

Impressions of Current Models



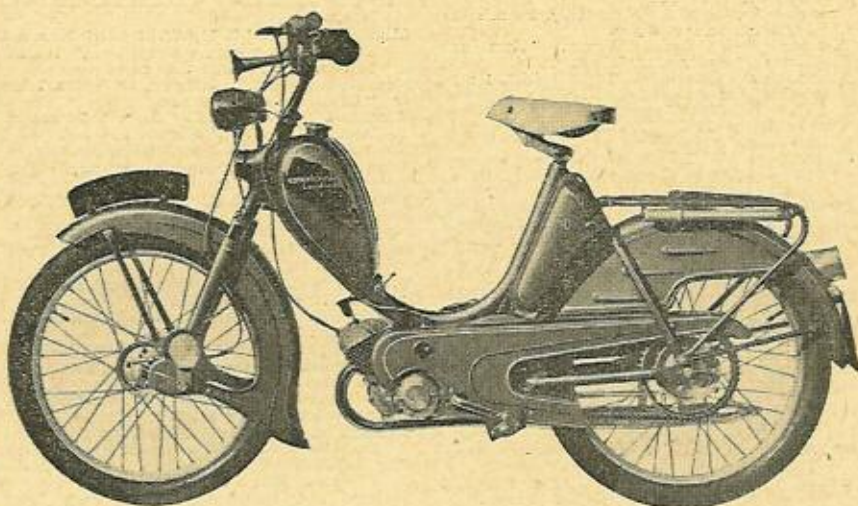
IMPORTED by U.S. Concessionaires, Ltd., of Ascot, the latest version of the Nürnberg-made Zündapp "Combinette" is just beginning to arrive at dealers' show-rooms, and it was through the courtesy of Heath Bros., Farnham, that *Motor Cycling* was able to make a brief acquaintance with one of the first models to reach this country.

Readers will recall that a "Combinette" featured in our issue for January 20 of this year, and this was the single-speed model. The model that Mr. W. G. Edmunds, Heath Bros.' manager, wheeled out of the show-rooms was a two-speed version fitted with several markedly different items. The forks are now of the bottom-link pattern, and the fuel tank is of increased capacity and mounted on the front down tube.

Starting was very simple. The throttle was closed, and the choke depressed; the latter takes the place of the tickler on the Bing carburetter. Petrol was turned on, the machine placed on the sturdy stand, and, after engaging one of the gears—operated by the left-hand twistgrip—a few turns of the pedals brought the engine to life. As

The 50 c.c. Two-stroke ZÜNDAPP "COMBINETTE"

Germany's Latest Two-speed "Mo-ped" is Sampled
by "Motor Cycling"



In action (left) and at rest (above) the latest "Combinette" displays graceful lines.

soon as the throttle was opened, the choke automatically sprang into the running position.

With the machine off the stand, and the grip in neutral, the motor idled quietly and reliably. First gear was engaged by rotating the grip outwards, at the same time declutching with the normally placed lever. Feeding the drive in brought about a smooth take-away, and no resort was made to the pedals. The change-up into high gear was simply accomplished by twisting the left grip inwards, at the same time operating the other controls in the usual manner. At all times both changes, up or down, were easily and cleanly achieved.

Once under way, respect had to be given to a brand new engine that was definitely on the tight side, but the "Combinette" was perfectly happy to bowl along at a steady 30 m.p.h., and a local gradient of 1 in 10 was just surmounted in top gear. Steep-rising Castle Hill brought bottom gear into play, and the 50 c.c.s fairly

flew the little machine up to the top.

Descending, the brakes were rigorously tested. The front was quite adequate in its action, though the back-peddalling rear stopper was viewed with some trepidation. Needless, for it proved to be an admirable fitment, firm and powerful and most easily controlled.

Though the bottom-link front suspension was still initially stiff, its action was sufficiently good to give some impression of the comfort which—taken in combination with the well-sprung cantilever saddle—it would impart to the Zündapp. On a machine of this type, of course, rear suspension is not usually required.

On one notorious bend in the locality, traversed by ripples, banking the two-speeder over at 30 m.p.h. showed that the handling was everything that could be desired.

The tester liked the built-in speedometer, and the reserve tap on the petrol tank, and note was also made of the two-position spring-loaded carrier, as well as the tool-box, fitted with a lock. The last-named held a tool-roll, and a plastic-sheathed cable and lock, as well as leaving room for any odds and ends. Though the pedals appeared a little superfluous, the machine appealed, especially the "window" showing the gear engaged, and the undeniable attractiveness of the polychromatic blue and chrome finish.

With a claimed consumption of 190 m.p.g., the "Combinette" should, at £67 16s. including P.T., prove to be an extremely economical proposition.

BRIEF SPECIFICATION

Engine: 49.9 c.c. Zündapp two-stroke; bore 39 mm. by stroke 41.8 mm.; light alloy cylinder with chromed bore; light alloy head; C.R. 6.5:1. Claimed b.h.p. 1.8/5,000 r.p.m.; Bing carburetter, with automatic choke.

Transmission: Planetary gearbox in unit with engine; ratios, 16.6 and 23.8:1; final drive by 1/2-in. by 3/16-in. chain.

Frame: All welded, tubular structure with open beam main frame and triangulated rear fork.

Wheels: Alloy rims, carrying 2.25-in. by 23-in. tyres front and rear; hubs incorporate 4-in. brakes at front and rear.

Lubrication: Petrol; test carried out with 1:25 proportion.

Electrical Equipment: Noris flywheel magnet-generator, 6v. 17w. crankshaft-driven.

Suspension: Swinging link front forks of Zündapp design, controlled by coil springs. Rigid rear frame.

Tank: Welded-steel fuel tank of 1.08 gal. capacity.

Dimensions: Wheelbase 45 in.; ground clearance 8 in.; unladen seat height 32 in. (adjustable); dry weight 75 lb.

Finish: Polychromatic blue; alloy parts polished; bright parts, and panels on petrol tank, chromium plated.

General Equipment: Full kit of tools; tyre pump; 45 m.p.h. speedometer.

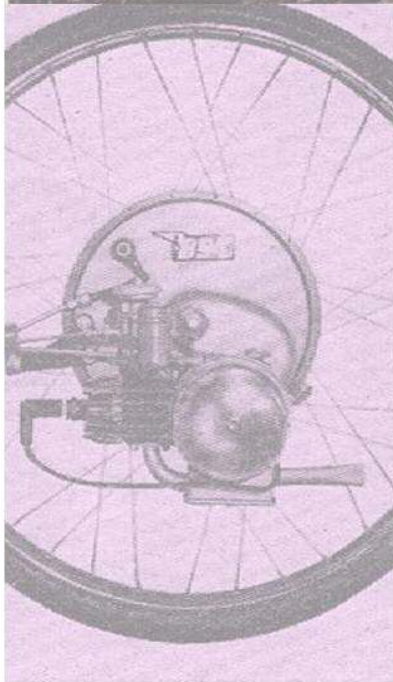
Price: £56 10s. plus £11 6s. P.T.—£67 16s.

Annual Tax: 17s. 6d. Quarterly, 4s. 10d.

Makers: Zündapp-Werke G.m.b.H., Nürnberg 20, Germany.

Concessionaires: U.S. Concessionaires, Ltd., Ascot.

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