

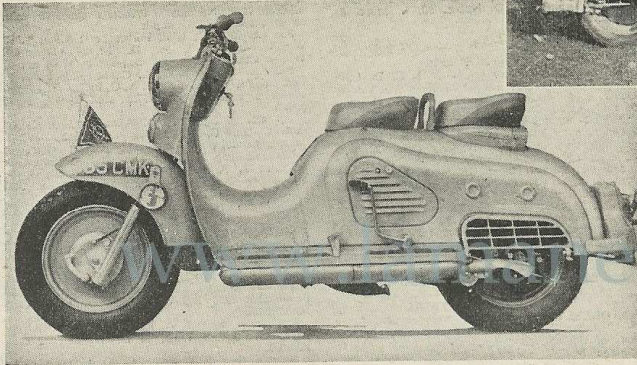
IMPRESSIONS OF CURRENT MODELS

The 200 c.c. Two-stroke ZÜNDAPP "BELLA"

An Attractive German Luxury "Roller" from Nürnberg Shortly to be Available in Britain

FIRST announced in *Motor Cycling* as long ago as May 21, 1953, the first of the 200 c.c. Zündapp "Bella" motor scooters to be supplied in this country was sampled by a staffman on Tuesday of last week (September 21). Many who read this will doubt the truth of the statement for there are many "Bellas" to be seen on the roads of Britain today. But

For two-up travel the "Bella" is a serious proposition particularly as ordinary walking clothing may normally be worn by the riders.



Features on the "Bella" include two seats with pillion handgrip, folding kick-starter crank, exhaust outlet deflector and particularly "eyeable" lines.

these are the 150 c.c. models, an impression of which was given in *Motor Cycling* of December 24, last year.

This new 1955 model, manufactured by Zündapp-Werke G.m.b.H., Nürnberg, Germany, and handled in this country by U.S. Concessionaires, Ltd., of Ascot, Berks—producers of Ambassador motorcycles, details of whose 1955 programme appear on page 697 of this issue—is similar in many respects to the "150."

The model tested last week is privately owned and it is through the generosity of the owner, Mr. Tom Thorburn of Ilford, and the agents from whom he originally purchased it, London Scooters of East Greenford, that *Motor Cycling* is able to give an account of its behaviour and characteristics.

Like the "150," the bigger model—its exact capacity is 199.5 c.c.—employs a cradle frame of welded tubular steel construction, utilizes fabricated fork

members for its swinging fork rear suspension and telescopic front forks.

On Mr. Thorburn's machine the tyre size was 4.00 in. by 12 in., but the production models will be equipped with 3.50 in. by 12 in. tyres. Among the major improvements noticed was the new combined battery container, toolbox and rear number plate unit. A single knurled nut holds the hinged number plate in position and, by simply unscrewing this nut, the toolbox and battery are immediately accessible.

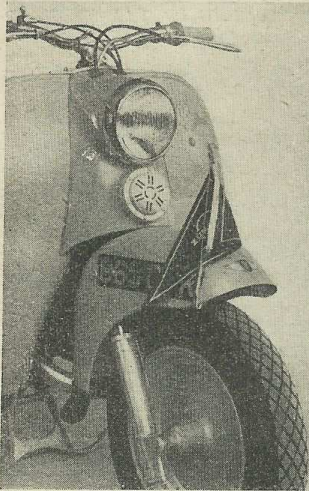
Other additions are those of a steering damper and a larger air cleaner. The latter, of four-inch diameter, utilizes oil as an additional filtering material and can be quickly removed—and equally quickly replaced—for cleaning purposes, it being held by two "imprisoned" screws.

Improvements in the basic design include the repositioning of the head lamp higher up the front shield—and

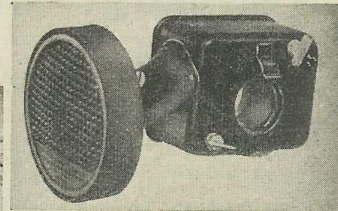
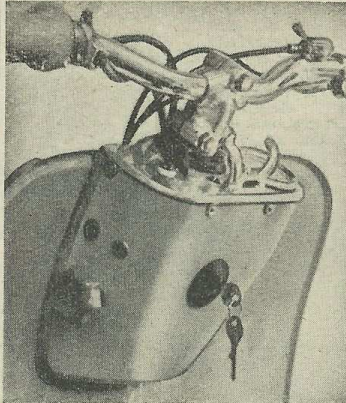
increasing its size—and moving the now Sorbo-rubber-mounted horn (fixed to the front down tube on the "150"), to a position just below the head lamp. It may be said that these are small modifications, but it must be remembered that any alteration or improvement to a basically sound design cannot be very large.

