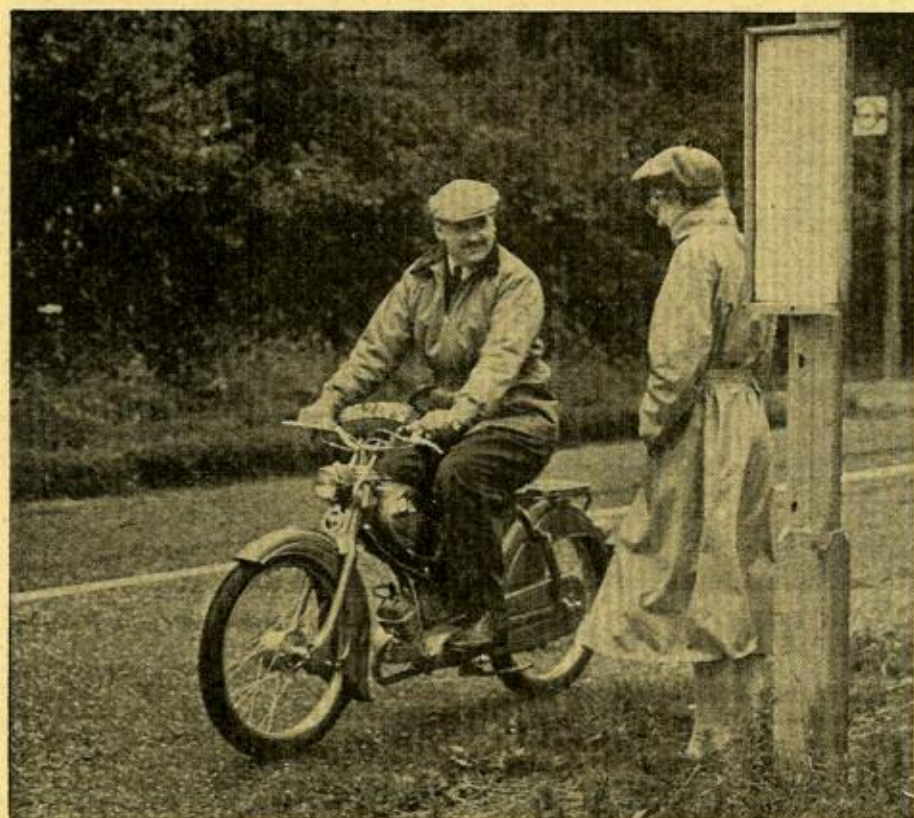


# ZÜNDAPP COMBINETTE

A Favourite German Moped with Unique Features



**S**MOOTH excellence of performance and design are the distinguishing factors in the make-up of the Zündapp "Combinette 423," latest in a line of mopeds from a German factory which has long enjoyed a first-class reputation for quality machines. The "Combinette" which I have recently been testing was taken, literally, "off the peg"—straight from the stock of Comerfords Ltd., the well-known dealers at Thames Ditton, Surrey, through whose courtesy the model was made available.

One has but to ride the "Combinette" a few hundred yards to know that here is a moped on which the emphasis has been placed on just the right qualities. It is fast, but that is not its main attraction. It is the manner in which its performance is produced, with a silky-smooth power output wafting the machine up to reach its 35 m.p.h. top speed seconds faster than has any other moped yet tested by CYCLING. This became more and more apparent as the test progressed, for when first collected the machine was brand new, with less than three miles running to its credit. None the less, it proved capable of producing performance straight away, and though it was pushed hard during what would normally have been the running-in period never a protest ensued from the willing engine.

Gear-changing, too, is almost in a class by

itself—smooth, effortless changes were the rule, thanks to an operating mechanism which proved completely free from vice. The ratios themselves were well chosen, though it needed a pretty stiff gradient to enforce a change into low gear. On CYCLING's test hill a better-than-average performance was recorded—a not unexpected result.

Handling proved to be as near perfect as made no difference, whether on wet roads or dry. This resulted from first-class suspension—neither front nor rear springing could be faulted in any way—and from the low centre of gravity. In addition, the riding position is almost ideal, with nicely angled handlebars and a soft, well-sprung seat placed in well-judged relationship to the pedals.

Used together, the brakes give above-average results, though the front anchor tends to lose efficiency at the higher speeds. The back-peddalling mechanism for the rear brake is so set that the pedals are at a convenient angle when braking is under way, giving a delicacy of control not often found with this system.

