45th volume - Number 5

DAT KLEINE WONDER

December 2020

DKW Club Nederland
The Netherlands

On the front page:

The Auto Union 1000Sp remains a special car to see.

This DKW was first presented to the public at the IAA in Frankfurt in 1957. 8 years later, in March 1965, the last AU 1000Sps rolled off the production line.

Goal

The DKW Club Netherlands is a historic vehicle club founded on November 22, 1975 and located in Hilversum.

The DKW Club Netherlands aims to promote the restoration, maintenance and riding of automobiles, motorcycles and mopeds, scooters and accessories of the DKW and/or Auto Union brand, provided they are equipped with a two-stroke engine.

The DKW Club Netherlands keeps in touch with its members through the club magazine 'Dat Kleine Wonder', which is published five times a year, by organizing tourist rides, events and through a parts supply.

Membership & Contribution

Membership is open to everyone, whether or not in possession of a vehicle described above.
The contribution is €30 per year. New members pay a registration fee of €20, with the exception of new members up to 21 years of age.
Family members pay a €10 contribution without registration fee.
Cancellations of membership must be made in writing to the secretary before December 1.
Bank account: NL38INGB0006128184 in the name of treasurer DKW Club Netherlands. BIC: INGBNL2A.

Membership administration

Eric Cox

Club shop

Monique Mentink and Erik Bergsma

Internet site www.DKWclub.nl

Harry Broers (Web administrator)
Eric Cox (Web Administrator)

Editorial address & Submit advertisements

John Smeets,
The editors reserve the right to edit or not publish articles and advertisements without giving a reason. For the closing date for copy and advertisements, see elsewhere in this club magazine. The closing date is strictly adhered to by the editors, so that the club magazine can be sent within two weeks of this closing date.

Board members

Chairman: Harry Broers

Secretary: Eric Cox

Treasurer: Bonny Bakker

Board member: Jan Calame

Board member: Ruud Wijnne

Contacts Regions

North Region: Sip Sipkens and Joop Willems
East Region: Vacant.
South Region: John Smeets,
West Region: Jan Calame
Central Region: Erik Bergsma

Question beacon

Pre-war cars: Jan Bossink
Munga/Junior/F11/F102: Wiro Winnubst
Autoelectro: Jo Nuismer,
Motorcycles: Ad Vennix
Motorcycle electrical: Anton Straver
Mopeds: Olaf Reilingh

Parts warehouses

Car parts: Roel van Drogen
Motorcycle parts: Johan ten Arve

Warehouse address for car and motorcycle parts: Westerweiden 32A, 7961 EA Ruinerwold (no postal address).
Payments: account number NL70INGB0003218481, in the name of DKW Club Nederland warehouse, Haren.

Moped parts: Olaf Reilingh,

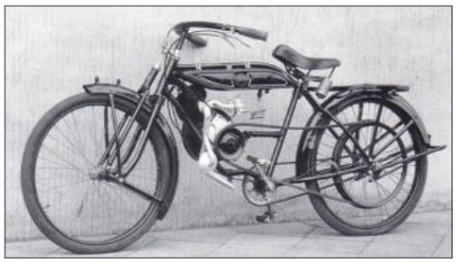
Warehouse address for moped parts: Garagebox 5, behind Burg. van Houtlaan 154-156, 5701 GL Helmond.
Payments: account number NL63INGB0007514155, tnv DKW Club Moped Warehouse.

Event coordination

Wardje van Drogen

Inhoud o.a.

Contents, among others



History 8

DKW Motorcycles from Zchopau, part 2

After Hugo Ruppe was replaced by Hermann Weber by Rasmussen, he immediately started designing the first real DKW motorcycle as a new constructor. This resulted in the RM Reichsfahrtmodell model, which was soon followed by the ZL Zschopauer Leichtmotorrad model.

Report 12

Word from Wardje

The parts warehouse in Zwolle had outgrown its capacity and Roel van Drogen started looking for a new location. Our warehouse manager in Ruinerwold found it. After approval by the members, the volunteers could get to work and a clean-up and moving job was started, which Wardje briefly explains.

From club members 14

From wreck to beauty, part 47

In addition to the attempt to solve the problem with the F1's dynastart, work on the bodywork of the F91 convertible is in full swing. It was discovered that at Karmann, where these F91 convertibles were built, the body of a coupe was adapted for the convertible models.

Club members tell 17

How Lucas Rijnders got his RT 250/2

Lucas Rijnders registered as a member of our club at the beginning of this year and he brought with him a DKW RT 250/2, built in 1956, that was yet to be restored. This motorcycle was discovered in a special way in southern Germany by a cousin of Lucas. You can read the story behind this find from page 17.

Technology 21

Problem with starting/starting engine

We have all had to deal with the DKW's engine being difficult to start or not starting at all when starting. This problem can have various causes and therefore in this contribution from your editor you will find some possible causes and what you can check and try to solve yourself.

Restoration report 24

Restoration DKW F5 K, the sequel

In this club magazine you can also read how Geert van der Veer completed various work on his DKW F5 K, built in 1935. For example, a problem had to be solved why the engine was starting poorly, the DKW was aligned and Geert took a good look at the carburetor.

Event calendar (subject to change)

DKW Club Events

Unfortunately, outside the warehouse openings, there are due to the Corona measures no other DKW Club Events planned yet.

Warehouse Ruinerwold

Saturday , DECEMBER 19 11:00 AM - 2:00 PM

Saturday JANUARY 16	11am - 2pm
Saturday FEBRUARY 13	11am - 2pm
Saturday, MARCH 13	11am - 2pm
Saturday APRIL 17	11am - 2pm
Friday, MAY 21	7:30 PM - 9:30 PM
Friday, JUNE 18	7:30 PM - 9:30 PM

Car parts
Roel van Drogen

Motorcycle parts
Johan ten Arve

DKW Events Europe

* 7 - 8 MAY 2021
Spring meeting with AGM of the German AUVC club and parts market in the Hessenhallen in Alsfeld (D).

** JUNE 3 - 6, 2021
3rd DKW Hebmüller-Karmann Meeting in Klingelberg am Main (D).

* JUNE 25 - 27, 2021
Auto Union and DKW Treffen, in connection with the 33rd Ove Rasmussen Memorial Day and in collaboration with DKW Motorradclub, at the August Horch Museum in Zwickau (D).

* JULY 29 - AUGUST 1, 2021
48th International Auto Union meeting in Rotenburg an der Fulda (D).

To make a note in advance.

* 2022
49th International Auto Union and DKW Meeting in East rich.

* SEPTEMBER 2, 2022
6th DKW Schnellaster Meeting in Bayreuth (D).

* 2023
50th International Auto Union and DKW Meeting in Neu-market in the Upper Palatinate (D).

Word from the Chairman

The digital future of our club

On November 22 last, we somewhat out of necessity, our first online General Members Meeting was held. Due to the Corona measures, we could not invite our members to a beautiful central location in the Netherlands. That is why we have given members the opportunity to attend the AGM from their own environment. And although such a 'digital' meeting does not offer the conviviality and mutual contacts that we are used to, in retrospect we can safely call it a success. We have noticed that members are now participating who we do not see at a 'normal' General Members Meeting, but we also noticed that a number of regular visitors have not found their way to this digital performance.

After this came the tip to organize a hybrid meeting in the future. So both meet at one location and simultaneously stream this meeting for those who do not want or cannot come to the meeting.
We'll take a closer look at that.
I also think it is wise to look at the possibilities of social media that we currently do not or hardly use.
The first priority must be that it must be of added value for at least some of our members. I am thinking of Instagram and Twitter, which in their own way can be an extension of 'real' contact. We also use Facebook in that sense at the moment. I speak for myself when I say that I have little or no knowledge and experience with this.

An older form of digital contact is the use of a forum. This will then be linked to the website and we will use this to build up a history of questions and answers regarding our hobby.
I have already indicated that the various social media have different goals and also attract different users. But also that these must be managed. Someone will always have to keep an eye on it to keep it on track and not to derail it. I think this would be something for one of our younger members to shape. Someone who will help guide our steps in the digital environment.

Eric Cox and I have given our website a new look in recent years. One of the objectives was to showcase our club and our brand in a fresh way.
Another goal was to make the threshold low for new members to join our association. I think we have succeeded well in this, as evidenced by the many new club members we have already welcomed this year.

Let me be clear. It is not my intention to completely change the club as it currently operates. I am happy with our activities, our club magazine, our Facebook page and how we interact with each other. Many of our members will also see it this way. But I am also convinced that a new generation is emerging that also wants to experience club life in a different way. And that is where our long-term future lies. Our continuity.
At this point I therefore appeal to that generation to stand up and contact me. I am specifically looking for a webmaster and someone who can actively help us with the choice and management of new media. With good arguments, we are open to all good ideas.
Register, let us hear from you.

HARRY BROTHERS

Contribution 2021

Each club member has received a separate covering letter with this club magazine. gene stating that you
1) must transfer the contribution yourself (before 1-1-2021) or 2)
you do not have to do anything because you have issued an authorization or
3) you do not have to do anything because you have canceled your membership.

New warehouse employees

The team that manages the parts warehouse in Ruinerwold is recently expanded with two new employees.
You can now also find Arie Schenk behind the counter in Ruinerwold, who is mainly used for motorcycle parts. In addition, Anne Kruizinga, who has knowledge of car parts, has been added to the team. Both gentlemen, welcome to the warehouse team!

General meeting vergadering

Report of the digital AGM of November 22, 2020

Due ***to the corona measures, it was impossible to hold the meeting***

to take place physically in 2020. After being postponed twice, it was decided to organize the meeting digitally. As a result, the original agenda was shortened, so that only the necessary points were covered.
The system used worked with a 2-step verification. Attendance and votes are automatically recorded by the system. The meeting started on November 22 at 1 p.m.

65 members registered, of which 51 members were present. 3 members had authorized someone and some members came into the meeting later.

01. OPENING

Chairman Harry opens the meeting at 1 p.m. He believes that this method of meeting is a good alternative to a physical meeting. A positive effect of this meeting is that many new members are present, even from America. Questions can be asked via the chat box. Only questions relating to the current agenda item. No questions were asked in advance.

02. ADOPTING AGENDA

This is determined unchanged.

03. RECEIVED DOCUMENTS AND COMMUNICATIONS

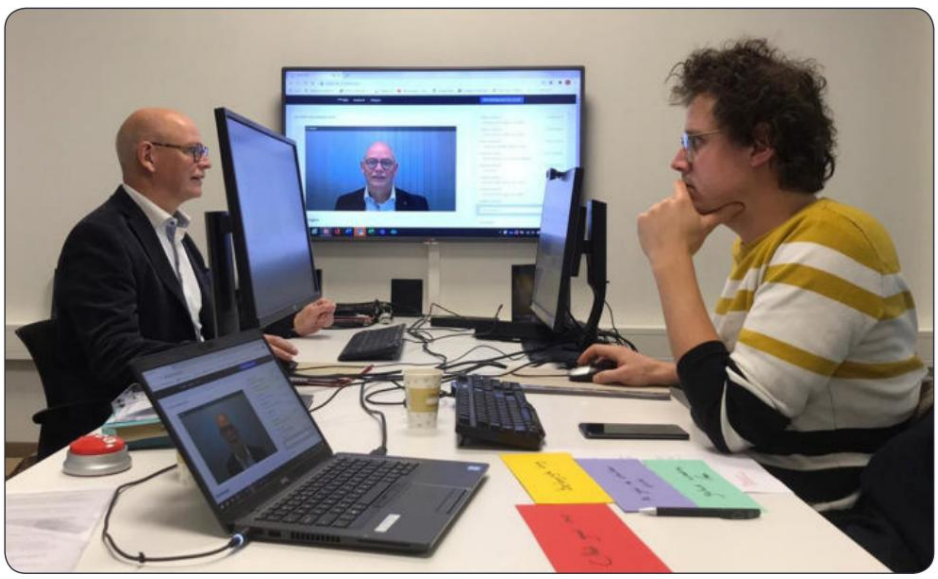
Incoming documents: the tax authorities are going to put a magnifying glass on classic car clubs to see whether they are liable to pay tax. Eric Cox explains that the criterion is a turnover of more than 20,000 euros. The DKW Club has not yet received a letter from the tax authorities. It is important that as a club we are not part of economic activity, so we do not sell parts or club shop items to non-members. The Fehac is now looking at how classic car clubs can be exempt from tax.