The handling of the "Bigger Bella" was exceptionally good, the large-size wheels, no doubt, being part of the reason for this, whilst the flexibility of the engine was such that town riding did not call for excessive use of the gearbox, delightful though this is in operation. As this was a "private" machine and had only covered approximately 65 miles before our man rode it, it would have been very unfair to have tried to put it through its speed paces. However, the short run made on this very imposing utility mount was such that should the opportunity of a longer and faster run come his way, he would take it immediately.

The 1955 200 c.c. "Bella" will be exhibited at Earls Court during the forthcoming Motorcycle Show and will be available in three colours, "Bella" red, grey and "Indo" green. This has been brought about by new methods at the Ascot factory where the machines are received in a "knocked-down" form, and are then enamelled and assembled. This new "Bella" will appeal to the more motorcycling-minded riders, for its characteristics are such that its performance and handling are more akin to those of a motorcycle than a scooter.



(Left) The latest raised position for the head lamp. (Right) The quickly detachable air-filter and (below) the steering damper knob, steering lock key, instrument panel and parcel hooks.



BRIEF SPECIFICATION

Engine: Zündapp single-cylinder two-stroke, 64 mm. by 62 mm. stroke=199.5 c.c.; cast-iron cylinder, light-alloy head; c.r. 6.5 to 1; Bing carburetter; petrol.

Gearbox: In unit with engine, four-speed, foot-controlled, ratios 5.1, 7.16, 10 and 16 to 1; multi-plate clutch running in oil; final chain drive fully enclosed in case.

Frame and Forks: Cradle frame of welded steel tubular construction with superstructure to carry pressed-steel bodywork; footboards in light alloy; swinging-fork rear suspension hydraulically controlled; telescopic front forks with hydraulic damping and manually controlled steering damper; light-alloy wheels e.d. and interchangeable; 3.50 in. by 12 in. Avon tyres.

Ignition and lighting: Coil ignition with current supplied by 6 volt 6.7 a.h. Sonnenschein battery and Noris dynamo, crankshaft-driven; 130 mm. (5.12 in.) head lamp, controlled by three-position switch on dashboard; ignition switch.

Tank: Welded steel 2 gal. (approx.) capacity. Enclosed within bodywork and reached through cast alloy "lid."

Seating: Sponge-rubber saddle and pillion seats, with interposed rubber hand grip.

Finish: Bodywork grey enamelled ("Bella" red and "Indo" green alternatives), with "Bella" nameplate in gold on front shield and Zündapp motif in silver on front mudguard; wheels and footboards in sand-cast alloy; pannier carriers and dashboard in polished light alloy; fittings chromium-plated; saddle, pillion and hand grip in natural rubber.

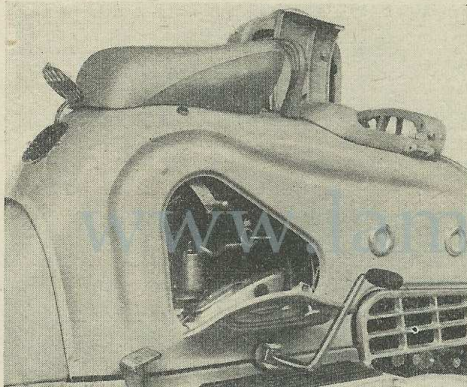
Equipment: VDO 80 k.p.h. speedometer, mounted in dashboard with ignition switch, neutral and ignition indicator lights and parcel hooks; tyre pump; steering head lock in-built; tool kit and battery holder in cast aluminium unit behind number plate at rear.

Dimensions: Wheelbase 51½ in.; ground clearance, 4 in.; saddle height, 27 in.; overall length, 75½ in.; overall width, 25½ in.; weight, 306 lb. (approx.).

Price in Britain: £155, plus £31 P.T.=£186.

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

Concessionaires: U.S. Concessionaires Ltd., Pontiac Works, Ascot, Berks.



On the left is seen the access door for the carburetter, fuel tap, etc.; the trap through which the plug is reached and the hinged fuel tank cover. (Below, left and right), the novel hinged rear number plate, embodying rear light, stop lamp and reflectors, and covering the cast alloy battery and tool box.