Shielding and mudguarding are unusually comprehensive, and so highly effective that the "Combinette" can safely be called scooter-like in the weather-protection it offers. Good silencing and the use of a

## The ZÜNDAPP at a GLANCE

**Maximum Speed:** 35 m.p.h. in 26 sec. from rest.  
**Economy:** 130 m.p.g. at 20 m.p.h.  
120 m.p.g. at 30 m.p.h.

**Braking:** From 20 m.p.h.      From 30 m.p.h.  
Both brakes, 12 feet.      28 feet.  
Front only, 23 feet.      55 feet.  
Rear only, 25 feet.      48 feet.

**Load carried during test:** 200 lb.

**Engine:** Zündapp two-stroke; 39 mm. bore x 41.8 mm. stroke = 49 c.c.; c.r. 6.5 to 1; 1.5 b.h.p. at 4,200 r.p.m.

**Gearbox:** In unit with engine; two speeds, planetary type, with handlebar twist grip change; gear primary drive; chain final drive.

**Frame:** Central spine of welded tubular construction, with pressure-cast light alloy rear body; swinging-fork rear suspension; leading-link front forks.

**Tank:** 1.6-gall. capacity.

**Lights:** Integral head and tail lamps fed direct from Noris flywheel magneto-generator.

**Wheels and Brakes:** Both brakes 4½-in. internal expanding in full-width hubs; polished light alloy rims and rust proof spokes; 2.25-in. x 23-in. Continental tyres.

**Equipment:** Electric horn; pump; tool kit; in-built tool box; centre stand; luggage carrier with spring retainer; built-in speedometer; head lock.

**Finish:** Polychromatic blue-grey enamel, with chromium-plated details and tank panels.

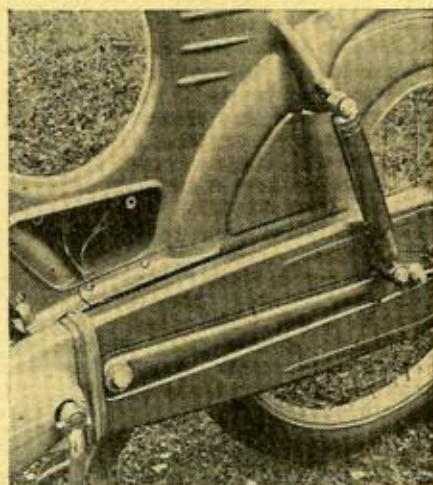
**Weight:** 116 lb.

**Makers:** Zündapp-werke g.m.b.h., Nuremberg and Munich, Germany.

**Concessionaires:** Ambassador Motor Cycles Ltd., Pontiac Works, Winkfield-row, Ascot, Berks.

**Price:** £89 5s. 8d. inc. P.T.

Missed the bus? Not with the "Combinette" (left) but, oh for the days of chivalry...! (Below). The entire rear frame of the Zündapp is formed from an alloy pressure casting, while the chain-case is of pressed steel.

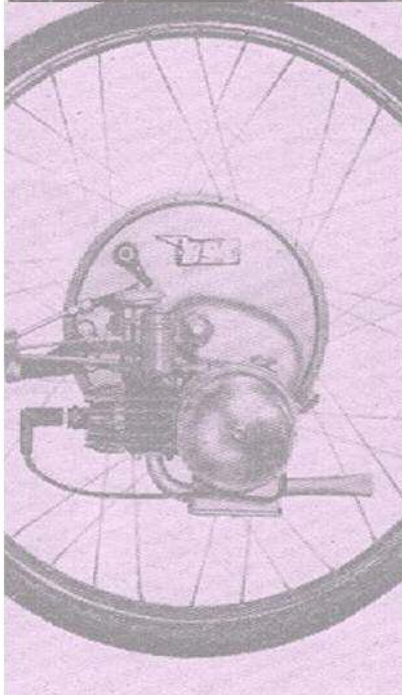


large proportion of cast light metal in the construction—the entire rear frame is formed from an alloy casting—keep noise and drumming down to a minimum.

This elegant German machine gave me some of the most delightful moped hours in my experience. It is a sure-fire winner for the man who seeks a model which is just a little out of the ordinary, yet proved to the hilt both in design and reputation.

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