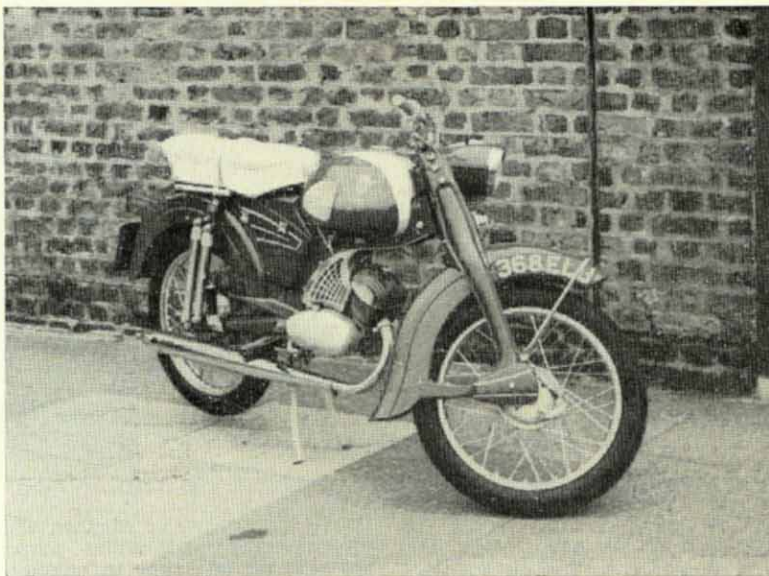


ROAD TEST REPORT:

The Zundapp KS.75

Deep valanced mudguards and compact styling are features of this machine



Riding High

THE development of the ultra lightweight motor cycle, like that of the light aeroplane has been conditioned entirely by the rate of progress in obtaining reliable power from small engines. There has been a jump in recent years in engine development and consequently an interesting group of new machines of which one is the Zundapp KS.75, a German product with many attractive features.

The 75 c.c. power unit produces no less than 5.6 b.h.p. at what are by modern two-stroke standards reasonable revs. In conjunction with a 4-speed foot change gearbox this is a very lively performance in the sports category but much of the specification of the rest of the machine is of the full touring order includes deep valanced mudguards, fully enclosed transmission, 2½-gallon fuel tank and an ingenious and effective two-rate double telescopic unit rear suspension. The riding position is mildly sporting, high seat and low bars, but the general appearance of the machine is civilised.

Details to the same standard include large diameter full-width hub brakes and knockout spindles to both wheels, a neat self-cancelling choke control and a handsome metal grill that protects the rider completely from any messiness without boxing in the carburettor unnecessarily.

A folding kickstarter on the left side with the gear lever and the foot-brake on the right are unusual in British motor cycle layout but one gets accustomed to them quite quickly and there are no intrinsic disadvantages to the system. The 28-watt fly-wheel generator provides adequate current for the direct lighting system and electric horn.

There is nothing miniature about the KS.75 and the high seating position accommodates a six foot rider comfortably despite the unusually good ground clearance. It is quite impossible to heel the machine over to the point where anything can ground and the proud record it holds in the trials world, including the rocky paths of the last International Six Days in Wales in which the two KS.75's entered both gained Golds, proves the value of this space below. The riding position is hardly a crouch but it does mean some forward lean that gives good control at some slight cost in comfort.

The double springing system at the rear is adjustable by means of a finger-operated cam type catch that can disengage the second (forward) telescopic spring unit to provide maximum comfort and roadholding for a lightweight rider on good roads. For pillion work or tough going the two units are brought into use on both sides and it was impossible to bottom the springs with this rig. The leading link front suspension system is a little on the hard side for town work but copes with anything and everything at speed or in the rough.

It is the power output that really surprises. In first and second gears it is not an exaggeration to say that the opening of the throttle really makes the bike jump, in fact on wet roads we found a gentle hand called for. Few engines of double this capacity provide a getaway like the KS.75 and the climbing abilities outshine anything not in the real sports machine class. In Third the revs mount steadily to an indicated 45

m.p.h. and a change into Top from this speed brings another surge forward to a mean maximum of just on 50 m.p.h. with the rider sitting normally.

Naturally, the performance calls for full use of the 4-speed box and more could be made of it if the changes were a little more slick. A clean certain change called for some deliberation and it pays to match the revs with the throttle hand to get the best of things. At the other end of the range we found it practicable to potter at 20 m.p.h. almost silently in Top or down to 15 in Third, a worthwhile exercise in unobtrusive riding, but with little pulling power at those very low revs.

On hills also it pays to change down early and climb at around 40 m.p.h. in Third rather than hold on to top ratio too long, but the machine can always be ridden sedately and quietly for the sake of good manners in urban areas, even up hill.

