



The ZündapperTM

A digital magazine of the North American Zündapp Owners Group

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

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.

The Second North American Zündapp Rally September 12-14

Everyone had a great time in 2013 with 140 guests and 70 Zündapps. We gave out 24 trophies, drank 4 kegs and several cases of beer. We ate some great local fresh food, enjoyed fireworks and camping, and some were even fishing! Zündapp parts and bikes were bought, sold and traded. We had 2 wonderful musical groups. Best of all, old friends were united and new friends were made. Here's what we are planning... Bigger and better! We are hoping for 200-250 guests or more. I am expecting several Zündappers from Europe to attend.

- All meals farm fresh, home cooked by Becci on site with Friday Lunch and Dinner, Saturday Breakfast, Lunch and Dinner, and Sunday Breakfast
- Unlimited Beer, water, coffee & tea
- 2 musical acts
- Serious Fireworks & Bonfires
- Awesome T-shirts and Rally Pins
- Hats • Posters • Group Rides
- Toilets & 2 hot showers • Trophies • Slideshows and Z-History



This is a non-profit event. I front the expenses, and hope this year to break even with your help and support! -Kevin



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 a manufacturer of every motor-driven product the people wanted.



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WIN A 1951 Zündapp DB 202!

As if you need another reason to attend the upcoming 2nd North American Zündapp Rally, Kevin Johnson has arranged to raffle a free Zündapp! Seems too good to be true and there is only one catch! While we can't hold you to it, the hope is the winner will keep the bike as an active runner: restore it themselves, arrange to have it restored, or sell it to **a member** of the Group. The hope is someone doesn't just flip it on e-bay!

It isn't pretty, but it runs and is a perfect candidate for restoration. See it run:

<http://bit.ly/1fetzpP>



Heavy Medal

Some marque Rallies have become too serious over the years. Big egos get in the way of what it's all about. One of the refreshing joys of the First Zündapp Rally was attitude. Everybody was so happy to be surrounded by Zündapps that an instantaneous spirit of fun filled the weekend and nobody took themselves or their bikes too seriously. Recycled awards with handwritten plaques did not take away from the pride of ownership and made the awards so much more fun!

— Warren



NOS (New Old Stock) parts, used parts, reproduction parts and even tools were available, along with books and memorabilia.

Bring out your Z-Parts!

Most of us have anywhere from a small stash to a good pile of Zündapp parts that we may not need for our current or upcoming projects. Thanks to The Zündapp Fool, many of us have found the bits and pieces we need to either keep our bikes on the road or finish a restoration. One of the most enjoyable aspects of the first meet was buying and swapping parts. A number of people set up tables in one of the barns, and others had a few bits and pieces in the trunks of their cars for sale. And it was all about the spirit of keeping Zündapp on the road and not making a killing. I found the prices to be very reasonable and got a number of parts I needed.

— Warren



A Switch in time

-Warren Mann

Does your Zündapp have the correct Dip Switch?

Over the years parts break or wear out, multiple bike owners may even be guilty of substituting parts from one bike to another to keep one on the road. The other day, I noticed a Velocette of mine had a Hella Dip Switch on it, while the '57 KS 601 I did back in 1974 had a Miller Switch on it! Hmm, time to switch my dipswitches! Rummaging through a box of switches, I realized I have more to learn about Zündapp switches!

Zündapp did use a number of different handlebar dimmer or dip switches in the 1950s. My interest is in the KS 601 series, but much of this discussion relates to the other models of the time.

Here is the first KS 601 switch...

As fitted on the early KS 601s. I am told a similar switch can be found on the Sears PUCHs.

The manufacturer of this switch is unknown to me, but under magnification, I find logo-style initials of the letters "WWG" arranged vertically inside a large letter "U".



The cover of this early switch with the large round horn button is alloy and not chrome plated. I refer to these early KS 601 switches as "the Honk'n Big Switch"! They have an art deco design to them and clearly look like they could be used to detonate an atomic bomb.

If you have a parts or service tip on a Zündapp model, please send it along to Kevin or Warren



Sometime around 1953 a second switch appeared on the KS-601s for a time. The switch is illustrated in the early Parts Books. This switch has a chrome plated cover. As you can see, this example below is missing the clamp portion of the switch.



I have had the switch in a parts box for over 30 years and did not even remember it was a Zündapp switch until "The Fool" called my attention to the early Parts Book. If you know who manufactured either of the first two switches please let me know!

By 1955 a new, more modern-style Hella switch with a chrome cover was introduced on the KS 601 and was also used on other model Zündapps.

