

ROAD TEST REPORT**The ZUNDAPP "COMBINETTE"**

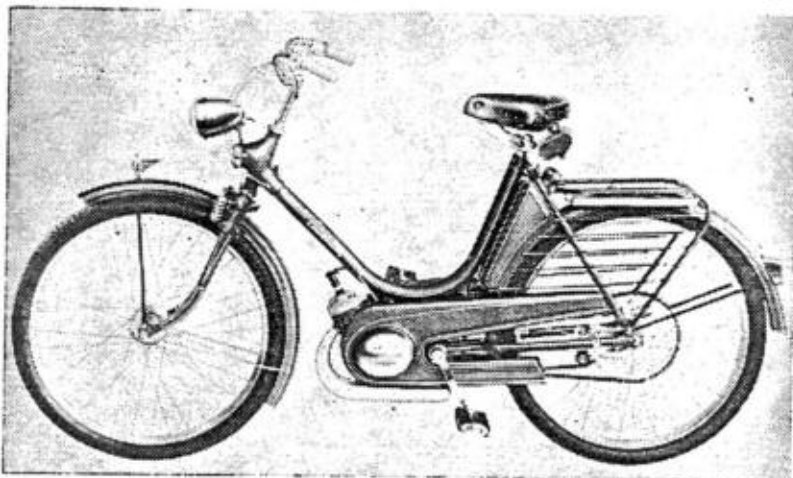
THE class of auticycle with the largest potential sale in the world is, and probably always will be, that type which maintains all the essential characteristics of the familiar bicycle with the addition of a light, reliable and unobtrusive engine to do the work. Such a machine is the Zundapp *Combinette*, handled in this country by Ambassador Motor Cycles, Ltd. We were very pleased to have the opportunity, thanks to the courtesy of Messrs. Comerfords of Thames Ditton, of testing one of these machines and we have found it a remarkable proposition.

The 49 c.c. two-stroke engine gives 1.5 b.h.p. at 4,500 r.p.m. and is notable for the fact that it weighs only 14 lbs. complete with clutch and primary gearing. The usual flywheel magneto with lighting coils incorporated is fitted and there is a *Bing* carburettor mounted behind the engine.

Of tubular construction, the open frame is absolutely clear of obstructions or excrescences so that the machine is always clean and easy to mount in normal clothing. The 5-pint fuel tank is well out of the way behind the seat tube and both the horizontal sprung saddle and the well-shaped handlebars are adjustable for height. The cycle type forks are neatly and efficiently sprung by a hinge movement at the fork crown which is controlled by a pair of short, stiff coil springs.

The front brake is in the hub, cable operated and the rear a coaster. The drive is by independent chains for the engine and pedalling gear.

Finish and attention to detail are exceptional. Enamel and plating are of excellent quality and there are such refinements as a built-in carrier with a spring clip attachment, elastic dress guards which can be swung up as additional



luggage holders, reflectors in the pedal rubbers, a thief proof lock and an audible warning device built into a nacelle in the steering head and operated by cable and trigger from the handlebar.

On The Road

Starting is the easiest thing ever. A small plunger that looks like an ordinary "tickler" in the carburettor float chamber is depressed and stays down until the throttle is opened after a couple of turns of the pedals. Then it comes up on its own and the engine is running immediately and pulling away well hot or cold.

Quite startling is the ease with which the engine takes the machine off from the standstill without the pedals being touched at all and without any careful handling of the clutch. The lights go green and the *Combinette* moves off, regardless of gradient, in line with normal motor traffic. The acceleration from low speeds is unusually good and smooth right up to the machine's cruising speed of 20-22 m.p.h. There is another three or four miles per hour to maximum but the unit makes itself felt and heard over the last bit so that this quarter-inch

of throttle was generally kept in reserve.

The exhaust note is a modest and pleasant purr and the dead reliable tickover almost inaudible. There is no appreciable mechanical noise from either engine or transmission.

Hill climbing is quite out of the ordinary with 1 in 10 gradients taken effortlessly and even 1 in 6 not demanding any pedal assistance at all. This standard, with a heavy rider making no attempt to help the machine in any way is quite new in our experience of single geared machines and will be of great interest to those riders who are unable or unwilling to pedal.