Steering is excellent at all speeds from walking pace to an unflurried 60-odd m.p.h. downhill and the way the KS.75 heels into fast bends indicates plenty of motor cycle experience behind the design. Bumps have little effect on the steering and handling except that the rider feels them through the stiffish front springing and hard dualseat and this tends to make for slower riding than on good roads. A rather short two-up part of the test suggests that there is adequate seating space for two adult riders, springing feels softer, but third gear is used rather a lot and Second is required to get away smartly from corners.

Brakes are above average in the lightweight field but the pedal opera-

tion of the rear one is a little too keen for smooth operation and the full use of it could only be made when riding two up. The front brake, equally powerful, was also smooth and progressive in operation and a very safe stopper on wet roads. The full enclosure of the rear chain provides complete protection for the pillionist's shoes and ankles from grease and the pillion footrests are well placed directly below the centre line of the dualseat enabling the passenger to spread his weight between seat and rests without any need to clutch the driver.

We found the main and dipped beams of the headlamp well up to 40-45 m.p.h. cruising on normal roads but the light dimmed sharply below 25 m.p.h. unless a down change was made. Third gear makes no appreciable noise and this does not matter much but it underlines the usual weakness of direct lighting for after dark use on minor roads. The horn, however, gives a strong, clear note superior to most current specimens.

Dual Purpose

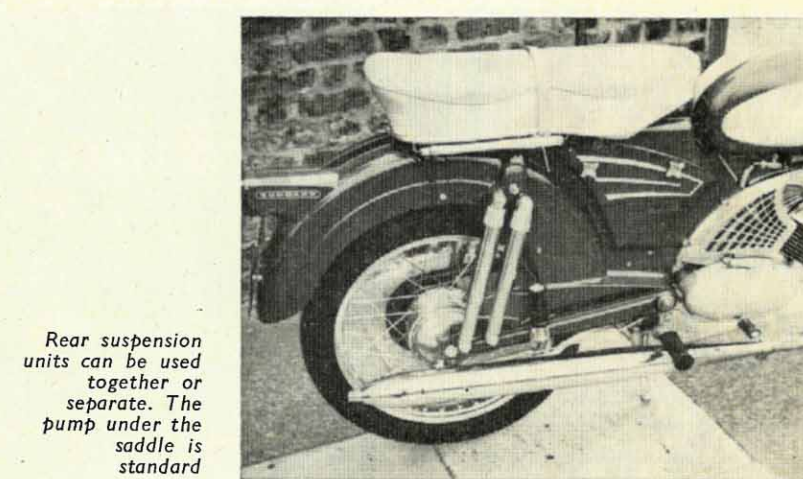
The *Zundapp* is a quality machine and detail work, finish and equipment are of good quality. The provision of a large built-in, lock-up tool compartment with enough good quality tools to do all routine maintenance is something that is all too rarely found in modern motor cycles and is a sign of the standards of this one.

In character, however, the *KS.75* is rather difficult to define as it has the specification of a good tourer with the feel and performance of a sports machine. The high, hard dual-seat and low, forward handlebar position make for maximum control

Light, protective headwear

THERE must be many thousands of mo-ped and scooter riders who need some sort of hat in wet (and therefore skidmaking) weather but do not wish to be lumbered with bulky and conspicuous crash helmets for aesthetic or business reasons. This is why we were interested in an advertisement for Crooks Hedtectors by W. Crook (Gateshead) Ltd. High Level Factory, Gateshead 8 who are specialists in industrial protective headgear.

The basis of their protective



Rear suspension units can be used together or separate. The pump under the saddle is standard

but at the expense of comfort, while most touring and utility purpose users would be happy to sacrifice a little of the remarkable power output for a little more smoothness and low speed pull.

Probably it will appeal most to the younger sporting rider who wants to make one cheap to buy and run machine serve for both day to day chores during the working week and competitive fun at weekends. Certainly the *KS.75* makes the best of both these worlds to a remarkable degree.

SPECIFICATION

ENGINE: All-alloy two-stroke single with chromed bore. 48mm. x 41.4mm., capacity 75 c.c., claimed output 5.6 b.h.p. at 6,600 r.p.m.

TRANSMISSION: Gear primary drive, 4-plate clutch in oil, 4-speed foot operated gearbox and fully

enclosed chain final drive.

FRAME: All-welded, pressed steel single beam type with integral rear guard and lock-up tool compartment. 2½-gallon fuel tank (including reserve), dualseat and pillion footrests as standard.

SUSPENSION: Front forks in pressed steel with bottom leading links and coil springs. Rear swinging arm with two sealed hydraulic telescopic spring units on each side with hand controlled disconnecter for auxiliary units.

WHEELS: 21-inch x 2.75-inch, full-width light alloy hubs 4½-inch diameter with knockout spindles.

