

ROAD TEST REPORT

The ZUNDAPP "422" COMBINETTE

A luxurious spring frame mo-ped

SOME mo-ped designs burst upon the world ready made while others develop stage by stage in pace with the demands of the market. One in the latter category is the *Zundapp Combinette* which first appeared on the British market as a light single speeder, then in two-speed form and now is available in its latest version as a high grade, high performance mount with rear springing, modern styling and a full specification of built-in equipment.

The latest two-speed engine gear unit has a bore and stroke of 39 mm. x 42 mm. flat head piston and a compression ratio of 6½ to 1. Carburettor is a *Bing* and the

Noris flywheel magneto incorporates 17-watt lighting coils which also serve the electric horn that is very neatly built into the frame head. A three plate dry clutch transmits the power.

Welded tube construction is used for the open frame with swinging arm and telescopic units for the rear suspension and bottom links on enclosed springs for the front. Brakes are full width finned, the rear being back pedal operated. 23-inch wheels are shod with 2.25 inch balloon tyres.

A very handsome fuel tank has a main capacity of a gallon plus a reserve of 1½-pints. Behind the seat tube is a roomy toolbox and

there is a strong built-on carrier over the rear wheel.

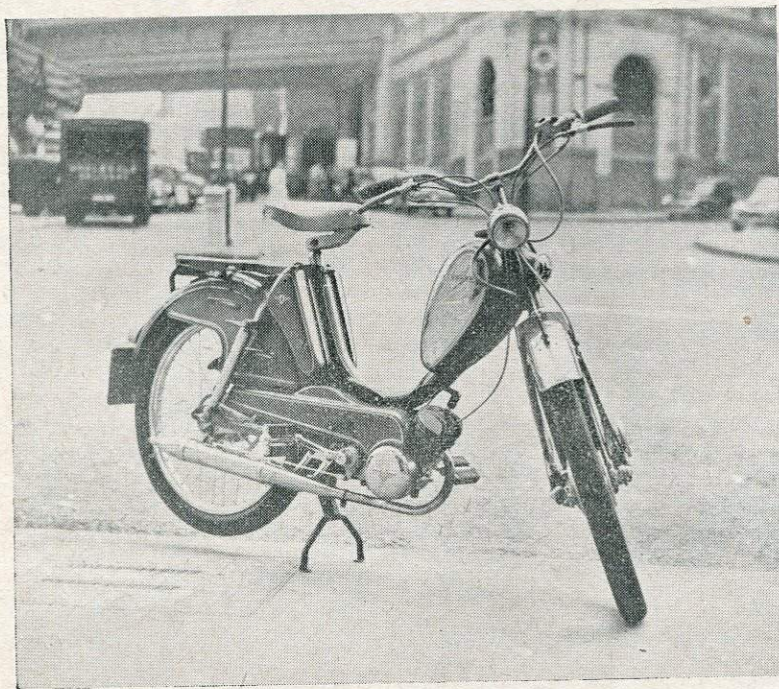
Finish, in light metallic (Pontiac) blue with plated panels on the tank, is of very high quality and attracts favourable comment.

On and Off the Road

As we noted when we first made a brief acquaintance with this model a few weeks ago (July issue, p.301) the immediately noticeable impression of the machine is one of natural stability and comfort.

Deliberately riding the machine off the hard road on to the verge, riding up and down the sides of a crater in the works yard and picking out bumps and potholes at various angles only added to our conviction that this machine was designed and successfully built for hard service with ease of handling. Much the same feeling was noticed in the rigid frame models but there is no doubt that the addition of rear springing has set completely new standards in what both machine and rider can take and like.

Starting is effected by a slightly unusual usage of the controls because of the arrangement of the pedal gear to be independent of the engine. This is, of course, a definite advantage when the machine has to be pedalled but it means that starting is carried out with the machine in gear and the clutch held out. There is a self



The Combinette has looks, comfort and performance

cancelling "tickler" on the carburettor for use when starting from cold and a start was certain with one push on either pedal. The gear control is then moved to neutral and the machine can be driven off in the usual way on the clutch. A cable and trigger operated exhaust lifter is provided.

The Zundapp 422 engine is a very successful unit noted more particularly for its excellent pulling power. It is fairly smooth throughout its rev range and almost completely silent mechanically. Exhaust silencing is also good, especially at under half throttle. On full bore the sound can be heard but the typical Zundapp deep note is never offensive.

Maximum speed is a trifle over 30 m.p.h., and the engine appears capable of travelling at maximum for ever if required, but the most comfortable, quiet and economical cruising speed lies in the region of 25 m.p.h., at which pace riding is

completely effortless and very comfortable. Steering is very good and roadholding exceptionally so, thanks to the well designed springing fore and aft and the large section tyres. These 2.25-inch tyres, incidentally, appeared to be a major factor in the comfort of the machine as well as adding to its appearance.

