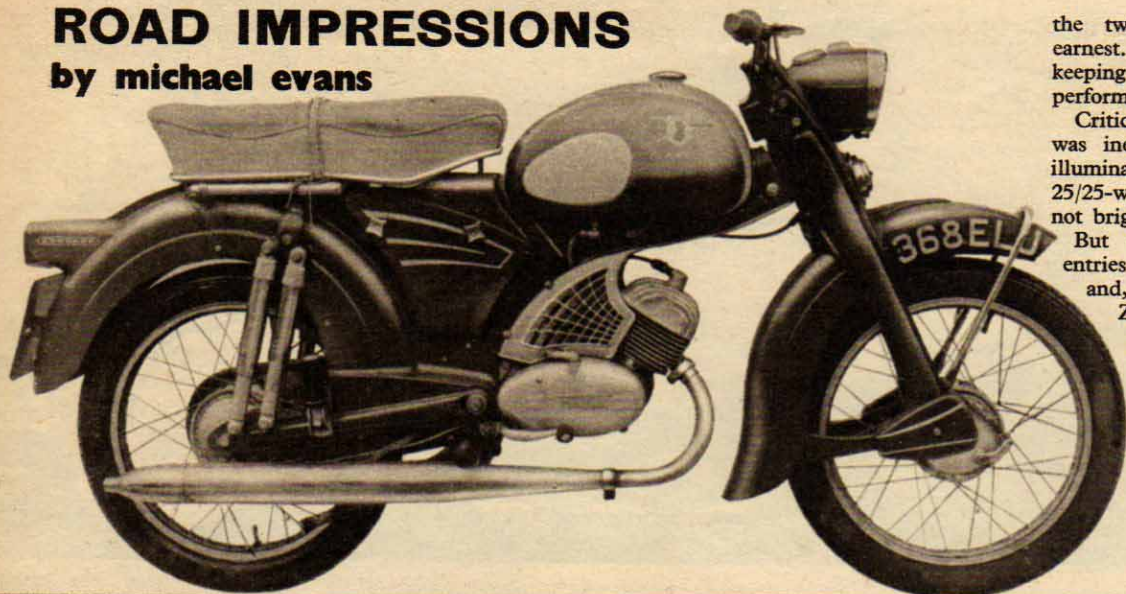


ROAD IMPRESSIONS

by michael evans



the twistgrip was used in earnest. Both brakes were in keeping with the machine's performance.

Criticisms were that the horn was ineffective and that the illumination provided by the 25/25-watt headlamp bulb was not bright enough.

But these are only tiny entries on the debit side; and, when speaking of the Zündapp KS75, debits are hard to remember.

The machine gave a comfortable and confident ride at a useful speed—with a touch of luxury into the bargain!

GERMANY'S ZÜNDAPP KS75

A 75 c.c. motor cycle with a top speed of close on 50 m.p.h., extraordinary acceleration and economy to the tune of 120 m.p.g.: that sums up the Zündapp KS75. The test machine was a thoroughly likeable mount.

The riding position was comfortable, although the seat was on the hard side. But the relationship between the footrests, handlebar and controls was excellent.

The machine is high for a light motor cycle—seat height is 31in—but this is no disadvantage for riders of average build. Indeed, the KS75 gives many of the benefits of a full-blown motor cycle and, for good measure, the rider has the advantage of the height (allowing clear vision over car roofs) and ground clearance of a moped.

The Zündapp is, perhaps, more at home traffic threading on city roads than anywhere else. The first three gears are low enough to provide vivid acceleration.

Third gear took the bike to 35 m.p.h.—a useful speed for commuters—and top gave a speed of between 45 and 50 m.p.h., under normal conditions on a flat road.

The engine is smooth and

only a slight tremor at high revs was apparent.

Gear-box operation was positive, though a shade heavy, and firm pressure was needed on the pedal. Neutral was not easily selected when the machine was stationary with the engine running.

Handling was extremely good—and enhanced, no doubt, by the "just right" suspension. Even on frozen, rutted snow, the machine was more controllable than most.

If acceleration gave the biggest surprise of the first encounter with the KS75, the typical German thoroughness evident in the design and construction provided a lasting impression.

Starting was easy on cold mornings and the air slide was opened automatically as soon as



SPECIFICATION

ENGINE: Zündapp 75 c.c. (48x41.4mm) two-stroke single. Compression ratio, 7.5 to 1. Petroil ratio, 25 to 1.

IGNITION and LIGHTING: Bosch 6-volt flywheel magneto. Direct lighting.

TRANSMISSION: Four-speed gear box in unit with crankcase; foot control. Gear ratios: top, 9 to 1; third, 13.3 to 1; second, 20 to 1; bottom, 32.5 to 1. Primary drive by gears; final drive by chain.

FRAME and SUSPENSION: Spine-type, pressed-steel frame. Leading-link front fork. Hydraulically damped pivoted rear fork with two suspension units each side.

TYRES: Metzeler 2.75x21in front and rear.

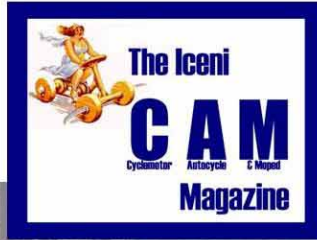
WEIGHT: 176 lb with no fuel.

PRICE: £124 19s 6d including British purchase tax.

ROAD TAX: £1 a year.

CONCESSIONAIRES: Motor Imports Co., Ltd., 7, Gresham Road, London, S.W.9.

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