04. MINUTES AGM MARCH 24, 2019

(see club magazine no. 2 of 2019).
The minutes of the 2019 meeting were adopted without comments. Vote in favor of 52, 1 abstention.

05. FINANCIAL REPORTS FROM TREASURER, WAREHOUSES AND CLUB STORE

(see club magazine no. 1 of 2020).
Harry reviews the financial situation of the club, the club shop and the warehouses. Henk de Vries asks why the budget does not include any benefits from the club shop and warehouse. Harry explains that they cannot be listed there because they cannot be estimated. Benefits go to the club's reserves.



06. ACCOUNT COMMITTEE REPORT

The audit committee determines that the 2019 finances of the club, the club shop and the warehouses are transparent and comprehensible. The board is then granted discharge. Vote for 56.

07. COMPOSITION OF NEW ACCOUNT COMMITTEE

Jaap Stienstra Jr. is resigning from the audit committee. We are looking for a new member
The audit committee is the members' means of monitoring the board.

Two members register, namely GC Wielemaker and Lambert Bongers. Lambert indicates that he will 'park' for a while. Mr Wielemaker is elected with 55 votes in favor and 1 abstention.

08. BOARD ELECTION

Eric Cox is resigning and eligible for re-election. He is re-elected with 55 votes in favor and 1 abstention.

09. CONTRIBUTION INCREASE, REGISTRATION FEE AND DIGITAL MEMBERSHIP

Harry explains the board proposal.
Full membership: due to rising costs in our annual expenses (warehouse, website, club magazine, shipping costs), annual income and expenses are not in balance. To get this back in balance, we propose to increase the contribution from €30 to €40. This is a significant increase, but necessary.

We do not want to structurally access our reserves. This is the first increase since 2005 (as of 2006).
Even then, the reason was that income and expenditure were not in balance.

Exactly 45 years after the founding meeting, the AGM went digital for the first time! From the studio in Eindhoven, chairman Harry Broers and his son Max as moderator ensured that everything went smoothly.

For 48, against 5 votes and 2 abstentions. This rate will therefore take effect in 2021.
Digital membership: this is an alternative to full membership, with the same rights, but without physical mail. So only digital messages/club magazines. This form of membership is attractive for members who are happy to read the magazine on a screen and for foreign members who do not speak the Dutch language.
The digital club magazine and website can be easily translated. What also counts is reducing the shipping costs of the club magazine.
That is why we propose to make digital membership possible for €25 instead of €40. To be clear: all members will have the option to choose full or digital membership. Dutch members can indicate to the secretary that they also want to use a digital membership. This would apply to them from 2022. Foreign members will be encouraged to take out a digital membership. We will not increase contributions from foreign members. We are committed to a digital membership for them.

Vote for 45, against 5 and 5 abstentions.

The board proposes to abolish the registration fee. It was set up at the time to cover the extra costs of sending three club magazines. This will no longer be done, as the old magazines can also be viewed on the website.

Vote for 40, against 9 and 7 abstentions.

Paul Veenings asks whether we did not introduce the registration fee at the time to prevent members from buying out the warehouse and then leaving the club after a year.
Harry indicates that you rarely, if ever, meet such members. Retaining members is the club's job and the warehouse is happy with every sale as there are enough parts available.

10. HOUSEHOLD ADAPTATION REGULATIONS

The internal regulations must be amended, among other things to record the above changes and to confirm that the club shop only sells to members.

Vote for 54, against 2.

75 years ago
New start with the Zentral depot

On May 7, 1945, the day the Second World War ended, the management of the Auto Union AG detected from Chemnitz to the American occupation zone.
Two weeks later, the first discussions took place at the Auto Union branch in Munich for the establishment of a parts depot in the western occupation zone. Nearly 60,000 DKW cars from the 1930s had survived the war and were in urgent need of parts.
In addition, thousands of DKW motorcycles and also many large Audi, Horch and Wanderer wagons.
On December 19, 1945, the "Central Depot for Auto Union Ersatzteile" was successfully established in Ingolstadt, where the buildings of the former defense bakery could be rented. Production and overhaul of parts started modestly. This was the seed for the reconstruction of the Auto Union after the war and the foundation stone for the development of the city of Ingolstadt from a garrison town to a modern industrial city.

11. OTHERWISE

Nico Declercq: will the Dutch club magazines for Belgian members also be digital? Harry: no, stays as it is.
Arie Schenk mainly sees gray areas near the vehicles on the member portal. Harry: that is because the members in question have not (yet) posted a photo of their vehicle on the website. Arie suggests showing the photos first and then the gray boxes.
Various members have received positive messages about this way of meeting.

Dennis vd Werf is concerned on behalf of the young members about tinkering with old vehicles. The required knowledge and skills are here generation not present. Harry points Dennis to technical articles from our club magazine. He also takes this comment seriously and will discuss it in the board.

Erik Bergsma indicates that selling items from the club shop to only members is difficult in practice.

12. CLOSURE

Harry concludes this general membership meeting at 1.45 pm with the remark to stay healthy. He shows another video about the development of our warehouse in Ruinerwold. This is also stated on the website.

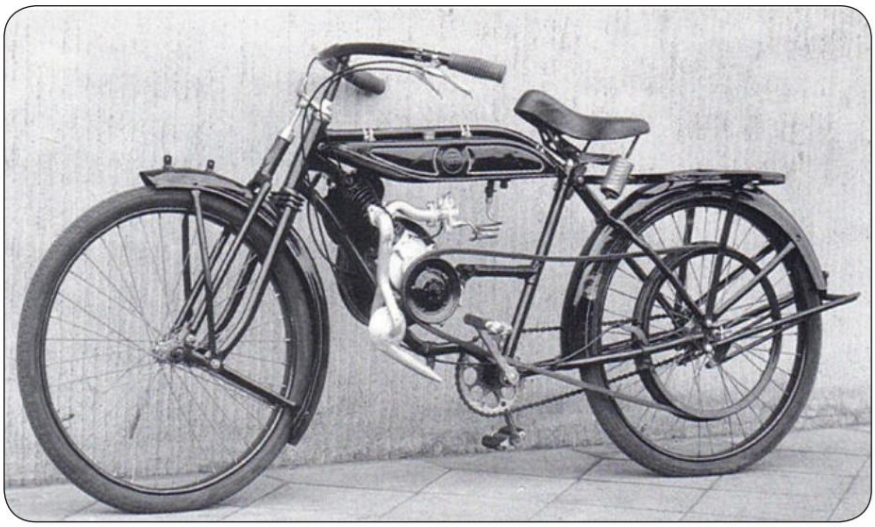
ERIC COX
Secretary

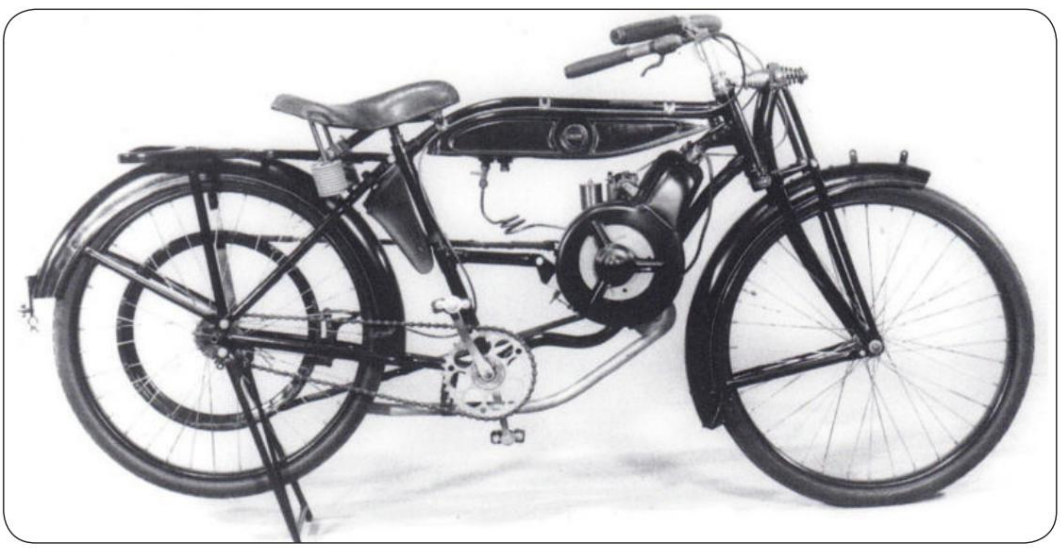
DKW motorcycles from Zschopau, part 2

RM Reichsfahrtmodell and ZL Zschopauer Leichtmotorrad

In 1932, Hugo left Ruppe after several disagreements with Rasmussen about the future developments of the two-stroke engine at the Zschopauer Motoren-werke. However, Rasmussen found a more than adequate successor in the person of Hermann Weber, who constructed the first real motorcycle for the Zschopau factory in the same year. The basis was the DKW engine with forced cooling already used in the Lomos seat bike, which delivered 2.5 hp with a cylinder capacity of 148 cc and now lies diagonally under the petrol tank with a capacity of 3 liters, which is attached with clamps. , found its place. The drive to the rear wheel was again done with a leather or rubber belt, whereby the clutch for idling and for the driving speed, which was between 4 and 65 km/h, could again be adjusted by hand.

The manual stated: "The coupling is particularly useful and is operated manually with a lever. If you press the lever forward, the two sheave halves of the pulley drive are torn apart, the belt falls on the stationary sheave, the clutch is then disengaged and the engine runs idle. By pulling the clutch lever backwards, the clutch and thus the engine can be switched on again. However, this coupling also makes a changed transmission ratio possible. If you use the lever per tooth, you pull the drive disk apart more or less and thereby reduce or increase the transmission."

