

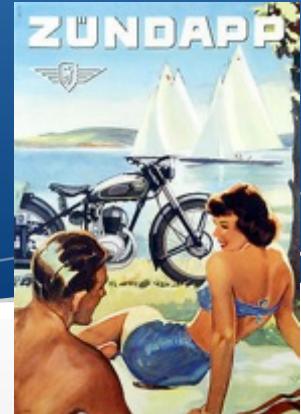


The ZündapperTM

Publisher: Kevin Johnson, Editor: Warren Mann, CONTRIBUTING ADVISOR: JAMES MARSHALL, "The Zundapp Fool"

A digital magazine of the North American Zündapp Owners Group

Zündapp owners are a special group of people. The purpose of this publication is to share information of interest and to foster the comradery of all who enjoy Zündapps.



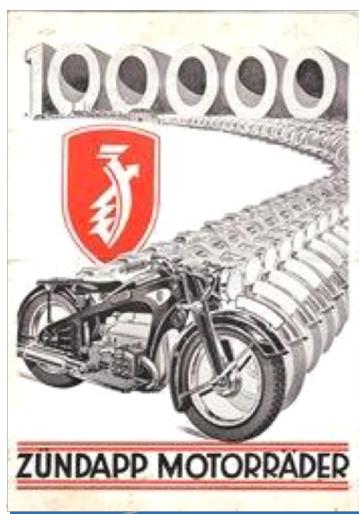
North American Zündapp Rally II

This will be the last issue of The Zündapper before Rally II September 12-14 in Waynesville, Ohio. We hope to see you and your Zündapp(s) there for what is sure to be another history-making Zündapp event! So come on out to Kevin's farm for a family fun weekend of great food, live music, flea market, fireworks, bond fires, local rides plus plenty of room to ride around the farm if your bike is not registered for the road! Free camping on site. You're sure to meet some great people, make some new friends and maybe even learn something you never knew about Zündapps! This Rally captures the spirit of the way bike meets used to be... because Zündapper's have more fun!

One of the fun things about riding a Zündapp is the reaction you get from people as they approach your bike trying to read the tank badge.... The guy in the group with the best eyesight is the expert. (I used to mount my badges upside down to goof on people! When someone asked,

"What the heck is a ddapunZ?" I'd say, "Surprised you don't know..."

Zündapp WAS "the largest motorcycle manufacturer in the world!" By the mid 1930s, the 100,000th Zündapp had already rolled off the line in Nuremberg, Germany. They had already built more than Indian or Harley or BMW!"



Does that make you wonder where they have all gone? Be sure and attend the upcoming 2nd North American Zündapp Rally to see firsthand how many Zündapps show up!

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Motorcycles, Sidecar Outfits, Scooters, Automobiles, Outboard Motors, Lawn Mowers, Sewing Machines, and more. Like today's Honda Motor Company, Zündapp was more than a motorcycle maker, they were an engineering driven manufacturer of every motor-driven product the people wanted.



WIN this *vintage* Zündapp!

Kevin Johnson has arranged to raffle a free Zündapp at the upcoming 2nd North American Zündapp Rally!

Rally Photo Caption Competition

I'm not sure of the best caption for this photo.... so pick one, or better yet, write your own caption and send it in to us.

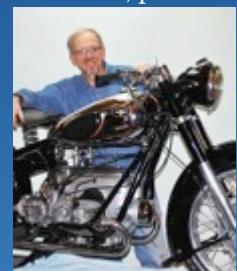
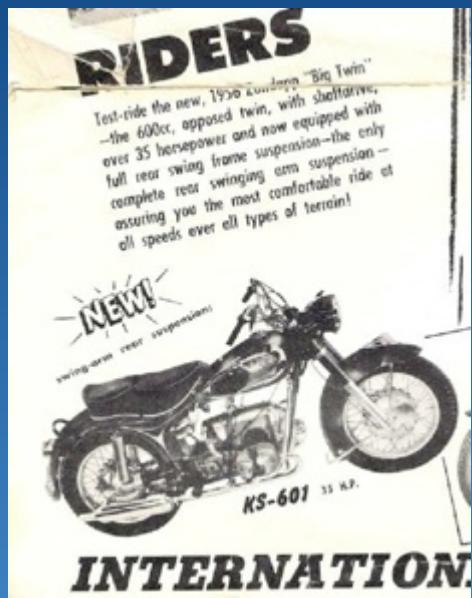
1. "Richard prepares for the high-dive competition at last year's Zündapp Rally."
2. "How many Fools does it take to shoot a group photo?"
3. "Zündapp Drone fails to fly... Richard and James take lo-tech approach to an aerial group shot of the field of Zündapps, while Kevin assures the dogs these strange people will soon be gone."