Hill climbing proved very good indeed with special appreciation noted for the slow speed pulling power enabling quite steep slogs to be undertaken in top gear, quietly and smoothly even if more slowly than by revving hard in First. There was enough overlap between the two speeds for changing up to be easy after standing starts on upgrades.

Well balanced mudguards and a generally smooth exterior keep the machine clean and add to its solid and compact appearance. The silver blue finish with a fair amount of high grade chromium plating in

various parts make the machine attractive to look at and easy to keep so.

Braking is good with either brake and very good with both used together

Conclusion

The new *Combinette* is not a cheap machine and its quality is to be seen in its excellent finish and the attention of such details as the speedometer built into the sleekly streamlined headlamp, the frame-mounted horn and the rubber covered handlebar controls. We would like to see it nearer perfection in silence and smoothness at high speeds but its standards are at least up to average and there is little to criticize in this attractive and up-to-date machine.

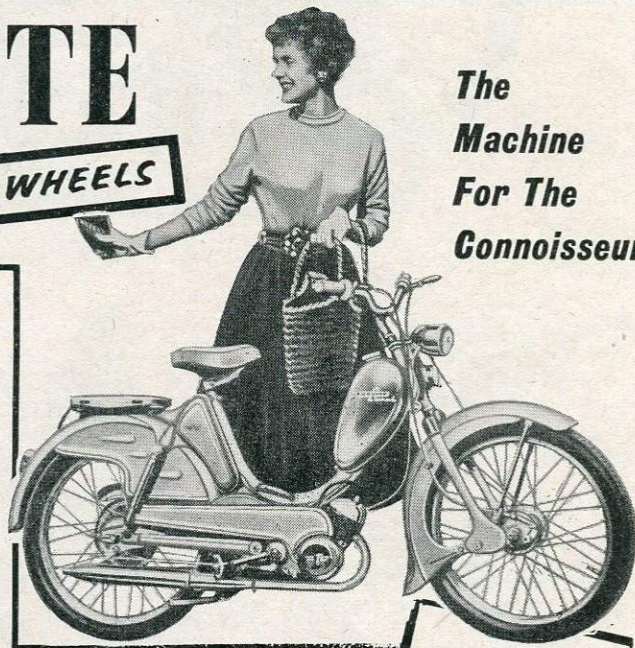
The worst thing we can say about it is that the instruction book is too wordy and badly translated—most riders will manage, however.

COMBINETTE

MODEL 422 50cc

THE FINEST VALUE ON TWO WHEELS

*The
Machine
For The
Connoisseur*



COMFORT

Easy glide front fork link and rear wheel swinging arm suspension. Smooth action sprung saddle.

HILL-PROOF

The two-speed Combinette will climb almost any gradient.

STURDY

The hard chrome liner is non-wearing and increases the life of the engine—no running in is necessary.

ECONOMICAL

The petrol tank holds 1.3/16 gallons which will carry you 217 miles.

EQUIPMENT

17 watt, 6 volt lighting with dipper switch and electric horn. Hand grip easy handling. Deep valanced mudguards. Sturdy rear carrier. 45 m.p.h. speedometer. Full section tyres 2.25in. x 23in.

BRAKES

Super efficient internal expanding. Improved stopping smoothness and brake-life.

ELEGANT

The frame is highly finished in Silvery Light Blue and gives you a Moped which you will be proud to own.

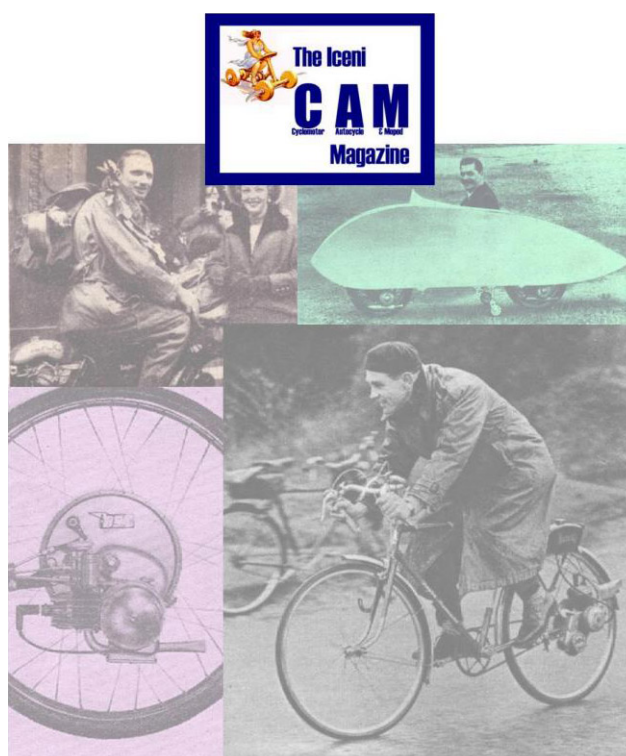
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