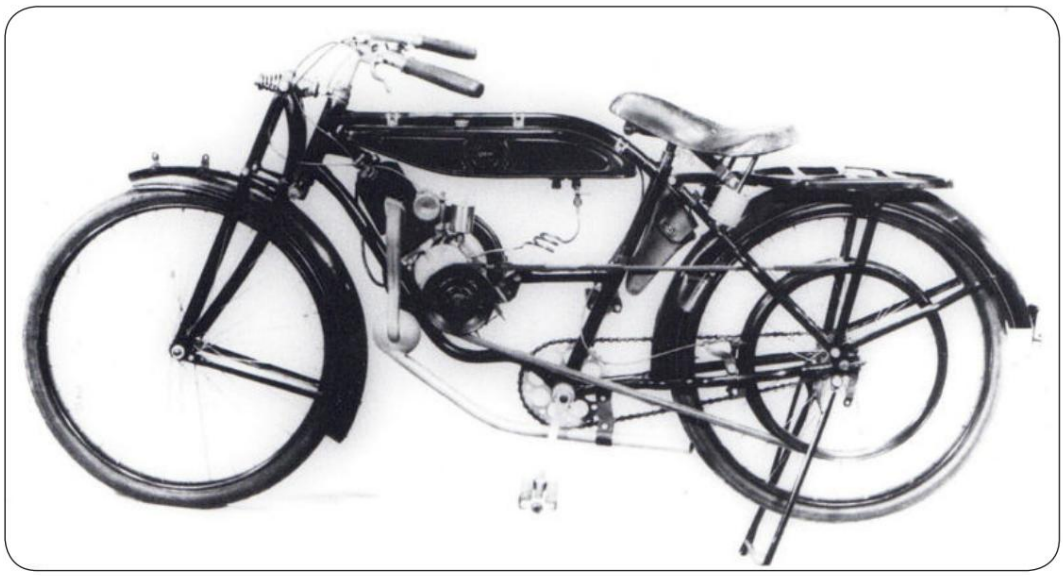




Completely above:
First manufacturing hall for DKW motorcycles in Zschopau.

Above:
Reichsfahrt model with the initially used front wheel hub.

Left:
The Reichsfahrt model had the forced cooling on the right side that would be typical for DKW motorcycles in the coming years.



Above: A Reichsfahrt model, with the Boysen Steigboy exhaust.

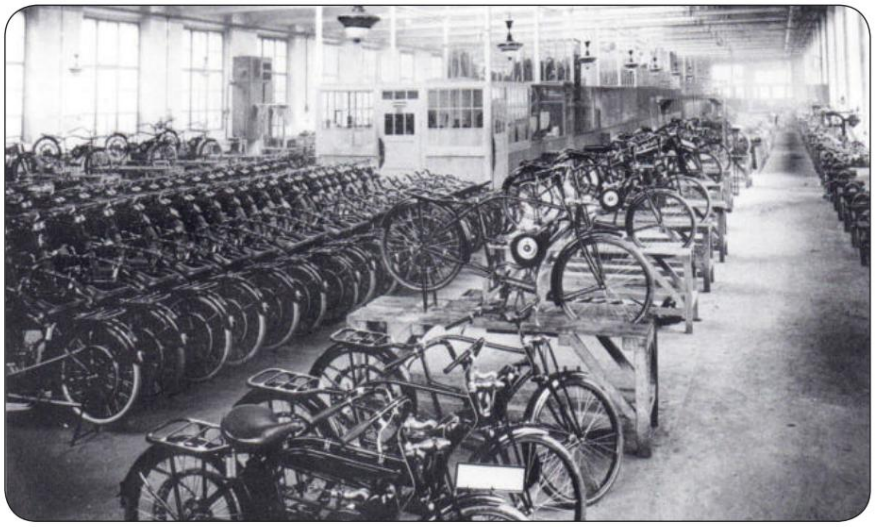
Below: Three Reichsfahrt models in racing version with racing steering wheel and aerodynamic rear in the year 1922.

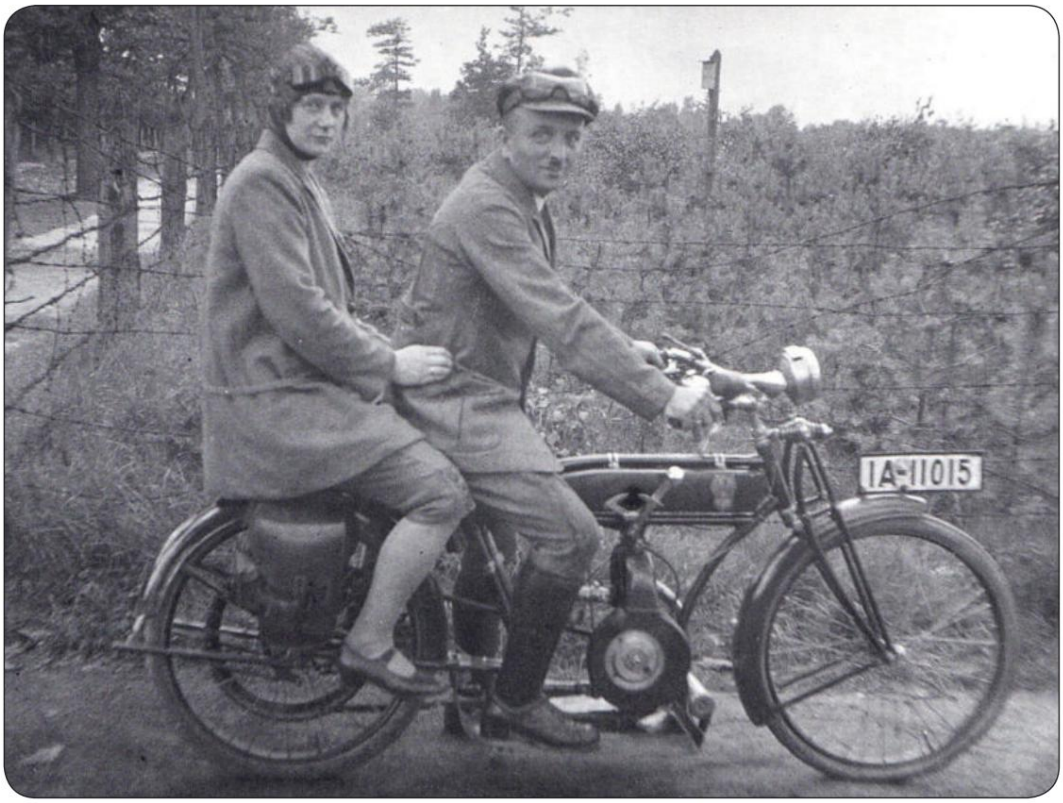
Completely downstairs: Production hall in Zschopau.

The ignition of the engine was done, as with the predecessors of these engines, by the flywheel magneto ignition, whereby the flywheel simultaneously carried the forced cooling fan. Consumption was 2 to 3 liters of mixed lubrication per 100 kilometers, but the tank capacity of 3 liters limited the range. The motorcycle was delivered almost exclusively in black with gold-colored piping. To increase the fame of the DKW brand and make it better known in the country, the Zschopau factory took part in the races on the Avus-Ring in Berlin on June 10, 1922, where with 55 participants and 27 different manufacturers, DKW became the first achieved four places.

More victories followed with the so-called ADAC Reichsfahrten. At the Reichsfahrt Berlin-Heidelberg they achieved the first three places and at the Reischsfahrt Leipzig-Breslau-Berlin the victory in the hill climb, the victory on flat terrain and the victory in the final classification were achieved. Based on these many successes, the factory decided to give this motorcycle model the name Reichsfahrtmodel and promote it under this name.

The Reichsfahrt model was also available with pedals and a back-pedal brake. In the current series, the front fork was changed, first with a swing lift suspension and later with a pendulum suspension. These were produced analogously to the ZL model. The ignition breakers that were previously located outside were moved inside near the magneto ignition. The factory also tested various exhaust systems where performance was increased with the Steigboy version from manufacturer Boysen. The production of the Reichsfahrt model was between 1922 and 1925, with 20,000 copies finding a buyer.



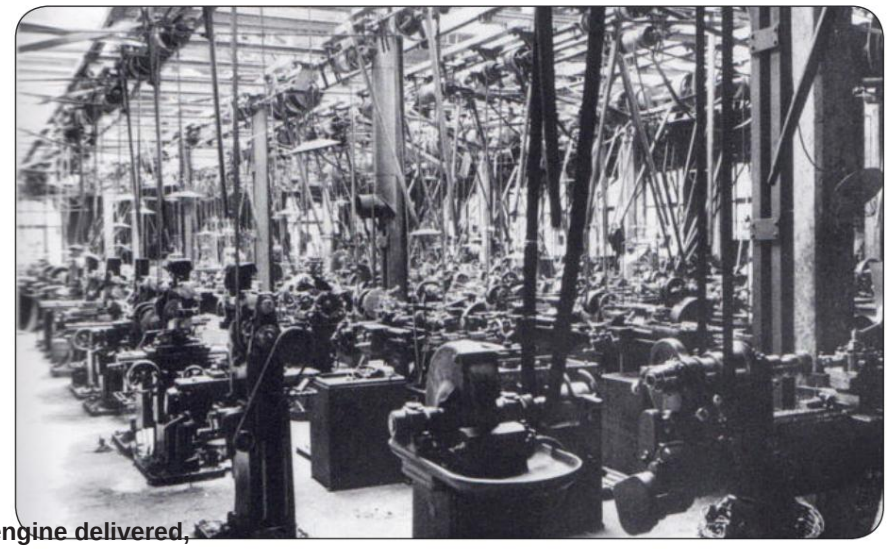


Left:
This owner visibly proudly shows his new DKW ZL with extra saddle for his passenger.

Below:
View into one of the production halls in the DKW factory in Zschopau in 1924.

ZL ZSCHOPAUER LEICHTMOTORRAD

In addition to the Reichsfahrt model, DKW launched the ZL model, Zschopauer Leicht motorrad, in 1923. In this model the engine was not installed at an angle but upright, which also had a positive effect on the center of gravity of the motorcycle. The engine was also started here with a crank, which was inserted into the cover of the Lomos coupling. There were no gears yet for this ZL model. The clutch could be operated manually using the lever attached to the right of the 5-liter tank. In the beginning the engine still had a cylinder head with sloping cooling fins, but the factory later changed this with a cylinder with horizontal cooling fins. The two-stroke engine delivered,



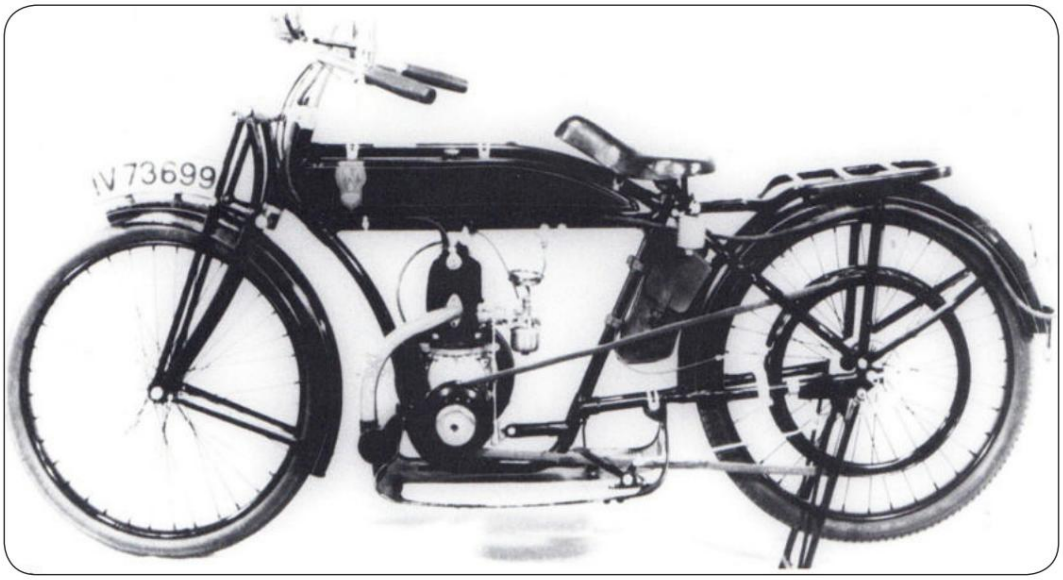
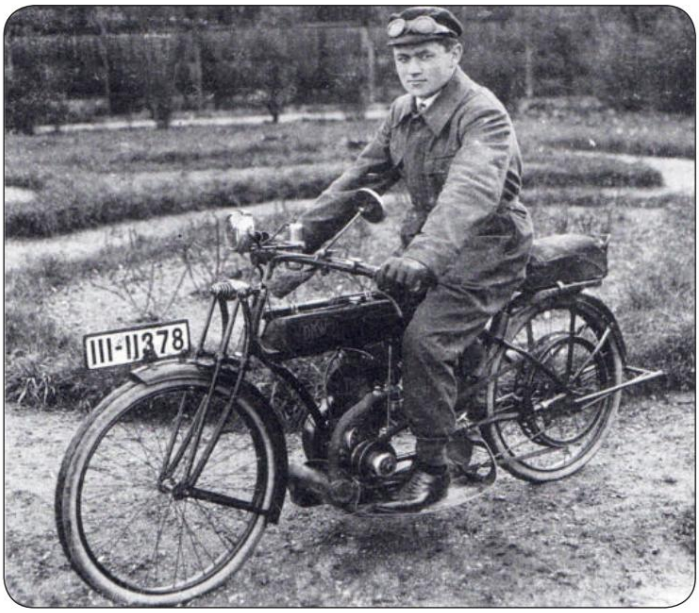


