

Sharp dresser

Words and photography: Chris Pearson

Just two issues ago, *QUAD* tested the new Quadzilla RS6, a machine that featured an all-new 594cc engine from the highly regarded CF Moto factory. The new design literally transformed the original machine it was based on. Just a few short weeks later, and the ultra-prolific QZ team is at it again, using the same CF Moto power-plant, this time creating a new buggy. The Z6 will cause quite a stir once it arrives in the UK, but we were invited to sample the pre-production version, currently undergoing evaluation at QZ HQ



For work or play, the automatic, 594cc Z6 buggy packs a mighty punch



So fresh off the line was the Z6 that there hadn't even been time to replace the original CF Moto factory logos with the more-familiar Quadzilla ones. Closer inspection revealed the adoption of the usual attention to detail and build quality we've come to expect from QZ-branded products. The team evidently strives, while sourcing new machines, to ensure that any new addition to the ranks meets their exacting standards; this buggy is no exception. Well-finished and tight-fitting plastics work well with the hefty metalwork to reinforce the first impression of a well put-together machine that can go anywhere. The overall styling is angular and futuristic, at first giving the notion of a mere rich kid's toy. The reality, however, is that the Z6 is a practical tool capable of an array of hard tasks and suited to a wide variety of uses.

Despite carrying an extra 100kg of weight (over the RS6), the Z6 is a nimble mover. Nothing really seems to bother the mighty torque of

this new engine, while the power train handles every task imaginable, with ease too. Once the correct ratio has been chosen, it's a case of depressing the throttle and away you go – smoothly and without fuss, thanks to the well set up and sorted CVT gear train. The controls used to select the various forms of drive and differential lock are identical to those of the RS6, just laid out in a more relaxed style on the spacious dash. As such, they're much easier to operate, and make it easier to see what is happening deep down in the bilges (aye, aye, Captain - Ed), thanks to the array of warning lights and displays. The versatile transmission is helped by the independent suspension allowing each wheel to be in contact with the terrain as much as possible.

Night and day

Equally as impressive is the braking; each wheel has its own hydraulic anchor, making the Z6 a sweet machine in all aspects of its operation, especially at speed on the hard stuff. Despite the chunky tyres, which off-road use demands, the steering on the open road is light and easy to control, making this buggy a real 'on-off roadster'. Equipped with a powerful winch up front and the ability to tow a trailer from the rear, the Z6 will be equally at home carrying out load-lugging duties on a smallholding or looking cool on the beach front or town centre. The adaptability between on and off-road work is seamless; one could easily work on the farm all day before a quick jet-wash and then spin off to impress the nightlife revellers or enjoy some serious leisure fun. The rear boot also means a good deal of shopping or other cargo can be stored safely, once again adding to the wide range of tasks this machine makes light work of. Because the whole vehicle is open rather than enclosed like a car, security is something that will need to be thought about. Lockable steering is the only security feature.

The occupants are made to feel extra safe thanks to the chunky steel frame that wraps around and over the cockpit area, while, inside, race-style bucket-seats add the finishing touches to this sporty-looking buggy. The left-hand-drive arrangement is a permanent one too; it's not a problem, as the clear, all-round vision offered by the Z6 allows to be driven almost like a conventional quadricycle. The width of the machine never creates a problem on the blind side, like much larger vehicles often can. A range of accessories, including a fetching Perspex screen that should offer a little more protection against the UK's unpredictable weather, will be made available soon.

For a change, the usually up-to-speed and ahead-of-the-game team at Quadzilla could not be pushed to disclose the final price. A realistic guesstimate is between £6,000 and £6,500. The final specification is yet to be set, hence the vagueness. Having tested the first Z6 – in out-of-the-crate condition – I would say it's pretty near spot-on. Whatever the end result on the cost, it'll be a cracking machine well worth the wait when the first batch arrives here, hopefully, in June 2010. It's a useful tool, extremely versatile in so many areas, and a great-looker too.





Specifications Quadzilla Z6

Cost:	TBC (estimated at £6,000-6,500)
Engine:	Single-cylinder, liquid-cooled, four-stroke DOHC 4 valve
Capacity:	594cc
Bore x stroke:	96 x 82mm
Power:	37.5bhp @ 6,300rpm
Torque:	34.5ft/lb @ 5,500rpm
Transmission:	Automatic CVT High, Low and reverse ratios, two and four-wheel-drive, diff lock and shaft final drive
Starter:	Electric
Frame:	Steel cradle
Front suspension:	Double alloy wishbone, adjustable oil-damped shock absorbers
Rear suspension:	Double alloy wishbone, adjustable oil-damped shock absorbers
Front brake:	220mm disc single-piston floating-calipers
Rear brake:	220mm discs single-piston floating-calipers
Front wheel:	205/80-12
Rear wheel:	255/65-12
Length:	2,630mm
Width:	1,320 mm
Wheelbase:	1,960mm
Dry weight:	450kgs
Fuel tank capacity:	19 litres, including 3.5l reserve
Colours:	Red



Contact: Quadzilla. Tel: 01507 522900.
Web: www.quadzillaquadsco.uk

G R Yeates Ltd

QUADZILLA®
Quads & Buggies



**Z6 QUADZILLA
COMING SOON**

Stockport

Tel: 0161 4278961 Mob: 07790395152