**Zundapp lovers are sure to get a kick out of this one: CLICK-
<http://bit.ly/1qiCGME>**



What is “Factory Original?”

In talking with Kevin Daly about his very original KS 601 EL (see article elsewhere) the subject came up as to “What constitutes original?” The answer can become somewhat more difficult with the understanding that there was a time when special orders, or the suggestions from dealers or the importer, resulted in some modifications being made by the factory that could easily be dismissed as “NOT original!” KD called to my attention the details that can be seen in this old magazine ad. We both noted things like.... Polished air cleaner box, polished coil cover, and polished front engine cover. *I always thought these were owner modifications, but a close look at old ads and brochures shows this treatment was original on some bikes.* Look again at the ad to the left and you will note a front fender light was added to even more “Americanize” a KS 601 EL. I have one of these somewhere if I didn’t throw it away years ago thinking it was not original. One of my bikes even had an alloy front fender tip on it like a Harley! Perhaps that was once offered? The point is... it is easy for a self-proclaimed expert to dismiss as “non-original” when looking at a Zündapp. But it is not always easy to tell! The parts booklets do not necessarily capture every iteration. Clearly, the factory wanted to sell bikes and if a small modification would make them more saleable.... some undocumented changes were made as seen in this ad on the left. –Warren





"I may just have the world's lowest mileage 601 EL?"

—Kevin Daly

They say a picture is worth a thousand words. Well, Kevin Daly's story started with this hulk back in 2001 on a lead he had gotten from a friend. "Originally I passed, but then learned the value of the EL and worked a deal for \$100. I brought it home and soon recognized it was a very close to original, low-mileage, one-owner bike. The odometer had logged just 3,441 miles on the clock! The bike had been special ordered from Berliner back in '57 and had been ridden very little when taken off the road in 1969. It was scheduled to be scrapped the day I bought it.



handlebars all had damage. The front wheel was straightened and I managed to find a new front fender... As grim as these photos look, the engine was fine internally and just needed a good cleaning. I removed the con-rods, pistons etc. and cleaned all the passages etc. It was all pretty new looking on the inside the engine, as was the chain driven gearbox. James Marshall gave me all the torque specs for the con-rod nuts etc., as well as needed advice. The whitish sections in the photos where the result of the owner having leaned bags of fertilizer up against the bike while in storage. Such a shame.

I had to replace the left head on my engine, as the original was severely corroded. I bought the replacement head from James. It was identical to mine with one exception: My heads have passages in the rocker recesses which were factory ground to increase oil flow. I carefully traced their shape and recreated them in the replacement head with a die grinder. There is a little pitting on the frame's left down tube but it's minimal. And the frame tubing is thick and very solid. The photo above shows my progress on the engine, gear box and drive shaft. The bike is still completely apart now but is nearing completion, with only painting, assembly and riding to follow." Thanks for sharing Kevin! I'll give you a "Made in Germany" sticker for the steering head at the Ohio Rally!

We can't wait to see the finished bike some day.