Image of the Zschopauer Leichtmodel motorcycle seen from the drive side. The motorcycle was started using a crank, which was inserted into the drive claw of the Lomos coupling.



as with the Reichsfahrt model, 2.5 hp with a cylinder capacity of 148 cc and thus reached a top speed of 65 km/h. Braking the motorcycle was done, as with the later Reichsfahrt models, with a foot brake on the belt of the rear wheel and with a handbrake that operated a brake block on the pulley of the rear wheel.

The name DKW already guaranteed solid and high-quality used motorcycles in the early 1920s. When in 1923 the Deutsche Kabelwerke wanted to determine the sound of their name De Ka We through a lawsuit and won in the second instance, the factory in Zscho-pau was forced to revise their initials.

Thus, DKW, 'Das Kleine Wunder' now became DGW, 'Das Große Wunder'. The dealers and customers informed the factory about this unfortunate situation by mail and through advertisements. Despite this, Rasmussen used the DKW concept again and again and there were processes again and again.

Only in 1927 was the battle finally settled, resolved by the fact that the Deutsche Kabelwerke was also trying to gain a foothold as a tire manufacturer. They were of course very interested in winning Zschopauer Motorenwerke as a customer and also selling the tires produced under the Deka name to the largest motorcycle manufacturer.

This meant that the factory in Zschopau could eventually use the name DKW again. The motorcycles manufactured at that time were therefore marketed as DKW or DGW and in the beginning even as DRW (presumably Deutsche Rasmussen Werke). In 1924, production of the ZL model ceased with a total of 2,000 units produced.

Source: DKW Motorräder from Zschopau 1921 – 1945
Author: Jörg Sprengelmeyer

Translation: JOHN SMEETS

Top left:

DKW ZL with a carbide lamp that was common for that time (1925).

Top right:

Zschopauer Leichtmotorrad in the Luna Park in Leipzig, also in 1925.

Two owners are ready for a ride with their motorcycle, on the left a DKW ZL.

Word from Wardje

The parts warehouse Zwolle was actually a concept for everyone. To reach it, one drove past the station and found it on the right side opposite Doeland and the Hortensia flower shop. That was the place where Bé Jansen offered the club space in 1991 to start the warehouse here again. With a small group of volunteers, a space was created where members were received for their parts for many years in a row. We also found shelter during many New Year's receptions, at the neighbors in De Blaende Veiligheid, and then the parts warehouse was also the place where the club members could go.

Zwolle became too small and had outgrown its capacity. It was cold there in the winter months and there were no other facilities such as a toilet.
Last October, warehouse manager Roel van Drogen came across another, better location, namely in Ruinerwold. There, Roel found an almost new warehouse on a small industrial estate on the Westerweiden.
Together with the other warehouse employees and the board, the location was viewed and approved. However, because such an action required approval from the members, a special general meeting was quickly convened. During this AGM, chairman Harry Broers gave a good explanation and the club members present appeared to support this decision.

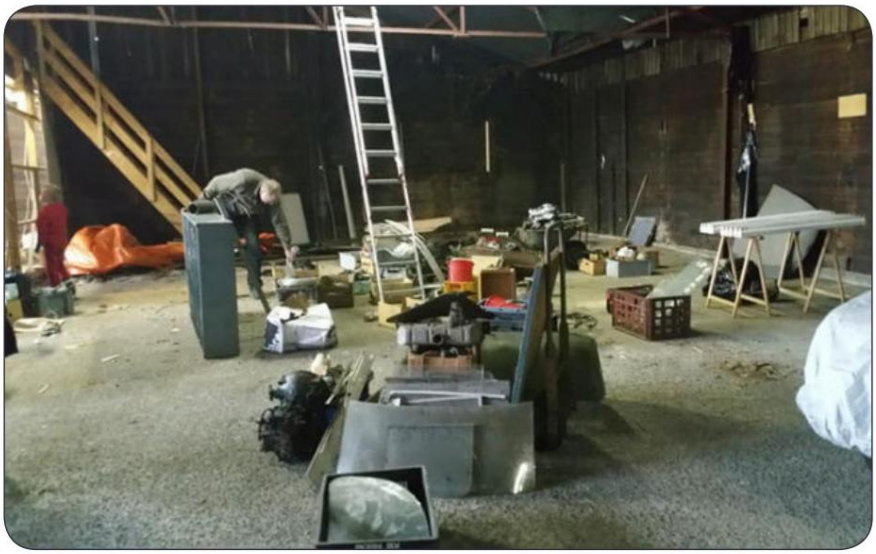
Then the 'circus' only begins... The location had to be furnished. There was one in the attic second floor was created and scaffolding had to be placed. A cleaning job also took place, after which the moving of the parts from Zwolle could begin. That was not yet obvious because Corona also invaded our country. Items in Tweede Exloërmond were moved to Ruinerwold in small groups.

So we started working in Zwolle as a family. I had arranged chip boxes at a cafeteria and many parts were easy to move. All shelves in the racks were numbered according to the Zwolle article number, as were the boxes. This is how all the packed boxes came to the new location. On the last day after everything had been cleaned up in Zwolle, soup and sandwiches were eaten together, with Dicky Jansen once again preparing

Below:
All racks have now been removed and the last remains can be removed from the space in Zwolle.

Bottom left side:
Thanks to these great guys, the clean-up job in the warehouse on Deventerstraatweg is almost finishe

Right-Bottom:
Dicky Jansen is thanked for her hospitality and that 'our parts warehouse' found a home in Zwolle.



stood so that the soup could be eaten warm. Of course she was thanked very much for the many years that 'our parts warehouse' found a home on the Deventerstraatweg in Zwolle. The last parts went to Ruinerwold that day, and everything that was no longer usable went with the waste container.

Many free Saturdays and/or Sundays were spent working, because there were a lot of things to move. In this way, a view of the whole gradually came into view. In between, many packages with parts were sent to the club members, but it was soon possible Ruinerwold was opened. Given the Corona measures, this also had to be done carefully and in a controlled manner. Behind the scenes, the warehouse employees sorted everything, resulting in two floors full of car and motorcycle parts. The new location is an enrichment for the club members who come to visit the warehouse. There is now also a waiting area with kitchen, refrigerator and toilet, which is now fitted with a beautiful carpet and there is room for a beautiful display cabinet for items from the DKWinkel.

Of course, it is hoped that the postponed opening can still take place in the new year. As soon as possible, this will also be published in the club magazine, but also check our club's Facebook regularly and register so you don't miss anything.
For everyone who helped with the campaign 'DKW club moves' and there are many from the north and south of our country, for all of you: a very big THANK YOU! Without all these helping hands, this moving operation would not have been successful.
The warehouse employees look forward to seeing you at this new location in Ruinerwold.

WARDJE van DROGEN

Left-Top;
The young generation also helped out and cleaned the 'old' light box nicely.

Left: The warehouse in Ruinerwold has two floors and everything is neatly arranged on the racks.

Right-Top:
Thanks to a self-created floor, there is even more storage space in Ruinerwold.

Middle:
The waiting area, complete with kitchen, refrigerator, toilet and all on a beautiful, recently laid carpet.
Just visible on the right is the display cabinet of the DKWinkel.

From wreck to beauty, part 47

Due to the corona measures, our hobby is largely at a standstill. No meetings, no rides, no fun. Fortunately, our warehouse is still open (with the necessary safety measures) and you will speak to club members there. We also rely on old and new forms of communication such as emailing, calling and WhatsApp.
By regularly checking the website and Facebook we stay informed of developments within the club.
I am an optimist by nature. I like to see the positive side of things and the possibilities that are offered. I didn't see that with corona until I called club friend Eddy Minne. He pointed out to me that in his area in Belgium, significantly more time has been spent on restoring vintage cars in recent months. People have more time and it is spent on the old vehicles. He noticed an increase in demand for parts. And that's good news! That means more turnover for our warehouse and ultimately more DKWs on the road. In the Netherlands I haven't noticed much of this development yet, but I'll keep my eyes and ears open. There are certainly opportunities here.

WAREHOUSE OPEN

Lately I have driven to our warehouse a few times. It's quite a ride, but it's worth it every time.
It is nice to see that steps have been taken again and again to achieve a perfect warehouse. It's great to help people in the warehouse and finding gems among the parts is absolutely fantastic.
Wow, there are beautiful things in our warehouse. If you are looking for something for your DKW motorcycle or car, you should definitely contact the relevant warehouse employee.
After the incredible find of the unused windscreen for my F91 two-seater convertible at the beginning of this year, more followed, such as the original clamps for the narrow decorative strips, an excellent front rubber floor mat and a decorative strip for the bottom of the B-pillar. . On my last visit I found a roll of old, crumbled fender tape for the rear fenders. It is a nice alternative to the original strap, where real aluminum is used at the top (or does anyone know of one that is still for sale somewhere? I would appreciate it). A few days after the discovery I cleaned the tire and it is absolutely beautiful. You cannot see that aluminum has not been used, but plastic. There is no shame in using this tire for a restoration.

To my great joy, on my last visit I saw that many parts have been organized. The radiators are all together, just like the brake drums and bumper parts and so on. That is very nice when looking for parts.

At the time of writing this, I asked warehouse man Roel to take a look at a left rear bumper for my convertible.
The bumper I have with the car is evident

Removing the paint layer can be difficult with various repairs after a crash.
It has even been welded. That's why I prefer a copy that has had a less difficult life. Now that I'm writing about the warehouse again, I want to go there again. Let's take a look at my agenda...