This switch is often mistaken for the "Bosch-Type" switch.

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Then Came Bella!

-by Kevin Johnson

This is not my story, but it is a true one that I love to tell. I have heard it many times and often imagine I was there. Alas, it was before my time, but somehow my spirit was there.



This is the story of my two great friends, Albert Yanus and Alex Katona – themselves lifelong friends from childhood. Sometimes I think I was born too late. My own Zündapp story first: I never had a motorcycle or scooter growing up. I rode BMX dirt bicycles competitively. My brother had a Honda Spree 50cc scooter, but I never did get the chance to ride it—older brother, you know. I almost had a mini-bike. My mother tried it out the day we got it and took a few layers of skin off so Dad immediately got rid of it. But I got to ride the neighbor's Yamaha YZ 80 a few times.

I had been in school for 12 years after graduating high school and after a few years in the real world things were going well and I had made partner at work. The kids were now older and could wipe their own butts. I found myself with a bit more free time and I didn't know what to do with it. My wife told me to treat myself to a purchase. I guess she thought I needed a hobby. I think I was driving her crazy. I had no idea what to "get." For whatever reason I thought I'd get a vintage scooter. The quintessential vintage scooter in my mind was the Vespa, of course. Then I learned the oldest ones were 3 speeds, had rather bad suspension and tiny 8-inch wheels. To make matters worse, some it seems had welded-together frames from Vietnam. I got nervous. But then I saw a 1958 Zündapp Bella R154K 150cc scooter for sale in my old hometown 5 hours north. What's a Zündapp? It was so beautiful! I did no research whatsoever. I took the plunge and bought it sight unseen. That was 2008 and up until then I had no mechanical experience whatsoever. A lawnmower was a mystery to me at this point. When I brought the Bella home it seemed to start and run fine, with one exception. The bike would not stay in 3rd or 4th gears. I took it to a vintage scooter guru who had 30+ years of experience with scooters, but no experience with Zündapps. He said he could not help me and I felt alone and abandoned in the woods. There was no Zündapp shop on the corner. After 3 weeks of staring at the bike I disassembled everything related to shifting. I stared at the parts for another week. Then I realized it was missing a one-inch bushing. I was able to find one for \$2.80. Since then I have owned many Zündapps: 29 scooters and 9 motorcycles. I have restored 7 completely and 3 additional engines. But most importantly I have made several very good friends, including the Al and Al.

Albert (we'll refer to him as 'Texas Al') and Alex ('Ohio Al') grew up in Cleveland. In Ohio, in the 1950s, the law allowed a 14-year old to ride a scooter or cycle on the street, if the bike was certified to have less than 5 brake horsepower. Texas Al had a coral red 1958 Bella R154K he had purchased new from **Sills Motors** for \$425. At the time, it was the most expensive scooter sold. Bella 150ccs were \$399 and the 200cc was \$499. Meanwhile a Vespa thru Sears cost \$279. A Cushman cost \$250.

Ohio Al bought his maroon 1957 Bella R153 used at **Sills**. He proceeded to save his newspaper money and money earned from setting up the school gymnasium on Saturday nights for Sunday Mass the next day. The town did not have a Catholic church. With his savings he went to **Sills** and ordered the various parts he wanted to transform his 153 into a 154. This included a front fender chrome strip, portholes, rear toolbox and so forth.

Ohio Al had to settle for parts of various colors. He bought bits and pieces as he could afford them and added them to his scooter. The bike took on a multicolored look all its own. This was a common point of ribbing from Texas Al and other friends. The plan was to repaint the entire scooter. That never happened. When he was old enough to drive a car, the scooter ended up in the garage and from there, who knows.



The Ride to Remember continues on page 5

Texas Al and Ohio Al renewing their friendship!

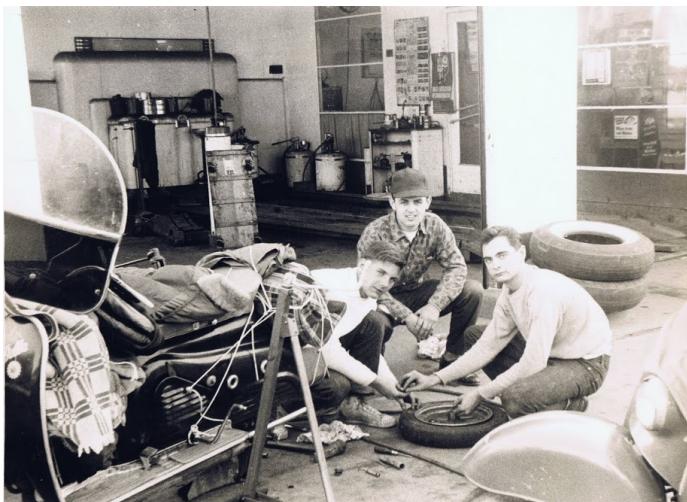


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During Spring break 1959, the 15-year old Als, and two friends, Jim Wagner and Egon Auricht, loaded the two 7-horse scooters to the gills and set off for a "camping trip." Egon Auricht was a foreign exchange student from Germany and was not supposed to