MADE IN GERMANY

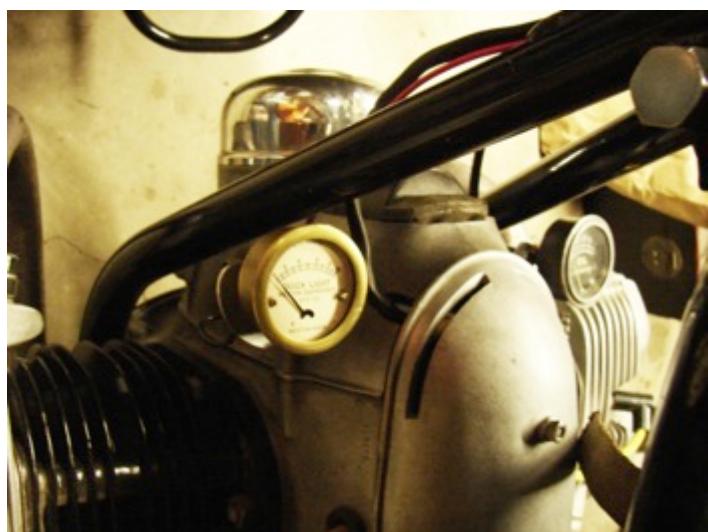
Additional evidence of the bike's low mileage was this still visible, extremely rare, factory decal (that always wore off or was removed) instructing owners to re-oil the air filter every 1000 kilometers.





Zündapp under pressure - Don in Nipomo

This KS-601 Zündapper had a desire to keep an eye on his generator output and oil pressure. Rather than mounting gauges up on the handlebars, he tucked a few gauges down on the engine where he could glance down and see how things are doing and not detract from the clean appearance of the handlebars.



"That's a Westinghouse Emergency Lighting Voltmeter on the left and a mechanical Oil Pressure Gauge from a 1940s Dodge on the right. Both were ebay finds for about \$10 each. I made some small aluminum brackets that bolt up to the front cover. The volt gauge is post ignition so I don't run the battery down and indicates 6 to 7 volts depending on rpm. The oil pressure varies from idle to running about 20 to 35 psi and very stable. I had to source a metric-to-sae fitting to fit and used brake line to plumb it up. So I have charge indication on the left, lubrication confirmation on the right and fuel level in the middle... gas cap."

Removing and Installing top and bottom suspension cap nuts...

nuts... Plunger suspensions nuts can be eased off by use of this slick set of exhaust nut pliers I found and ground to fit. You can use a Pin Wrench or even a screwdriver to keep the plunger tubes from turning as you tighten or loosen the caps, but it is easier on the chrome if you have a more proper tool. Note, when you re-assemble, be sure and put the spacer *inside* the frame not *outside* under the cap. This makes it much easier to engage the notch in the plunger tubes that keep them from rotating as you tighten the nuts. The parts book drawing could lead one to assembling wrong! *You can get a length of threaded rod at the hardware store to make a spring compressor.*



By the way, if you don't have the proper cap wrench for the top and bottom nuts, they are now available from the Zündapp Fool, along with the wheel bearing hub tool and the handle that fits both tools. Arranging to have parts and tools fabricated is a time-consuming and expensive process, I encourage all to support the cause. You should have a set in your tool box on the bike, and a set in your shop! — Warren



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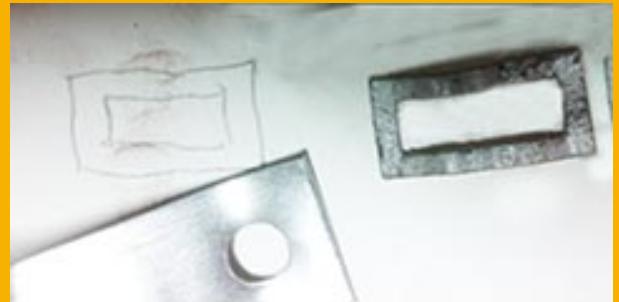
Easy to make your own Boot Straps! – Warren

If you have a milling machine and the skills some of you may have... you can make almost anything.... But even if your fabrication skills are a bit more limited, you can still make some of your own Zündapp parts! After installing new drive shaft boots on one of my KS 601s, I needed the boot straps. I refused to settle for plastic wire ties!