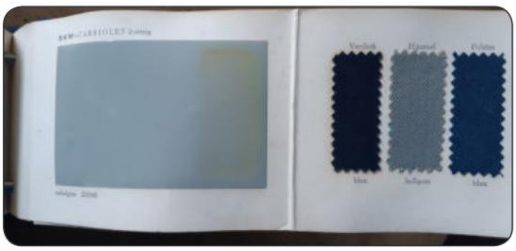
F1 DYNASTART

The complete engine block of my F1 is at Frans van Leur. He repaired the clutch - it no longer slips - but he was unable to get the dynastart started. It does not supply more voltage than about four volts and does not charge the battery with it. Time for plan B.
I once again called on club member and specialist of electrical components Marc Van Dooren from Belgium. He will now measure all the coils one by one and resolve the fault, possibly by rewinding one or more coils. He can start with this when the dynastart is delivered to him by Wouter Casteels, also a club member from Belgium. Wouter recently visited me and was kind enough to bring the dynastart and deliver it to Marc. Due to the corona issues, traveling through Belgium is subject to rules. To be continued, so.

The bead of the fender piping looks perfectly like aluminum.

F91 CONVERTIBLE

A lot of work has been done on the body of the F91 convertible in the last week. It is now almost completely covered in epoxy, after being tightened with tin. With just spray filler, the bodywork and fenders should become real 'baby butts'. Time to look for the original color.
I have some samples of the original color 'Nebelegrau', but there is a lot of difference between those samples. Fortunately, I also had access to an original DKW sample booklet from 1954, which also contained this color. In addition to the color sample, this booklet also contains a sample of the upholstery (dark blue artificial leather) and of the inside (gray-brown) and the outside of the hood (dark blue). The paint color from this booklet matched perfectly with the color of the inside of the dashboard lid and we used this sample to look for the right color. Ultimately, the color from the sample booklet was scanned and the paint was mixed according to the recipe found. The result was stunning! So striking that everyone involved in the choice of paint said: 'Don't do anything more about it'. After all, the painted sample matched the color on the dashboard li



70 years ago

First passenger cars after the war

After the founding of Auto Union GmbH in Ingolstadt in September
In December 1949, and the start of production of the DKW motorcycles and Schnellaster in the same year, series production of the Auto Union's first post-war passenger cars began in August 1950. This was the DKW Meisterklasse F 89 P model as a and as a four-seater Karmann Cabriolet. The new DKW was a combination of bodywork and chassis of the DKW F9 planned for 1940 with the familiar two-cylinder engine of the DKW F8.

Since there was not enough space for passenger car production in Ingolstadt, the Auto Union took over the buildings of the former Rheinmetall-Borsig AG in Düsseldorf. This was used until mid-1962, because the factory in Düsseldorf had now been sold to a subsidiary of Mercedes-Benz.

Far left:

On this page from the original DKW sample book you can see the color and fabrics of the F91 convertibl

The bodywork is covered in epoxy. He looks so beautiful already...

While clearing the bodywork, you will learn a lot from the work done at Karmann. A lot of work was done there with tin to remove welds and in some cases the bodies -

series can be converted into a two-seater. We discovered this again when working on the doors and the dashboard.
If you look at the top, front corner of an F91 door, you will see an edge curling upwards. That edge does not do that on a door of a two-seater, because a decorative strip runs over it. When clearing the doors you could clearly see that they originally also had that curl. At Karmann, the curl was tapped out and then tightened with tin. The top of the dash also showed a lot of tin. This showed that an original of a car with a bent windshield had also been used here. That dashboard was modified to fit a two-seater, which means without kink and with a flowing, slightly curved line. What a job! So you understand why the two-seater was the most expensive DKW in the model series.

When I looked at the trunk lid during my last visit to sheet metal worker Ralf, which is also firmly in the epoxy, I was shocked to see two holes too many. They were located above the holes for attaching the four-ring emblem. Welding the two holes shut would require a lot of work, so I got myself another aluminum NL plate.
This will be placed on the trunk lid, making the car look a little more like it drove around in 1955.
To be continued.

ERIC COX

The blue door has the original curl at the front/ top, while that has disappeared from the whitened convertible door. A lot of tin was used.

Karmann converted the top of the dashboard from a bent windshield to a slightly curved one. There is a lot of sanding dust on...

Two holes too many in the trunk lid. The NL picture is drawn in the dust.

80651 30923 30380

rubber

1000sp limo 1000sp 1000/ 1000/ 1000 1000pan 3=6 1000/ 1000 1000 f102 1000 f02 1000 1000s/ 1000/19.05 3=6 1000 1000 1000

0.90 5.00 11 3 0.75 8 3 6 7.50 4.50 0.45 3.40 3 5 1.00 3.40 1.50 6.80 2.00 2.40 2.35 2.70 2.25 4.50

turn window window rubber

f rsal 3=6 1000 1000sp 1000 1000s f 3=6 1000

140.00 350.00 102.00 3 8 7.50

7.00 3.60 2.25 6.80 6.80 6.80 6.80 6.80 6.80 6.80 9.05 1.10 4.00 0.90 4.50 2.25 9.00 9.05 1.40

Machine Translated by Google

Club members tell

How Lucas Rijnders got his RT 250/2

Let me start by briefly introducing myself. to set. My name is Lucas Rijnders, 33 years old and living in Eindhoven. Two years ago I came into possession of a DKW RT250/2, built in 1956. Below is the, in my opinion, interesting story of how this DKW surfaced, or actually emerged from the ground.

Somewhere in the summer of 2018, I was with my father in Gemert one afternoon. My motorcycle was there at the time, a Honda 500cc two-stroke. I wanted to sell that motorcycle to free up money for a planned car trip to Siberia and Kazakhstan. On that same day, my cousin, who I didn't see very often, happened to be in the area and he came to visit my father for a bit of fun.

In my father's garage I was busy working on the motorcycle and my cousin came to see what I was doing.
After catching up a bit, the conversation quickly turned to the topic of motorcycles. I told him that I had previously taken this motorcycle completely apart, completely overhauled the engine block, powder-coated the frame and that I had checked everything for inspection. I also told him that I wanted to sell it. My cousin himself told me that he had a very old German motorcycle at home that he had found in a shed far away in Germany. As a motorcycle enthusiast, I naturally wanted to know everything about that!

MY NEPHEW

My cousin, a former soldier, daredevil and afraid of nothing, was often involved in extreme sports in his spare time. Especially snowboarding, but here in the wet Netherlands that is actually only possible on the small indoor tracks.
At the time, about ten of him and his friends had bought a mountain hut together in the south of Germany. This way they were closer to the snow and could therefore practice their beloved sport to the fullest.
That mountain hut turned out to have a piece of land with an old cow barn on it, all the way in the back corner. In that barn they found a deep trench or pit into which the feces of the animals probably ended up.

That trench was completely full of rubble and rubbish and it all had to come out. While excavating the trench, at one point they suddenly came across a fuel tank from what appeared to be an old motorcycle.
Interesting at first, but they didn't think about it any further and the digging continued.
Then suddenly a wheel appeared and then another wheel!
Then a pair of fenders and an engine block.
Ultimately, they dug up an almost complete motorcycle from the ground in that old cow shed.
That motorcycle was brought to the Netherlands and ended up in my cousin's garage. My cousin likes motorcycles and anything that makes noise and smells, but he has no technical background and he asked what it would cost to have this motorcycle refurbished.
He was quite shocked about the price and the motorcycle ended up staying in his shed.

Several attempts to sell the motorcycle online through various channels came to nothing. Partly because traders and buyers offered ridiculously low amounts and he didn't have a good feeling about it, he was done with this after a while. He hoped to find a real enthusiast who would restore the thing with love and pleasure and perhaps drive it himself. So the motorcycle stood in its shed for years again.

After the excavation, the DKW motorcycle stood in a cousin's shed for years.

THAT SUMMER DAY WITH MY FATHER

I go back to when my cousin was visiting my father that summer day and we were talking about motorcycles together. At one point he casually asks if I would like to have that old motorcycle in his shed? According to him, I was handy enough to fix that thing up and get it running again.

After all, I had also completely renovated my own motorcycle from top to bottom independently. Overwhelmed by his question, I hesitated a little. How can I accept something like that? In the end I accepted his offer, after which he made the funny comment that because of this good deed, when the time comes, he would certainly receive a place in heaven from our dear Lord.

So I came into possession of a motorcycle that I knew nothing about, in fact, I had never seen the two-wheeler. Later I did get a few photos showing an emblem on the tank. After some searching, this turned out to be the DKW emblem. I knew the DKW brand, but I had never come into contact with it, so I knew next to nothing about it. As a boy of 14-15 years old, I remembered that a friend's father once owned one. That DKW always stood under a rug in the corner of a shed, surrounded by other things and the two-wheeler was never used. At the time I was not impressed because I was more attracted to cross mopeds such as Honda MT's and Puch Maxi's.

The motorcycle was taken apart and, together with the accompanying crates of parts, placed in the car for transport to Eindhoven.

After doing some research on the DKW, I found out that my example would have to be a 175, 200 or 250cc. Later, when I had the motorcycle in my possession, it turned out to be an RT 250/2. I was happy with that because, apart from the very rare RT 350, it is the heaviest in the RT series. Along with the motorcycle I received some crates and bags of parts. Almost all parts were included, including a new oversized piston. In addition, two front forks, headlights and some other stuff. I was missing the crankshaft and cylinder and had to buy them separately later.

The RT250/2 is waiting in Eindhoven until it is restored to its former glory by Lucas.

PLAN

The intention is to make this RT 250/2 technically perfect and to ensure that it can really be ridden well. In terms of appearance, it may look nicely lived in and it does not necessarily have to be in competition condition. I clean the sheet metal and give it a light polish.
It is then given a protective layer of boiled linseed oil. This allows the patina to remain visible but nothing else will rust. The cylinder I bought has now been drilled and honed to match the excess piston that was found in one of the crates. The crankshaft was overhauled by Harrie van Hout from Geldrop, also known as VHS (van Hout Special).
The frame, wheels and various parts were blasted and painted last summer.
I am currently overhauling the front fork and rear shock absorbers. The fuel tank has some rust inside. I'm going to try to remove that using electrolytic rust removal.
Next comes the wheels and finally the engine block.

Given the tame nature of these motorcycles, I plan to make a few minor engine modifications to make it a bit faster. Gate timings are increased by several degrees. The exhaust port gets a smoother (read more oval) shape.
The compression is increased because I turn the cylinder head. Since the cylinder head does not have a squish edge, I may decide to make a separate inner head with an O-ring.

65 years ago
Introduction of large DKW 3=6

die exhibition IAA in Frankfurt am Main her successor model

In the autumn of 1955 the Auto Union GmbH presented itself to the automotive 3=6 Sonderklasse for. This DKW had a body that was ten centimeters wider than the previous model. To distinguish itself from the narrower previous model, the name was chosen: “Großer DKW 3=6”. The designation 3=6 was an advertising slogan that was intended to indicate that a three-cylinder two-stroke engine had a comparable power as a six-cylinder four-stroke engin As with the previous model, the large DKW 3=6 had various body designs. The customer could choose from a Limou-sine in normal or special version, a four-seater Luxus Coupé with folding side windows, a four-door Limousine, a two- or four-seater convertible and a van version. The open versions of the large 3=6 were only offered for one year.

I checked the license plate at the RDW and it turned out to be clean. I'm not in a hurry with the motorcycle. I work at my own pace and have no end date when the RT 250/2 must be ready. When the time comes I will send photos of the end result.