ELECTRICS: 6-volt, 28-watt, fly-wheel magneto/generator, 18/18-watt headlamp bulb and pilot, tail lamp and electric horn.

PRICE: £124.19.6d. (Including P.T.)
CONCESSIONAIRES: Motor Imports, Ltd. 7, Gresham Road, S.W.9.

headgear is the *Hedector*, a rigid skullcap in glass fibre lined with rubazote which weighs only a few ounces but is tested up to a transmitted load of over two tons. This basic unit is built into various kinds of more or less conventional hats, miners helmets, other industrial safety helmets, PVC and fabric peaked caps and a beret. We have had the beret on test as being a type of headgear most likely to be popular with riders and we recommend it as a useful addition to any road user's wardrobe.

The navy blue beret is sprayed with a non-inflammable solution and looks absolutely conventional. The *Hedector* unit is inconspic-

uous both in appearance and feel and the result is a weather, fire and bump proof hat for the modest price of £1. Understandably, we hope, the hat was not tested in a crash but the gallant tester submitted more or less comfortably to several hefty blows from a cricket stump and some really hard bashes with the back of a garden spade with the hat on a bench failed to produce any apparent damage.

These hats do not comply with the British Standards for motor cycling safety helmets and are not meant to, but they do provide a very high degree of protection against road injuries in acceptable form at a modest price.

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IMPORTANT ANNOUNCEMENTS

1

ANNOUNCING. *That in addition to the already firmly established range of Motobecane Mobylette Mopeds, MOTOR IMPORTS COMPANY LTD. have been appointed Sole Concessionaires (United Kingdom) for ZUNDAPP SCOOTERS, MOTORCYCLES, and SPARES.*

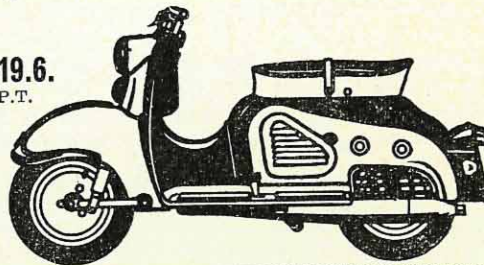
2

ANNOUNCING. The lowest priced 200cc. Electric Starter Scooter.

A magnificent model combining all that is best in Scooter design with the ZUNDAPP guarantee of superb quality and craftsmanship. Immensely powerful, this beautiful two-seater provides personal transport for all occasions, business or pleasure, with maximum economy and reliability. A MASTERPIECE OF PRECISION ENGINEERING.

SPECIFICATION 200 BELLA. *ENGINE 200cc. high efficiency 2/S developing 13.4 HP *GEARBOX, 4 speed with foot control *FRAME, bridge type all steel, tubular. *ELECTRICAL SYSTEM & STARTER, BOSCH 12V x 100W. *CLUTCH, multiplate in oil bath *WHEELS, 3.05 x 12" quickly detachable *SUSPENSION, front and rear pivoting fork with hydraulic damping *BRAKES, large diameter internal expanding *DUALSEAT, foam rubber *FINISH, 2 TONE, BLUE/GREY, RED/GREY and chrome *COMPREHENSIVE TOOL KIT, SPEEDOMETER, ELECTRIC HORN.

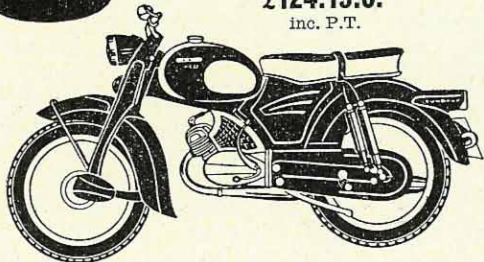
£179.19.6.
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3

ANNOUNCING. The High Performance KS75 Motorcycle.

£124.19.6.
inc. P.T.



Leading the field with a sporting performance and a specification to delight the enthusiast. This sparkling ZUNDAPP 75 is a joy to own and ride.

Elegant appearance, thrilling performance—plus absolute reliability place this model RIGHT IN THE FOREFRONT OF CONTEMPORARY DESIGN.

SPECIFICATION KS75. *ENGINE 75cc. high efficiency 2/S developing 5.6 HP *GEARBOX, 4 speed with positive foot control *IGNITION, by flywheel magneto *CLUTCH, multiplate in oil bath *FRAME, all steel, decorated by handsome fairings *SUSPENSION, front trailing link, REAR pivoting fork, with double-dual hydraulically damped spring units *WHEELS, Q.D. with heavily chromed rims. *BRAKES, large diameter, mounted in full width hubs. *FINISH DERBY RED and chrome. *COMPREHENSIVE TOOL KIT *60 MPH SPEEDO *ELECTRIC HORN *DUALSEAT, foam rubber

See these magnificent models STAND No. 68. Motorcycle Show. Nov. 10th.
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