leave a 50-mile radius of Cleveland. In fact, the boys did go camping and then some. They rode their Bellas from Ohio to Georgia and back! During the trip they had a few flat tires and near the end of the trip they were low on money and freezing as they camped outside. They begged an innkeeper for a room. He relented and allowed the boys to stay in a room rarely rented as it was next to the boiler and always too hot for guests. The boys were snug in their beds – at least 2 of them were. They flipped coins to see who would sleep on the bed and who on the floor.



During the trip Egon took photos, which depict an innocent's bygone day. The Als did not appreciate having their photos taken at the time. The two Als are two of many wonderful friends I have made through my love of Zündapps. They are both reliving their childhoods again on Zündapp Bella scooters they purchased in 2007. Egon Auricht is a U.S. citizen and lives in Texas. I don't believe he has ever owned a scooter or a motorcycle, but I'll bet he cherishes the memories of his epic adventure on the back of a Bella. The Als fell out of touch with Jim. They think he's in California somewhere. Probably riding a Zündapp Bella, or wishing that he was!



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The most common switch appears similar to what was used on many other German bikes...

Seen below left is a 1954 BMW R68 with what the Germans call the “Bosch-Type” switch. Under magnification I find no signs of any manufacturer’s logo insignia or name. You will note the switch attaches to the clutch perch in a tidy fashion, rather than by means of a separate clamp. This allows the switch to be closer to the grip and more easily reached by the operator.



bikes, I do not believe them to be the proper switch originally supplied by Zündapp in the 1950s. Although I am told the “Bosch-Type” switch WAS in fact used by later Zündapp non-KS 601s.

If you don't already know more about flippin' dip switches than you care to... Continues page 8.

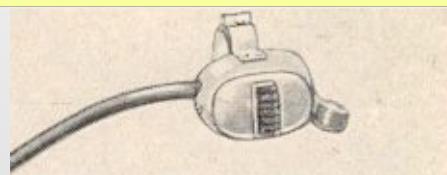
Next is the same “Bosch-Type” switch on a 1953 NSU Max Standard.

Unlike the BMW, an alloy clamp holds the switch to the handlebars. While the switches are certainly “period correct” for mid-1950s thru the 1960s German



THE ZUNDAPP FOOL

The first illustration from an early Parts Book is the second switch to appear on the KS 601. It also appears the same as the DB 202, 201, 200, Norma, Norma Lexus, Comfort, DB 205 and DB 255.

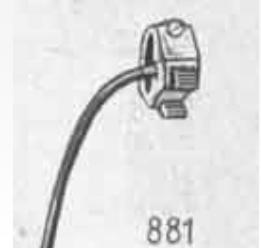


Next are seen a two variations on the later style Hella switch. Note 651 shows a raised or stepped



profile on the side of the chrome cover where the wire comes out, as opposed to a flat side as seen in illustration 881.

James also notes: the “Bosch-Type” switch WAS used and appears in the 1957 Bella



R 154, 200s Parts Books, while other Bellas have yet another switch. The best reference is the Parts Book for your bike’s year and model – but there were transitional changes not always depicted.



Judy and I have been KS 601-Zündappers since the early 1970s. But there is always more to learn...

Please send me your stories, tips or inquiries on Zündapp boxers.

– Warren

wmannEmail@gmail.com



PIN DOWN the date

Don't miss this year's Rally. Please send in your Registration now as it greatly assists in pre-planning. The Pins and T-shirts have already been delivered and your funds are needed to pay the bills! Seen here are last year's pin and the 2014 pin. We're sorry the Zündapp Gal Pin was not available for the first Rally, but if you pre-register for Rally II, we will send you both Pins!