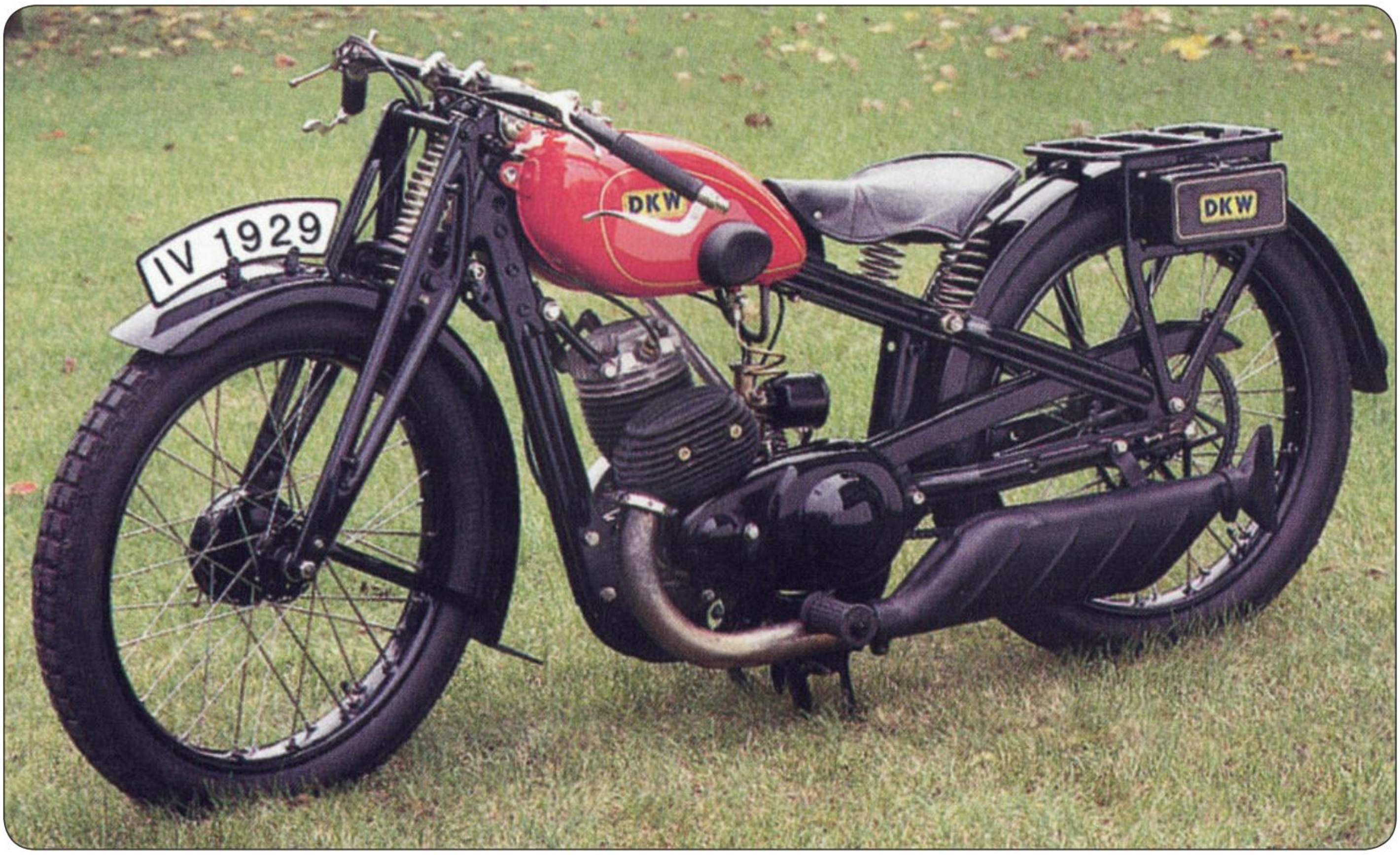
LUCAS RIJNDERS

The crankshaft for the RT 250/2.

Machine Translated by Google

Vehicle type

Luxus 300



The drive technology of the Luxus 300 came from the earlier 300 models and that is why this motorcycle had the factory designation E 300. The engine and gearbox were held together by a beam. The Luxus 300 had a new pressed steel frame and clincher tires were used instead of the previously fitted Wulst (inside) tires mounted. This motorcycle, like all previous new models, such as the Spezial 200 and the Luxus 200, had a red tank, but completely black models of this type were also made and models where the tank was fitted with chrome on the side. At the end of production, the tanks were completely chromed. After the takeover of the Schüttoff-Motoren-radwerke Chemnitz in the autumn of 1928, the Luxus 200 and 300 types were also offered as Schüttoff motorcycles, with the DKW models in the typical Schüttoff colors. Due to the intensive work of the manufacturers and because the days of the conservative drive in this class were already numbered and this type successors were overtaken, the Luxus 300 was only produced for two years, resulting in a total of 6,000 units in 1929 and 1930. Incidentally, 1929 was the most successful year for motorcycle production at the Zchopau factory, with no fewer than 65,000 units rolling off the production line. Here are some more technical features: cylinder capacity 292.5 cc, bore and stroke 74/68 mm, power 8 hp, 3 gears, Framo-E carburetor, no rear suspension, tire size 26 x 2.85, top speed 80-85 km/ h , weight 100 kg, price RM 1,285 (1929).

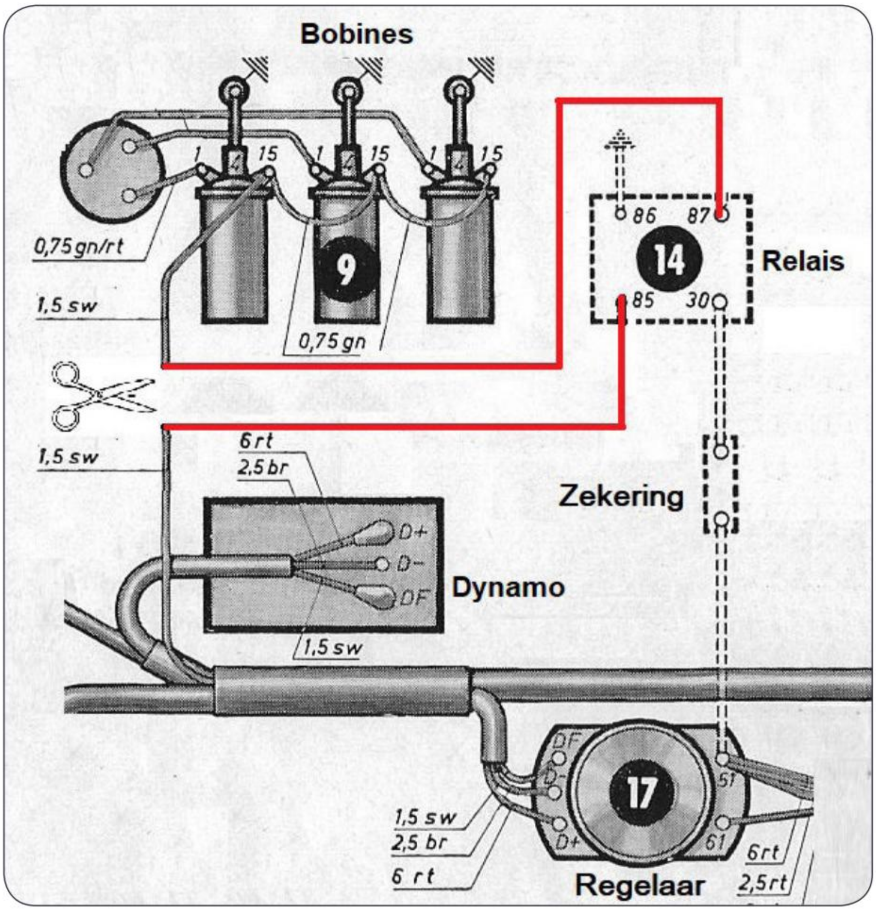
Technology

Problems with starting/starting the engine

A problem that regularly occurs with a DKW that hits poorly. If the choke is pulled during a cold start, the engine will rarely start on the first attempt and if it does not start, the engine will flood. It also sometimes happens that a warm DKW engine, usually after a break, does not want to start when starting. We first focus on the problem of a cold engine not wanting to start.

In such a case, one should check whether the problem lies with the fuel supply or with the ignition. Because a carburetor usually functions well, unless someone has 'messed around' with it themselves and made mistakes during disassembly and assembly, we will look at the ignition. We are going to check how much voltage the ignition coil produces while trying to start the engine. You do this by using a voltmeter to connect the (usually) red cable to terminal 15 at the ignition coil. Connect the other (black) clamp to a ground point, preferably on the engine block itself. If you now want to start the DKW, the voltage must be at least 4.5 Volts with a good battery. If this is not the case, run a cable from the positive terminal of the battery directly to terminal 15 of one of the ignition coils and then measure the voltage again when the starter motor is running. If the voltage remains below 4.5 volts, the battery is no longer good. If the voltage with this extra cable is greater than 4.5 Volts, the ignition lock will make poor contact when the key is turned to start. Installing a new ignition lock is not that easy, but to prevent voltage loss during starting, you can install an (extra) relay according to the diagram on the right. Such a Bosch relay can easily be found on the Internet.

We'll also take a look at the spark plugs. Are the spark plugs wet? the petrol supply is in order. Also look at the color of the porcelain of the spark plugs because this can be used to judge the functioning of the carburetor. If everything functions properly, the spark plugs should be light brown in color. See the examples on the next page.



With the above schedule you can you connect the relay.

Such a relay (see image bottom left) is also used if a second horn or a set of fog lights are added.

We then check whether we have a good ignition spark so that the fuel mixture can also ignite properly.

To do this, all three spark plugs with connected spark plug cables are placed loosely on the cylinder head. Someone else is made to turn the ignition key to supposedly start the engine. Now assess the spark at all three spark plugs. Is this sufficient for the electrodes? Also check the contact distance of the spark plugs. This must be 4 mm. It is also wise to check the ignition timing.

Because the spark plugs have now been removed and if you have the equipment, this is the opportunity to measure the compression. This must be the same on all three cylinders and (with an AU1000) should be approximately 6.0.

Normal spark plug: Porcelain is light brown in color with slightly dark gray deposits on the edge.

Spark plug worn: Burned out and eaten electrode, and weak spark: install new spark plug.

Spark plug too greasy: Greasy black oil deposits. Check engine for broken piston rings too lean and ignition too grease or many cold starts, or worn cylinder.

Spark plug too hot: White blisters on porcelain. Fuel mixture if necessary. check time

Spark plug rusted: Dry rust deposits: Fuel mixture if necessary. or idling a lot.

To check whether the fuel pump is working properly, you can disconnect the hose that runs from the fuel pump to the carburetor at the carburetor. You ask another person to start the engine and check yourself whether sufficient fuel is pumped from the hose.

If the above is all correct, we go to the carburetor. First of all, we check the fuel level in the float chamber.

This should be between 19 and 22 mm, measured from the top of the carburetor housing. See attached drawing.

If the level is too low, first check the fuel pump to see if it is supplying sufficient fuel. To measure the fuel level in the carburetor, make sure your DKW is horizontal. After this, let the engine idle for 1-2 minutes.

Then switch off the ignition, remove the fuel hose from the carburetor to prevent additional fuel from flowing and only then remove the carburetor cover to measure the fuel level.

You can change the fuel level by placing a copper ring under the float needle valve that is screwed into the carburetor cover and which presses on the float, to lower the level (i.e. to 21 mm for example) or removing a ring to increase the float level.

After this, we dismantle all the jets in the carburetor and blow them with air (do not pick them with a wire, as this could damage the jet!).

Also check whether the correct nozzles are installed for your DKW (see the diagram on the next page).

Then we disassemble and check the triangular diaphragm, mounted on the side of the carburetor. If there is the slightest suspicion of cracks or hardening, renew this membrane. Make sure that you reinstall this membrane and the triangular cover properly on the carburetor.