At a local hardware store I found stainless steel straps the same width as the originals. Using a length of soft hanger strapping I cut out a set of the simple clasps like the original strap bands had. If you have an old rusted strap, pry it apart to use as a pattern. You might even be able to clean it up and reuse it! I traced out the rectangular shape and used a file to turn a hole in some muffler hanger strapping to make a rectangular slot. Cut a stainless cotter pin to the correct length and wrap the strap into shape.

Easy to make and, as you can see here, they look very original. In fact, two of the clamps seen here are original, the other two are homemade. – Warren

Please share with us any simple fabrications you have made.



Z-Bay update: Did you catch the Zündapp Military outfits on ebay! It was interesting to note that during the month of April, two different KS750 Military sidecar rigs showed up on ebay. With prices considerably higher than my threshold of pain, I was not a prospect, but could not help but keep an eye on them. In case you missed them, a said-to-be-perfect condition desert tan rig found in Greece was Buy it Now or Best Offer listed at \$68,925 by the Oklahoma owner who is a mechanic.... Meanwhile a Dunkel Grau colored outfit brought over from Moldava for a 10-year restoration by it's current U.S. owner, was listed at a minimum opening price of \$49,999. SO HOW CRAZY ARE THESE PRICES.... With Vincents regularly fetching North of \$100K, not to mention what early Harley's went for at the Vegas auctions this winter, Zündapps remain a BARGAIN on the vintage collectables scene at even these prices.



Bella! Bella! Bella! Get your Zundapp parts here!

Kevin unveils his favorite Zundapp parts sources.... And more!

"Where can I get parts for my Bella?" is the most common question I get on my Zundapp Bella Facebook page. Let me share what I've learned regarding this. My first Bella was complete and already restored. I had no idea how to work on anything with an engine when I started. My wife told me to get a hobby and I thought an old scooter would be cool. The Bella was a 1958 R154K. I later learned everything was correct on the bike, lucky me. It wouldn't hold gear and no one would work on it for me. After weeks of staring at the bike and the parts book I started removing things. It was a very scary moment I still remember well. Turns out it was missing a small bushing inside the shift lever. Through the grapevine I found Domiracer in Cincinnati—a very large warehouse of NOS European motorbike parts. The part cost me less than \$5. I became friends with Tony Schanz, the founder's son, and found myself making trips there regularly. How fortunate to have such a place so close to me. Unfortunately, Domiracer closed last year. It is sorely missed. The best place to get parts has always been through the network of Bella friends I developed. Those friends also get 'The Zündapper' magazine. So if you have a parts request, start by querying the group.

I am glad to help. Another great place for Zündapp parts is from buying cheap parts bikes. Craigslist and craigslist search sites like yakaz.com are good places to try. I like to query Google with this search: Zundapp site: craigslist.org This can then be narrowed to the last 24 hours or last week or month, etc. I have spent as little as \$300 for an un-restorable

Bella... and gotten lots and lots of good useable parts. While it is possible to restore even the most grim hulk of a former bike, the reality is, just because something is old and rare, that does not necessarily make it valuable. And it is easy to get "in too deep" when taking on a restoration. Sometimes it is the better part of valor to part it out. You are welcome to post parts requests on the Zündapp Bella Facebook page. This is also a good place to sell or buy Bellas. Feel free to advertise. It's free. Consider free advertising in this Magazine as well. Be sure to send pictures and details such as running status, price, title, etc. Another great place to find parts is at the Spring Valley Zündapp Rally, Spring Valley, Ohio, Sept. 12-14, 2014. Setting up a table for selling is always free. Barter your way to Zündapp Bliss!!!



Continued from page 6



Kevin likes to get parts from Germany. Here are a number of his sources ...