TO PRE-REGISTER, CONTACT ME AT:

kevinwalkerjohnson@gmail.com

Chrome Plating Done Right

This is not a paid advertisement, but I would like to share with you my experience of the past few years with re-chroming Zündapp parts. There was a time, before the EPA, when chrome platers were located in every industrial city across the country. Running a plating line today is a very demanding business. Plating is a very, very nasty process. The chrome platers that remain in business include those involved in manufacturing, job work and, of course, those catering to antique and custom car and motorcycle work. I have used 3 different platers across the country in the past few years and keep returning to Southern California to get the job done right. I won't share the full story of one platter in Southern Massachusetts who promised my parts in 6 weeks and 6 months later the quality was criminally bad and had to be re-done elsewhere. My go-to plater is located about as far from my home in New Hampshire as possible. They are not cheap, and their finished price is not always the same as the original quote because they work on a time and materials basis (as they should). Their work is fantastic. And they do what they say they are going to do when they say they are going to do it! **Classic Components** is currently doing another chrome tank and have posted progress on their web site. The tank I sent them was cracked, dented and very ugly indeed. I like all-chrome tanks and have now done three 601s this way. I see it as the kind of semi-custom work that was done in the day by the So Cal boys. I know, it is not proper, and the Germans frown, but I figure someday someone can paint the tank top leaving just the chrome side panels if they prefer pure originality! - Warren

The screenshot shows the website for Classic Components. At the top, there are logos for "Classic Components" (with a stylized horse head) and "SOUTH BAY CHROME" (with "SBC" in a shield). To the right are links for "Company Contact Us" and "Services/Pricing". Below the header, a thumbnail image shows a man in a white shirt with the text "PEPPER JAM tom WI". Next to it is the title "- 1956 Gas Tank Restoration" and the date "Posted on February 13, 2014 by Gary Glass". A brief description follows: "This gas tank is off a 1956 Zundapp motorbike. The tank was dented and torn when we received it. It required multiple copper layers, welding and metal repair as well as hand polishing. I think the eight weeks it took to complete were well worth the wait!" Below the text is a large image of the gas tank, which is shiny and polished. To the right of the image are social media sharing options: Share, Tweet, Email, Share This, Like, +1, Pin It, and Instagram.

1956 gas tank copper plated and repaired/welded

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See the difference?

You will note, in the photo to the right, two switches side- by side. The Zündapp Hella switch is on the left and is wider than the “Bosch-Type” switch on the right. The Hella features a bigger plastic thumb toggle. Examining the inner mechanism under magnification, the Hella logo is visible.

Clearly, heavy fisted, hardy Zündapp riders deserved a more robust switch than those BMW fellas who perhaps were less likely to be flashing their lights and honking their horns as they plodded along at slower speeds than the Zündapps!

The internal switch of the Hella unit is a more beefy design. Seen on the left is the “Bosch-Type” switch



internal, and on the right is the proper, larger Hella Zündapp internal switch. The two switch internals are of course *NOT* interchangeable!



You will note two styles of alloy clamps. The Hella switch on a Zündapp KS 601

has the notched type clamp which allows the switch to mount closer to the handle grip, interlocking it with the clutch perch to facilitate operation of the switches.



Does your Zündapp have an improper “Bosch-Type” switch?

When re-installing the proper Hella switch, due to replacement of the cable or changing handle bars, if the wiring harness is not firmly tucked up into the switch, when the clamp screw is tightened home, it is very easy to over-tighten the screw to the point where undue pressure pushes on the outer chrome cover and it rather easily cracks as you can see in this photo. Being difficult to repair or find replacement switch covers - both today and even back in the 1960s - broken Hella switch covers were more easily replaced by purchasing new “Bosch-Type” which were available at any BMW dealer for under \$10. These switches are still available through BMW, but you will need to about double that price and then add a zero! It is interesting to note in one of my old Parts Books that the price of the complete Hella switch was originally \$3.20. Ouch!





Share your Zündapp Story And Experiences!

Tell us your story and recollections about riding and owning Zündapps. Everyone has a story to tell, and we'd love to read yours so please send in your story and photos. The Zündapper cannot continue without your input! Photos and captions are always great.... Are you a new Zundapper? Tell us what drew you to the bike or scooter you ride. Have you taken some special trips on your Zündapp? We'd love to hear about it.

Do you have some helpful tips to share about repairing and servicing your Zündapp? Or just some funny Zündapp stories?



Charlie The Zündapp Wonder Dog was in full charge at the first Rally. Following his directions were Kevin, behind the wheel and Tony holding Charlie's coffee.

Please give us your feedback on The Zündapper!

Kevin's email address: kevinwalkerjohnson@gmail.com
 Warren's email address: wmannEmail@gmail.com

*The easiest way to pre-register is to **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

