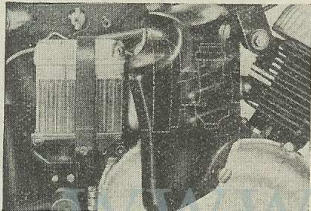


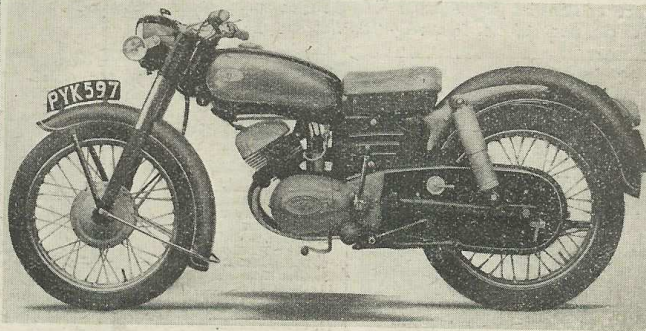
## Impressions of Current Models



The sleek Zündapp "Elastic" (above). Below is seen the method of enclosing the battery beneath a detachable shield. A dotted line indicates the carburettor.



WITH beam-type frame; swinging-fork rear springing controlled by hydraulically-damped spring units adjustable for load; enclosed final drive; full-hub-width brakes; and a measure of component enclosure, the 246 c.c. single-cylinder two-stroke Zündapp "Elastic" represents the current trend in German cruiserweight motorcycle design. Originally produced as a 200 c.c. machine, and exhibited as such at the Frankfurt Show of 1953, the "Elastic"—in both its original and its enlarged versions—has since gone into large-scale production at the Nürnberg factory of the Zündapp-Werke. Besides attaining a good measure of popularity in its home country, it has proved to be a



Following the modern school of Continental design, the "Elastic" features a beam-type frame, with swinging-fork rear springing.

## The 246 c.c. Two-Stroke

## ZÜNDAPP "ELASTIC"

first-class export proposition. One of the latest versions has recently been delivered to the British Zündapp distributors—U.S. Concessionaires, Ltd., Pontiac Works, Ascot, Berks—by whose courtesy a *Motor Cycling* staffman was enabled to sample the model.

As soon as the engine is started one cannot help but admire the subdued note obtained for the exhaust—a direct result of the strict German laws on the subject! At tickover speeds, the "Elastic" was not perceptibly noisier than a well-silenced four-stroke, and under way its phonage was probably less.

Despite a rather awkwardly-placed gear pedal, gear engagement was positive and the action "well-oiled." An unusual feature of the Zündapp gearbox is the use of a single, star-shaped sliding dog, which engages in concentric "females" in each gear wheel—resulting in a compact unit.

Clutch take-up tended to be rather on the fierce side, and the tester was rarely able to get under way without an initial jerk, which caused the front of the machine to rear up on its soft suspension.

Despite a certain amount of vibration of a minor nature which appeared to originate in the transmission, the Zündapp was a generally smooth performer, and at its higher cruising speeds would bear comparison with most "multis" in this respect.

Unlike many current German "250s," the "Elastic" makes no claim to ultra-high speeds—an indicated 63 m.p.h. was the best reading obtained, although the rider made no attempt to "get down to it" in search of more knots. Cruising speeds of the 55-60 m.p.h. order were adopted on the open road. The "direct" top gear appeared to be intended, mainly, for use on fast level stretches, and the speed would fall off quite rapidly on hills unless a change was made into the third ratio, when all the machine's snappiness returned.

No exact fuel consumption checks were made, but it appeared that on give-and-take going—which included both traffic and open-road work—the model would cover 80 or 90 miles on a gallon of petrol; and couple this with a "30 m.p.h.-plus" average speed.

Handling on both wet and dry surfaces was excellent and effortless, a result of a happy combination of effective suspension, balanced weight distribution, and a comfortable, workmanlike riding position. If anything the springing appeared to be a little too soft, for on rippled surfaces some "bobbing" was noted.

Finally, the brakes were both powerful, smooth, and quite waterproof—the last-named being a quality even a thunderstorm's driving rain failed to upset.

## BRIEF SPECIFICATION

**Engine:** 246 c.c. Zündapp single-cylinder two-stroke; bore 67 mm. by stroke 70 mm.; cast iron cylinder; light alloy head; C.R. 6.7:1. Claimed b.h.p. 13/5,200 r.p.m.; Bing carburettor, type 2/26/34.

**Transmission:** Zündapp gearbox in unit with engine; positive-stop footchange; ratios, 6.3, 8.9, 12.4 and 19.9:1; primary drive by chain; final drive by chain contained in oil-bath case.

**Frame:** Zündapp beam-type frame of welded-up tubular construction.

**Wheels:** Carry tyres 3.00-in. by 19-in. front; 3.25-in. by 19-in. rear; full-width hubs incorporate 6-in. centre brakes at front and rear.

**Lubrication:** Petrol; test carried out with 1:24 proportion.

**Electrical Equipment:** Noris MLZU 6-v. 45/60W generator; 6-v. battery; Bosch sparking plug; Hella 7-in. head and tail lamps; ignition and neutral indicator lamps.

**Suspension:** Telescopic front forks of Zündapp design, controlled by coil springs; rear springing by swinging fork; movement controlled by Zündapp units with hydraulic damping; spindle adjustment by means of draw bolts.

**Tank:** Welded steel fuel tank of 3¼ gal. capacity.

**Dimensions:** Wheelbase 52¼ in.; ground clearance, 7 in.; unladen seat, height 28½ in.; dry weight, 302 lb.

**Finish:** Black enamelled throughout, with chrome tank panels; polished light alloy details; chrome fork shrouds and wheel rims; dull alloy engine parts.

**General Equipment:** Full kit of tools; tyre pump; k.p.h. speedometer; sponge-rubber saddle.

**Price:** To be announced.

**Annual Tax:** £1 17s. 6d. Quarterly, 10s. 6d.

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

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