Thomas Esten is a good friend of mine who has been stockpiling parts and bikes. He is fluent in English and a very solid resource. His prices are reasonable and if it is a hard to find part he will be glad to ferret Germany for you to find it. He will send you a picture to be sure it is the part you need. nc-estenth@netcologne.de

Another good source is www.Bella-ersatzteile.de Helmut and Iris have been selling Bella parts for years. He has a great collection of good used and reproduced items including hard-to-find items. The site has English and German, though the English parts list is not functional currently. I have asked Helmut to get me an English version and he's working on it. Great source for almost EVERYTHING you might need. His Bowden cable sets are very reasonably priced and are a perfect fit! Use the email info@bella-ersatzteile.de to query parts. It is always best to use the key number from the catalog and be sure to let Helmut know which model you are sourcing for. He doesn't like returns and wants to get your order right the first time. Shipping from Germany typically takes 2 to 3 weeks.

Just a little cultural lesson: It may offend some Germans to ask for a discount. Tread lightly here.

http://www.motorrad-stemler.de/index_e.htm is a great source for lots of parts too!

For beautiful exhaust reproductions see <http://www.motorradmeistermilz.de/> All models here from Bella to K800!!!

Anna Giordano in New York has some nice things too. Her email is myoldscooter@gmail.com She does a great job with rebuilding ignition switches also. Speedo King is a great place in California to have your speedometer refurbished. <http://www.speedoking.com/>

The Zündapp Fool (James Marshall) is at zundappfool.com He may not have many Bella parts but you'd be surprised at what Zündapp motorcycle parts also were used on Bella's so don't forget to look there. James has done an amazing amount of work in collecting information (parts books, literature, information). Consider making a donation for his hard work!!! He's a great source for Zündapp motorcycle parts!!!!

Our Editor and friend Warren Mann of New Hampshire is also worth contacting if you are looking to buy or sell KS 601 parts or bikes. Warren has been Zündapping since the 1970s and has restored a half dozen 601s. You can best reach Warren by email: wmannEmail@gmail.com.

Vintagegermanmotorcycles.com (Mike Dunn) is a pre-war Zündapp specialist in California and can help you source parts and bikes from Germany. He is also making hardware and can rebuild your bike for you!

<http://www.zuendapp-aichner.de/> is a great German source for pre-war and 601 too.

Ebay.com and Ebay.de are obvious sources. You'd be surprised how many Germans will consider selling to the USA if you only ask. Mobile.de is a website for German classifieds that you will find sucks hours of your time daydreaming about owning German vintage machines!

If you're having trouble please email me at kevinwalkerjohnson@gmail.com or ask Warren:

wmann Email@gmail.com.



Rubber Baby Buggy Bumpers or Zündapp plunger stoppers?

I was recently asked what is the difference between the various rubber bumpers found in the lower half of the plunger suspension of the KS 601 models and an exchange with James (The Zündapp Fool) confirmed a few of our mutual observations.. On the left is the shorter style bumper found on the pre-1954 models. On the right is the more common "hour-glass shaped" bumper as fitted in the later models. You can see the difference in shape and length. I measured one of these rubber bumpers from a 1952 model and found it to be 27.43mm tall. Molded into the rubber is the identification "GETERO FMETRALL." Referencing the 1955 Factory Parts Book, on Page 12, Illustration 520, you will note it depicts what I call "hour-glass" shaped Rubber Bumpers inside the lower or bottom chrome cap of the plunger. The parts list shows the factory part number as "616 z 87 Rubber Bumpers". But a few lines down is noted an alternate part number "616 z 2006 Softer Suspension Bumpers. In measuring the bumpers on my Sidecar bike I find them to be approximately 40.61mm tall. In measuring the bumpers on the 1956 Sport I am



currently assembling I find one bumper to be 39.53mm.

In consulting with James (The Zündapp Fool) on the subject of these rubber bumpers he mentioned he has noted a variety of lengths over the years. I believe there may have been only two sizes, but the lengths may vary after years of use – perhaps they compress a bit thru use. They simply get squished shorter under fatigue. Close examination under magnification may show cracking or slight separation from the top metal surface that protects the rubber from being ground into the bottom of the slider tube.

