

ROAD TESTS OF NEW MODELS

Zündapp Combinette S

A QUALITY-BUILT TWO-SPEED MOPED WITH
AN EXEMPLARY ALL-ROUND PERFORMANCE

MAGNIFICENT strides have been made in the evolution of the moped since it superseded the clip-on a few years ago and the attractions of the present-day de-luxe type are well exemplified by the Zündapp Combinette S. In terms of give-and-take cruising speed and hill climbing, performance is far superior to that achieved by the most virile pedaller. Moreover, the little model does its work in a manner that is cultured and fascinating: the engine is quiet, clean and virtually vibrationless. Fuel consumption is almost absurdly economical. Notwithstanding the fact that pedalling is not normally required for propulsion, so that most of the rider's weight is taken on the saddle, comfort is of a high standard. Appearance and finish are such as to inspire pride of ownership in the most blasé utilitarian. Operation of the Combinette is simple and the model is very convenient in everyday use.

The sensibly large fuel tank, deeply valanced mudguards, com-

SPECIFICATION

ENGINE: Zündapp 50 c.c. (39 x 41.8mm) two-stroke. Light-alloy cylinder with chromium-plated bore and detachable light-alloy head. Compression ratio, 6.5 to 1. Petroil lubrication.

FRAME: Open spine type comprising steel tube and light-alloy pressure die castings. Leading-link front fork and pivoted-fork rear springing.

CARBURETTOR: Bing with air filter and automatically opening strangler.

IGNITION and LIGHTING: Noris flywheel magneto incorporating 17-watt generator for direct lighting. Twin-filament headlamp bulb.

TRANSMISSION: Two-speed epicyclic gear box in unit with engine and controlled by left-hand twistgrip. Gear ratios: low, 23.3 to 1; high, 16.1 to 1. Three-plate dry clutch. Final drive by $\frac{1}{4} \times \frac{1}{2}$ in chain.

FUEL CAPACITY: 1½ gallons.

TYRES: Continental 2.25 x 23in front and rear.

WEIGHT: 112 lb dry.

PETROIL CONSUMPTION: 175 m.p.g. at 20 to 25 m.p.h.

PRICE: £72. With purchase tax (in Great Britain only), £89 5s 8d.

ROAD TAX: 17s 6d a year; 4s 10d a quarter.

MANUFACTURERS: Zündapp-Werke GmbH, Nürnberg-München, Werk München, Germany.

CONCESSIONAIRES: Ambassador Motor Cycles, Ltd., Ascot, Berks.

prehensive chainguard and frame layout combine to give a massive appearance, but the impression is largely illusory. For, by the extensive use of light alloy in the construction of the frame, wheels and power unit, weight is kept down to 112 lb—high by pedal-cycle standards but no drawback with the Combinette in view of its fine performance.

All normal road shocks are well absorbed by the 2½-in-section tyres, pivoted-fork rear springing, leading-link front fork and the comfortable saddle. Commendable refinements are an adjustment for load on the front-fork springs and a screw at the saddle nose for varying spring rating.

Usual method of engine starting was to engage high gear and withdraw the clutch, then, with throttle and choke closed, smartly to thrust either pedal downward. As a rule the engine responded to the first thrust. The choke opens

automatically as soon as the throttle is opened. After about a mile had been covered, the engine would idle reliably, though a shade fast, when the throttle was closed. Two-stroking on light load was unusually good.

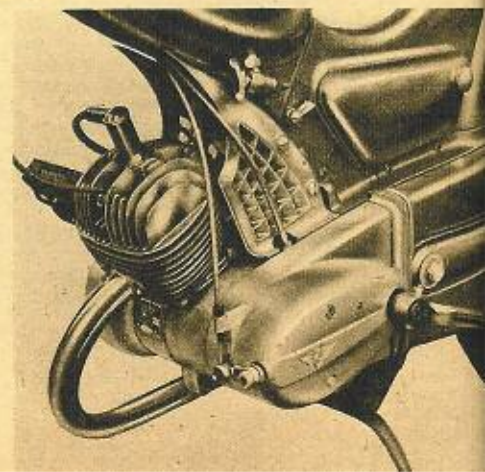
Normal cruising speed was anywhere between 10 and 30 m.p.h. according to choice, the only significant difference being in the pitch of the subdued exhaust buzz. On journeys across London the Combinette took only about 15 per cent more time than a full-size motor cycle; what the moped lacked in snap acceleration it almost made up by its small bulk, light weight and manoeuvrability. Level-road maximum speed is about 33 m.p.h. in high gear and 22 in low. Extending from 10 to 20 m.p.h., there is a generous overlap of the useful speed ranges in the two gears. From all aspects, especially sparking-plug cleanliness, commercial-grade petrol gave the best results.

Because low gear (23.3 to 1) is rather high and the engine does not produce its best pulling power at ultra-low r.p.m., it was advisable to slip the clutch perceptibly when moving off from a standstill in order to keep up engine speed; once a road speed of 5 or 6 m.p.h. was reached, pulling power was ample. (It is not possible to assist the engine by pedalling unless the clutch is fully engaged.) Hill climbing was excellent and the Combinette romped up all normal main-road climbs in high gear. Several successive ascents were made of a ¼-mile-long hill with a maximum gradient of 1 in 6 near the top—a much more severe acclivity than a moped rider would normally tackle. On the steepest stretch speed usually fell to 8 or 10 m.p.h. in low gear. If obstructions caused a drop to 5 or 6 m.p.h., then light pedal assistance was an asset. A restart was made on a slope of 1 in 8 by slipping the clutch severely and pedalling lightly as soon as it was fully home. The clutch showed no aversion to being slipped.

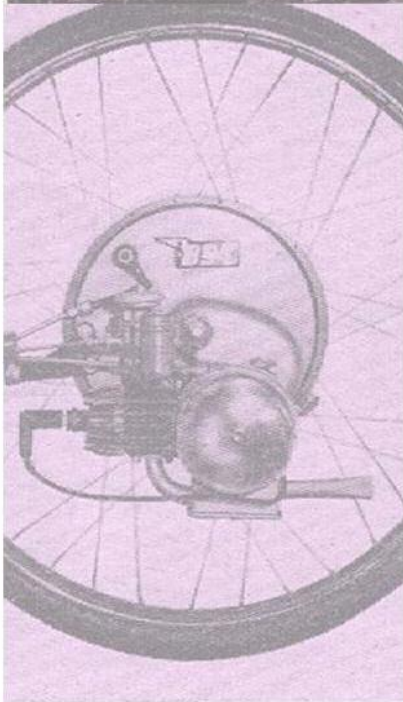
The brakes proved unusually powerful by moped standards, eminently controllable and unaffected by rain. They arrested the model rapidly and safely, even on a 1 in 6 descent. When used together from 30 m.p.h. on a level road the stopping distance was 39ft. Intensity and spread of the headlamp beam was ample.

In spite of several hundred miles of hard riding, the Zündapp remained commendably clean, as it did also when used in wet weather. However well the tank was filled, no messiness appeared around the filler cap. It was never more than a matter of a minute or two to restore the showroom finish. Detail features which impressed the rider included concealed tyre-pump stowage and saddle-height adjustment, a steering lock, a fuel reserve and a parcel rack with an efficient, spring-loaded retainer. All in all, the latest Combinette ranks very high among contemporary mopeds.

Lines of the engine lower castings blend well with those of the rear chain cover. The power unit always remained clean in use. Amidships is the tool compartment



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