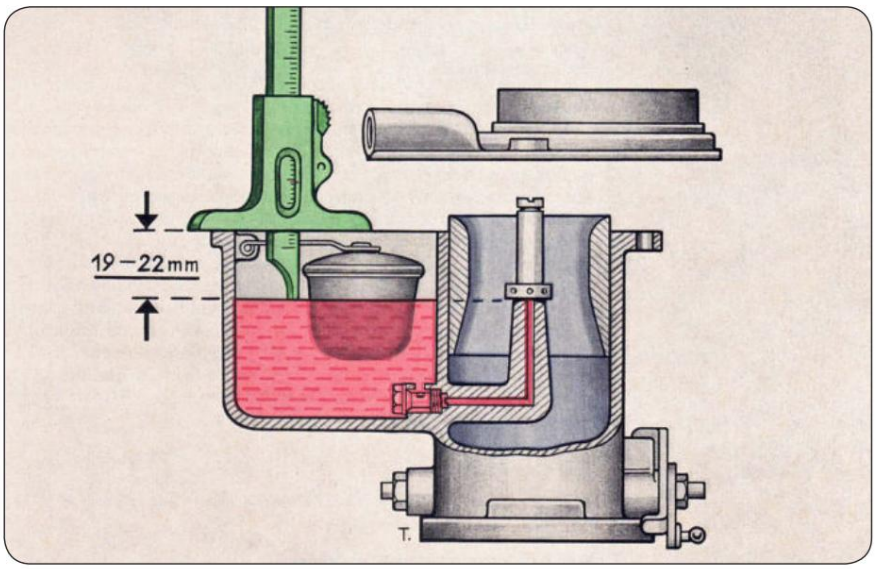
Although we call it that, this carburetor actually has no choke. It is a setting slider for starting. This adjustment slide can move 180 if you do not know how to do it degrees are installed incorrectly, which means that the 'choke' no longer works and cold starting of the engine is virtually impossible.

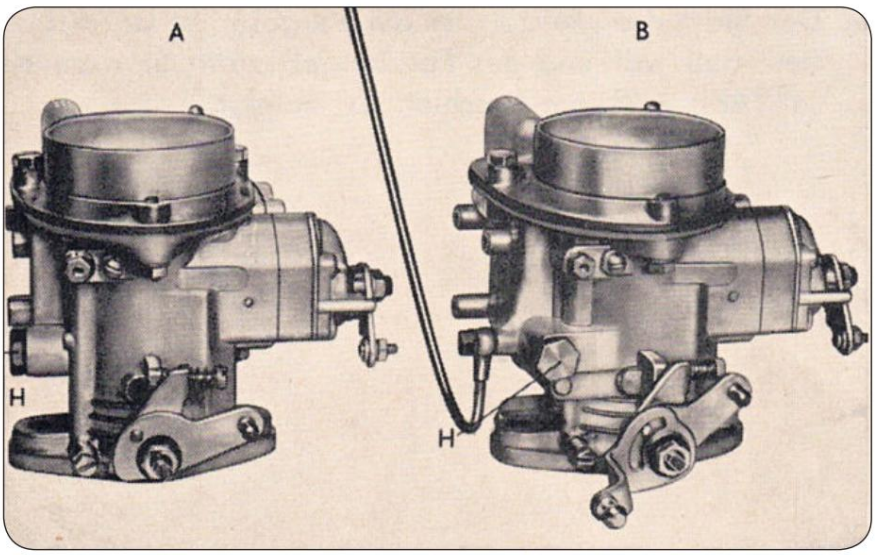
Check the position of the openings at the adjustment slider. This can best be assessed by looking at the function of the three options:

1) Basic setting; for normal use
2) Semi-pulled: warm start with the main jet system inoperative.
3) Fully pulled: cold start so the 'choke' works.

Below: The fuel level in the float chamber should be between 19 and 22 millimeters.

Right below: There are two different Solex carburetors. Left (A) type ICB, without oil pump connection, and right (B) type CIB, with oil pump connection. Also note the different position of the main jet (H).





After this, everything can be reassembled and the engine should now start easily.

If this is not the case, investigate the problem again, because you may have overlooked something.
Let's go back to a warm engine not starting properly. This can occur because gasoline vapor has condensed on the inside of the carburetor.
This makes the mixture too rich. Therefore, try to start the engine with the choke half pulled and do not accelerate.
If that doesn't help, you can remove all three spark plugs and run the starter motor a few times. After this, reinstall the three spark plugs and try to see if your DKW engine starts again.
In addition, there is another problem that may be related to this, but which rarely occurs. If the engine runs on two cylinders for a while and the third cylinder only starts working after a few minutes, the cylinder head gasket may be defective. Coolant (or water) may have entered the combustion chamber of one of the cylinders due to prolonged standstill. This prevents the fuel mixture from igniting in the first few minutes while driving.
If you have this problem, it is advisable to check this and, if necessary, have the cylinder head flattened and then reinstall it with a new head gasket.

JOHN SMEETS

65 years ago
DKW F 800/3 Schnelllaster

The DKW Schnelllaster represents a new beginning for the car Union after World War II and the first car produced in Ingolstadt. The construction of the DKW Schnelllasters as a front-wheel drive vehicle is based on the familiar concept of the DKW Front technology from before the war. Initially equipped with a two-cylinder two-stroke engine, the DKW Schnelllaster received the more powerful three-cylinder engine from 1955, which had already been installed in the DKW 3=6 passenger car since 1953. The reliable and uncomplicated van was offered in various bodywork variations, as a pick-up, panel van, livestock transporter and luxury bus. The last versions as Kombi and Kastenwagen were produced in Ingolstadt in January 1962.

F91 Solex 900cc ICB 40 29 F11/Jun.	135	g55	1,2	160	160 3.5 1.5 0	3-4
Solex 750cc ICB 40 26 F11 Solex	105	g55	1.5	200	160 3.5 1.5 46	3-4
800cc CIB 40 29 F12 Solex 900cc CIB 40 29 F93/	110	g55	2	200	160 3.5 1.5 46	2-3
F94 Solex 900cc ICB 40 29 AU 1000 Solex	120	g55	2.2	180	160 3.5 1.5 46	2-3
44hp ICB 40 30 AU 1000 Solex 50hp CIB 40 32	127.5	g55	1.5	150	160 3.5 1.5 46	3-4
AU 1000Sp Solex Simple Carb. CIB 40 32 AU	132.5	g55	1.5	150	160 3.5 1.5 46	3-4
1000Sp Zenith Dubb. Carb. 32 NDIX 2 x 25 2 x	140	g55	1.5	110	160 3.5 1.5 46	3-4
112.5 2 x 50 2 x 1.6 2 x 140 220 - F102 Solex	150	g55	2.2	140	160 3.5 1.5 46 2 x 120 130	3-4
1200cc CIB 45 34 2x24 2x110					2 2 x 3N 2	
	170	g60	1.6	150	160 3.5 2 46	3-5

Diagram of the correct nozzle assignments and sizes for the various post-war DKW models.

Restoration DKW F5 K

Continuation of the work

There are no mirrors included with the car. delivered, 30 new mirrors were purchased via eBay. The mirrors are clamped to the U-shaped profiles with a clamping device. Another mirror with a clamping device was also purchased via eBay. The interior of this is a U-shaped clamp. I scored two of these clamps on eBay. The part where these clamps are screwed in and to which the mirror is attached was copied from bronze by my brother-in-law. He is an artist and makes many bronze statues. Always easy to have such a family member. In order to securely attach the mirrors to the doors, two holes are drilled in each U-shaped profile (not all the way through) where the screws can be screwed in. This way the mirror cannot slide off the profile.

It is now July 2018 when the cooling system is filled with water and approximately 8 liters of gasoline are poured into the tank. After the battery is connected, the engine is started. The dynastart turns, but the engine does not start. It turns out that one of the spark plug cables is not properly seated in the Bakelite box. Started a few more times, but the engine will not start. The 12 Volt booster is connected to the battery cables after the indicator light has been removed from the dashboard and the cartridges have been removed from the Bakelite box.

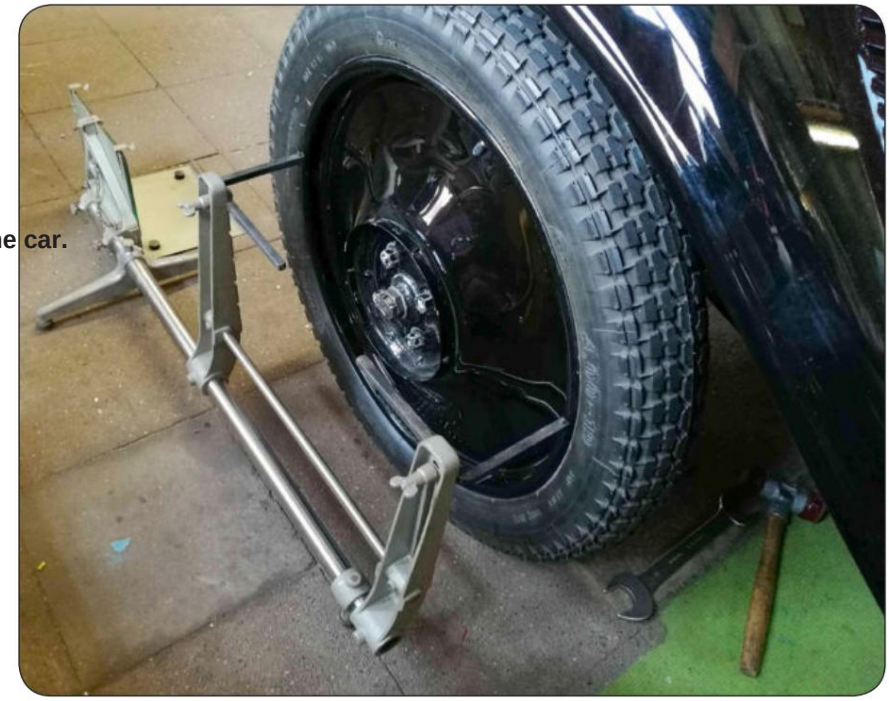
The engine now turns faster when starting and starts. The engine is turned off and the cartridges are put back in the Bakelite box. The indicator light is also reset. The engine now starts at 6 Volts. The voltage on the bridge of the cartridges is measured and it is 6.2 Volts. This is too low and therefore another set of cartridges is placed. With these cartridges the measured voltage is 6.25 Volts. With a third pair of cartridges the voltage is 6.8 Volts. These patterns will remain in the Bakelite cabinet for the time being. After the battery charging current c
A universal meter is used with a current range of 20 amps. The meter is connected to the negative cable of the battery. The engine is then started and the other connection of the universal meter is held against the negative pole of the battery. Then the battery clamp is pulled off the battery and the current can be to become. The measured current is 5 amperes. This looks good and after the battery clamp has been reattached the meter can be removed.

A few door catches were purchased on eBay, but they are far too long. The length is adjusted and the end of the door catch is reattached with rivets. This is how the door catches work well. They slide along the side near the A-pillars when opening the doors. The plywood plates in front of the A-pillars at the footwell are still being adjusted. They need to be slightly smaller because they still need to be covered.

The front wheels of the DKW still need to be aligned. I have an alignment device myself. I got this from my father. In the past he was a teacher of automotive technology at the primary technical school in Winters-wijk. The device was no longer used and he was allowed to take it with him. The device is completely cleaned and any rust is removed here and there. Because the device has not been used for a long time, it first needs to be refurbished. The device is easy to calibrate and is not difficult to use. One half of the device will rest against the rim of each front wheel.