It would appear that the difference between "normal" and "softer" "hour-glass" bumper is the height of the rubber bumper. My interpretation of this is that the taller the bumper the sooner it will come in contact with the plunger as it is compressed. As this happens, the rubber bumper makes the suspension somewhat firmer. As the suspension is further compressed the rubber bumper absorbs the shock and the middle of the bumper swells as it is squished. That is why the bumpers are hour-glass shaped, this allows the rubber to compress but not get so fat as to bind-up the sliding plunger tubes.



continues



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The longer bumpers are said to result in a somewhat firmer ride and were specified for Sport and Sidecar bikes. The USA parts list seems to imply that as of 1955 they all came with the longer bumpers and perhaps the shorter bumpers were an option for a softer ride? The parts manual does show two part numbers.

In setting up a rear suspension, I would think the issue is to have the bumpers the same length so as to help keep the rear wheel and rear axle in proper alignment as the suspension reaches its full compression. As the bumpers get flattened out

with time, it may be possible to shim them taller with rubber washers at the bottom. I would contact cement such washers to the bottom of the old bumpers to keep them in place. The top surface, which comes in contact with the plunger tube, is steel – so as to withstand the beating.



I have read factory reference to removing the early style bumpers altogether if a clunking sound is heard. So it makes one wonder how vital they actually are....

— Warren

WD-40, PB Blast, a mix of transmission fluid and kerosene? What do you use to break loose a rusted or stuck assembly?

One of the most frustrating challenges when restoring or repairing old motorcycles can be....

the disassembly process. The challenge is to minimize damage to the parts you are working on. Losing one's temper and reaching for yet a bigger hammer or saw should be avoided as long as possible. Reach for a beer and try another day!

Sometimes it helps to apply a little heat or blast of cold to break things loose. I thought I had tried every home remedy till James shared with me this exchange he had with Kevin on the subject....

Finally, this afternoon I got the speedo sent out for a rebuild. When I tried to remove it from the headlamp shell I found that the screws that held it in place had frozen tight around the bracket that holds the speedo and would not let go. I also found that the old farmer's trick of molasses and water really will work overnight. Most formulas call for a 10:1 mix of livestock-grade molasses for immersion. But for my application there was an electrical switch involved that could not get wet. So I mixed three parts water to one part table-grade 'Lite' molasses and applied it with a small paint brush several times over the course of an evening. Next morning when I tried to remove the screws, with very little effort, they all came loose and out."

Send in your little tricks and solutions to The Zündapper!



Hey, what's your Zü-story?

Come on guys and gals.... We're waiting to hear from you! Send us a few paragraphs and photos or a full story about your first ride on a Zündapp! Don't forget the photos.... Everyone has a **Zü-story** to tell, and everyone would love to read your's. *The Zündapper cannot continue without your input!* I mean, Kevin and Warren have only so many of their own **Zü-stories to tell**. Are you a new Zündapper? How did you find your first bike? Tell us about that long distance ride you did... or the time you broke down and made your own "Provencal field repair" to get home. Remember, no financial dues to pay, the only dues you owe to belong to this group is sharing your story and helping a fellow Zündapper by sharing knowledge and experience!

You must be getting tired of Warren's 601 ramblings... Send in your helpful service or repair tips! Send us your favorite photo... or just some funny Zündapp stories...



At last year's Zundapp Rally we got to see Kevin's Zundapp outboard motor. If you have one of these gems, bring it to the Rally this year. Kevin would prefer to keep his pond clean for the ducks, but we can run 'em in a barrel!



Show us your Zundapp Tattoo!

LAST CALL to pre-register! PayPal me at kevinwalkerjohnson@gmail.com and

PLEASE include a note on how many are coming and what bikes you might bring, whether you plan to camp or hotel, AND WHAT SHIRT SIZE you want.

The cost of pre-registration is \$60 per person (*all inclusive with 6 meals and drinks!*)
The cost at the door will be \$100 per person.

Kids 12 and under are free BUT, PLEASE, PLEASE DO NOT BRING ANY PETS TO THE FARM...

Pre-registration will close Aug. 31, 2014.

If you'd prefer to MAIL a check: Kevin Johnson

3030 Cornstalk Rd.

Waynesville, OH 45068