Steering and handling in general are first class and the feel of the machine is that of a good roadster cycle. A test by freewheeling down hill at 40 m.p.h. found stability and comfort well maintained, the combination of 2-inch tyres and the modestly sprung forks being ideal for the type of machine. Conversely, at walking speeds upwards there was the same easy control. Manhandling is facilitated by a lifting handle built in to the curve of the main frame tube and the light weight, 65 lbs. all on, eliminated effort almost entirely.

Nevertheless the makers have fitted a prop stand so that even a small child can park the machine without labour.

Average petrol consumption is 200 m.p.g.

Summing Up

The *Combinette* is an excellent example of the pony class of light autocycle. It is handy, light, tractable, excellently behaved in traffic and a glutton for work.

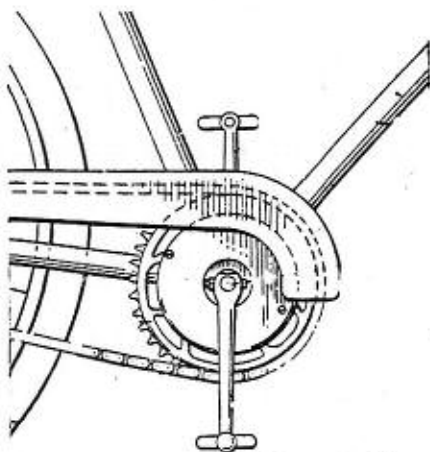
It is rather silly of the importers to send it out with only a bell as a warning device, but apart from that detail and the vibration at the very top of the speed range we can find little fault with the machine. We have met no equal to it in its class for sheer effortless riding; it looks good and is obviously built to last a long time. Admittedly the price is not low for a utility machine but the value for money is definitely there.

Bracket Freewheel

A COMPLETE answer to the old problems of freewheels under mud bombardment from over-rear-wheel roller drive engines is provided by a provisionally patented freewheel device to be incorporated in the chainwheel.

Apart from the advantages of protection against mud and grit the forward located freewheel is larger and more robust in construction than conventional types and runs at approximately one third the speed with a consequently greatly reduced rate of wear.

We have inspected a prototype and examined the patent specification and it appears that all the claims would be well justified in practice.



The patentee is Mr. A. H. Mayers, of the Maycoll Cycle Company 333-5 Kennington Road, S.E.11.

Tour by Albatross

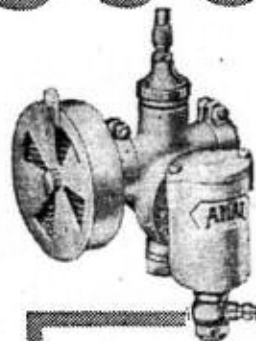
TWO Fife schoolmasters have just returned from a three weeks visit to Italy in which they covered over 3,000 miles on one of the first production Dayton Albatross motor scooters.

They crossed the Channel by air ferry to Le Touquet then travelled

via Paris, through the Loire Valley, over the Mont Cenis Pass to Turin and from there to Southern Italy. There they stopped to give the machine a routine "decoke" at 3,000 miles. The return trip to Scotland was made via the Italian and French Riviéras.

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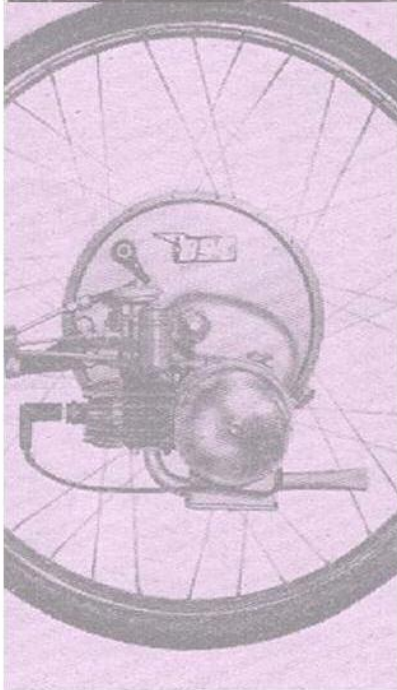
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