carrying *Schrader* valves.

The “428” made its first appearance here at the Motor Cycle Show. The main difference between it and its predecessor, the “423”, lies in the gearbox. The planetary design has been dropped. So now the *Combinette* can be started in neutral with the clutch engaged like most other mo-peds. The clutch on the “428” is larger than hitherto and now runs in oil. The colours too have changed. The familiar *Zundapp* blue-grey has been replaced by a choice of red and alabaster grey or blue and alabaster grey. Colour nomenclature presents a problem but “alabaster grey” approximates to a shade which we would call cream.

These changes in the *Combinette*'s specification have been made so that production can tie in with that of the *Zundapp Falconette* which will be available here in the spring. The *Falconette* will have the same frame as

the *Combinette* but a 70 c.c. engine, and 3-speed gear-box. It will be available with pedals or with footrests and kick starter.

The most obvious feature of the *Combinette* is its magnificent appearance. As a rule we are rather critical of chromium plate, arguing that it may soon rust and become a liability. But the *Combinette* forces second thoughts. The sides of the tank are beautifully chromed and these together with the chromed handlebars, wheels and rear suspension units produce a spectacular effect. If you are a *Combinette* owner you will doubtless not leave your mo-ped out in the rain at night and will wipe it down properly after a wet ride.

Once on the road the *Combinette* confirms the impression made by appearances that it is a quality job. The leading link front suspension and the swinging arm rear give as smooth a ride as on any mo-ped we have met. Cruising at 25 m.p.h. there are no bumps, no vibration and, even harassed by London traffic, the rider feels at peace with the world. A suspension refinement is provided by the front springing being adjustable to suit the weight of the rider.

The gears are widely spaced and for fast acceleration the change up must be delayed until 18 m.p.h. is reached in low gear by which time the engine is revving hard. Changing up at 18 m.p.h., a top speed of well over 30 m.p.h. is achieved quickly. If, on the other hand, one changes up earlier, at say 13 m.p.h., the increase in speed after the change is relatively slow. This high gearing of top has the advantage of only moderate revs being

required to maintain the cruising speed. As we have already noted, the sensation of riding at 25 m.p.h. is that of absolute comfort. At over 30 m.p.h. engine vibration is discernible.

The engine seems perfectly flexible. Even if the change up is made below 10 m.p.h. there is no protest, the revs will build up slowly. More remarkable is that when climbing in low gear on quite a steep hill (say 1 in 7) it was possible to throttle back to 5 m.p.h. and recover speed without stalling.

There are more powerful mo-peds than the *Combinette* but none with an engine that is better behaved. Besides being extremely flexible it is silent and even at high revs the engine noise is inoffensive. Moreover the power is perfectly adequate. There is no hill in England the *Combinette* could not climb.

Combinettes do their factory tests in the Bavaria which has a drier climate than Britain and the manufacturers recommend a special additive when their machines are used here. This is called *Autol Desolite*. It is added to the ordinary petrol mixture. A tin to treat 28 gallons costs 7/- and is obtainable from *Zundapp* agents or direct from the Concessionaires.

Detail work on the *Combinette* is excellent. The pump is housed internally in a compartment behind the saddle. There is an integral toolbox amidships. The carrier has a really tough spring clip. The saddle is adjustable for height and the handlebars for angle.

As the *Combinette* is the sort of mo-ped one is likely to keep for a long time the extras are of more than ordinary interest and are listed below. When

fitted with legshields, weather protection is achieved without any loss of elegance.

You may buy a mo-ped because you cannot afford a scooter or a car or have got tired of pedalling a push bike. But if you buy a *Combinette* you buy it because you believe in the mo-ped as a fine vehicle in its own right. You can park your *Combinette* beside anybody's *Rolls Royce* and be sure it is not your prestige that will suffer.

Manufacturer's Accessories

Legshields ...	per pair	£5 5 0
Sports seat ...	each	£4 5 0
Pillion seat ...	each	£4 15 4
Pillion footrests ...	per pair	17 8
Luggage carrier ...	each	£2 17 10
Pannier and Luggage rack ...	each	£4 1 8
Pair of Pannier Bags ...	per pair	£5 8 0
Pillion Seat Handle ...	each	6 0

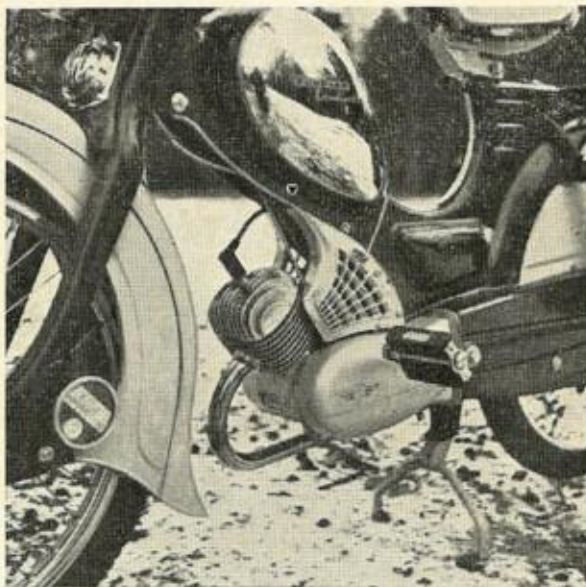
SPECIFICATION

ENGINE : 50 c.c. 2-sp "Zundapp" 2-stroke. Clutch running in oil. "Bing" Carburettor.

FRAME : Robust pressed frame. Leading link front suspension (adjustable) and swinging arm rear.

TYRES : 23in. x 2.25 in. with Schrader valves. Manufacturers

The "428" has an orthodox sliding pinion gearbox unlike its predecessors that had planetary gearboxes. Lever on grid-like bracket is the tickler. Tool-box can be seen in centre of frame. There is a carrying handle on the other side.



recommended pressures 17 lbs. sq. in. front and 25lbs. sq. in. rear.

ELECTRICS : 6-volt 17 watt "Bosch" flywheel magneto. Headlamp bulb 6 volts 15 watts ;

tail lamp bulb 6-volts, 2 watts. Headlamp focussed so that dip-switch unnecessary.

CONCESSIONAIRES : Ambassador Motor Cycles Ltd., Ascot, Berks. PRICE : £84 16s. 8d. (inc. P.T.)

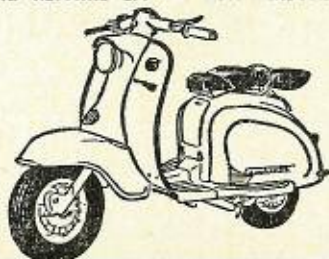
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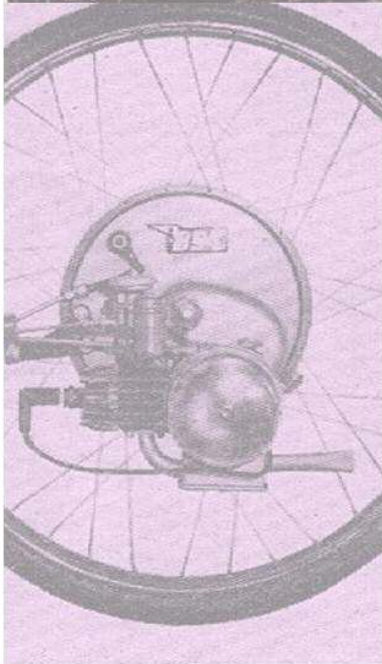


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