The mirror is attached to the U-shaped frame with a cast part made of bronze.

The wheel position can be read on a scale. It turns out that the wheels have a toe-in. According to the manual, the DKW must have a toe-out that must be between 2 and 5 mm. One of the steering rods is adjustable and is located on the left side of the car. The steering rod is detached from the steering knuckle and removed from under the car. The steering ball has been unscrewed from the rod and the thread on the head side has been cleaned. There was paint in the threads. The locking plate that was on the steering rod only has one lip, so a new locking plate is made from a 1 millimeter plate with two lips. After this, the steering rod is placed under the car again, but secured in such a way that it can be adjusted. The wheel that was removed is put back on and the car is put back on the ground. The car is driven back and forth once and then the alignment device is re-adjusted. The wheels still have toe-in, so the steering rod will have to be adjusted again. After a few tries, a toe-out of 3 mm is measured. This falls well within the values stated in the manual. The steering rod can now be fully tightened.



The track of the DKW is aligned with the alignment device obtained from father.

After this, the work will be stopped for a while because the DKW has to return to René Kolstee for some cladding work. For example, the plates for the A-pillars at the footwell must be covered. Sealing strips must be made on the inside of the door arches. A piece of artificial leather needs to be applied next to both sides of the dashboard against the A-pillars. The DKW will be picked up from Aalten again in mid-March and the work can continue at home.

The engine needs to be started. This will be a long way to go as there are still several issues to be resolved. It is March 25, 2019 when the engine will start again.

The radiator is filled with water, the battery is charged and installed. It's time to get the engine running. The dynastart turns smoothly, but the engine does not want to start. Tried several times. The float chamber is removed from under the carburetor. It's full of gasoline, so that won't be the cause. The float chamber is tilted slightly and the gasoline runs out of the main jet. No blockage. The spark plugs have been checked. These are a bit dirty. They are blasted with glass beads. After this the engine still does not start. Now it is decided to start the engine at 12 Volts. The 6 Volt light on the dashboard is removed and the cartridges for the voltage stabilization tie are removed. The engine turns over quickly when starting and starts after some time. The engine is difficult to adjust and does not idle properly. The 6 Volt battery is then connected again. The engine starts, but adjustment is not possible. After a while the engine shuts down and can no longer be started. The spark plugs are cleaned again and the engine is started again. The engine does not start. Placed the spark plugs on the head of the engine and started it. They spark well, so the ignition seems fine. The spark plugs are dry when removed. It appears that no gasoline mixture reaches the top of the engine and that the gasoline experiences back pressure from the engine block. This can only be explained if the piston rings are leaking. The compression partly leaks away along the pistons. Everything is blamed on the engine's long standstill. Both spark plugs are removed and some oil is sprayed onto the pistons through the spark plug holes. The spark plugs are reinstalled and the engine is started. The engine starts almost immediately. The oil ensures the sealing of the piston rings. After some time the engine starts to run more irregularly again and stops. It can be started a few more times and then it happens again. The whole procedure with oil is done again, but the result is the same. The cylinder block must be lifted. It was decided to install the original cylinder block with pistons.

The cylinder block has been removed from the engine. Before it is completely lifted, 2 cloths are placed under both pistons to prevent any pieces of piston ring from falling into the crankcase. When the cylinder block

has been removed, it appears that there is nothing wrong with the piston rings. The pistons are good and there is nothing visible on the piston rings. The cylinder walls of the cylinder block also look good. It was decided to rebuild this cylinder block and not to use that of the (original) engine block. There is a lot of mixed lubrication at the bottom of the crankcase. This will be removed as much as possible. After this, the engine block is rebuilt. When everything is back on and the cooling water is back on, a start attempt is made. The engine still won't start. The spark plugs remain dry and no fuel enters the cylinder. The spark plugs spark well, the ignition is fine. The voltage stabilization cartridges have been removed again, as has the indicator light on the dashboard. The negative pole of the battery has been disconnected and a 12 Volt booster connected to the negative cable and the positive of the battery. The engine has been started and it starts immediately. The engine ran for a while and was then reconnected to the 6 Volt battery. Again, the engine starts immediately after starting. The engine runs well and has been running for a while to warm up. The carburetor cannot be adjusted properly. The engine does not want to idle smoothly. After running for a while, the engine was turned off and started again. It's a little harder for him to get going now, but he's still running. The carburetor is unscrewed from the engine block. The fuel level in the float chamber is checked according to the manual. The float chamber is removed. The hat of the main jet and main jet are removed. The float chamber is screwed back to the carburetor and clamped upright in the vice. The fuel level should be 5 to 6 mm below the edge of the tube (where the main jet fits). The fuel level cannot be seen. There are two rings under the float pin.

The DKW F5 K came onto the market in February 1936. The K in the type designation stands for Kurz because this two-seater was only offered with a shortened chassis and in two versions. Customers could choose from a real two-seater with a 600-cc engine and 18 hp and from a two-seater with a dicky-seat, with a 700-cc engine and 20 hp.

The DKW F5 K/600 was the cheapest DKW model at the time and this was clearly visible in its design. This model had no emergency seat, no freewheel and was equipped with a wooden dashboard and black wheel covers. The Reichsklasse model was a real entry-level model. The DKW F5 K/700, with the larger engine, had the Bakelite dashboard with Meisterklasse instruments was taken over from its two-seater predecessor from 1935, where the ammeter was replaced by the circuit diagram instrument. The F5 K/700 did have a freewheel as well as chrome wheel covers and was offered in two color facets (light beige with brown roof or lime green with dark green roof). This version also had 17 inch rims with short spokes like those of the Meisterklasse.

Due to the wheelbase shortened by 20 centimeters, this F5 K did not look very elegant compared to the older two-seater from 1935. Partly due to this squat image and the smaller space to be used, There was a lot of criticism from customers, so this model was only offered for a year.

The cylinder head has been removed so that further investigation can be done to determine why the DKW runs poorly.

One of these is removed and the fuel can then be seen in the tube. Approximately 5 mm below the edge. The main jet is reinstalled and the carburetor is screwed to the engine block.
After starting the engine, it starts immediately. The poor starting is probably caused by a low fuel level in the float chamber.
The idle adjustment is not yet possible. The carburetor is unscrewed from the engine block. The size of the nozzles is checked with the data from the manual. The air nozzle is larger than specified. This is 4.5 and the manual prescribes 4. The correct jet is removed from another carburetor and placed in the carburetor. The other nozzle is also exchanged for the correct value. Furthermore, the main jet is checked for blockages.

All holes are open and the sprinkler can be reinstalled. The starter carburetor is loosened, but there is nothing wrong with this. Everything looks good and the starter carburetor is being reassembled. Various surfaces of the carburetor were smoothed with a file and then everything was put back together. The carburetor is screwed back to the engine block. The engine starts, but will not start. The spark plugs are cleaned by blasting them with glass beads. After this the engine still does not want to start. It starts again at 12 volts. The cartridges and light from the dashboard have been removed. The engine starts smoothly and ran on 12 volts for a while. Then it is converted back to 6 Volts.
Even now the engine starts smoothly. The engine runs better with the other jets, but still does not want to idle smoothly.
When the engine stalls, it won't start again. The spark plugs are cleaned again. The engine can no longer be started. The spark plugs are checked again. The spark is good, but the spark plugs remain dry. No fuel gets into the cylinders. Vapor rises from the carburetor. It appears that the fuel mixture is being pushed back into the carburetor. The carburetor has been unscrewed from the engine. The starter carburetor has been unscrewed and checked. Everything is good, nothing can be found that is not good. The part with the venturi has been installed from another carburetor. This venturi has a smaller flow. The flange of this part has been flattened. After this everything was built together. The air nozzle has been converted (ca. 4).
The complete carburetor is bolted to the engine. The engine is started, but will not start. Tried a few times.

55 years ago
End of production DKW F11, F12 and 1000Sp

In January 1963, the Auto Union launched the DKW F 12. In September 1963, the DKW F 12 was in the starting blocks, a combination of the body and chassis of the DKW F 12 with the familiar technology of the DKW Junior de Luxe. After Auto Union GmbH was taken over by Volkswagen at the end of 1964, production of the DKW F 12 ended on April 3, 1965, and that of the DKW F 11 on April 12, 1965.
After this, the Auto Union factory in Ingolstadt was set up to produce the VW Beetle, which took place after just one month. After this, the Auto Union Audi came onto the market in August 1965, the first four-stroke model of the Auto Union after the war. The last Roadsters and Coupés of the Auto Union 1000Sp presented in 1957 and built from 1958 were already in March 5, respectively. Walked off the production line on March 1.

The engine is therefore started at 12 Volts.
The engine starts quite quickly and runs well.
Back to 6 Volts. The engine starts after starting. Gasoline starts to leak from the carburetor. The float chamber is unscrewed from the carburetor. The fuel level in the float chamber is quite high. An extra ring is placed under the float pin.
The engine will no longer start. Vapor comes out of the carburetor due to back pressure from the engine block. No gasoline gets into the cylinders. What is the cause? The problem is reasoned. A leak in the crankcase is not likely because when the engine is running, it runs nicely and responds well to the throttle. It is more likely that the pressure is leaking past the pistons. The cylinder block must be lifted again to check the pistons. You can read how that worked in the next page and also the last episode of my restoration story.

GEERT van der VEER

Fehac

MOT exemption for 50+ vehicles definitive

MOT EXEMPTION 50-PLUS WITH ATTENTION TO GOOD MAINTENANCE

In 2015, all participants in the APK consultation body agreed to the FEHAC proposal to further relax the APK rules for vintage cars.
Also the BOVAG and KNAC, who now suddenly say that they are concerned about the maintenance and road safety of the classic cars that will soon be exempt as of January 1.

THE RESULT: INTRODUCTION AS OF JANUARY 1, 2021

The bill for the MOT exemption for people aged 50+ has finally been adopted after more than five years of waiting. The effective date of January 1, 2021 was also recently confirmed by the minister in response to parliamentary questions from Remco Dijkstra (VVD).

REVIEW OF THE ESTABLISHMENT OF MOT EXEMPTION

In 2008, an EU directive came into effect regulating the periodic inspection of motor vehicles.
The possibility has also been provided - which came about thanks to the lobby of FIVA (the organization of all classic car federations) - to make a separate arrangement for mobile heritage.
The FEHAC subsequently successfully took the initiative to to bring national MOT rules into line with the new EU directive. The RDW statistics show that classic vehicles are rejected much less often than modern vehicles. Moreover, these vehicles are involved in very few accidents. There are almost never any maintenance defects that affect road safety. These are all arguments for the FEHAC to propose a separate arrangement with exemptions for vintage cars.

THE MISTAKE WAS CORRECTED WITH AN MOT EXEMPTION FOR 50 YEARS

In 2008, the MOT was performed once every two years for 30+ vehicles. There was also an exemption for all vehicles built before 1960 (then 48 years old!). The 2008 changes have not had any demonstrable negative effect on maintenance and safety.
In fact, there was already a desire in 2008 to grant the exemption from the age of 50, but EU rules did not allow this at that time. Reason for the FEHAC not to put away the APK file yet. Persistence wins, because in 2015 the FEHAC's proposal to set the MOT-free limit at 50 years was adopted by the SO-APK. In addition to the FEHAC, the SO-APK includes the RDW, ANWB, RAI, BOVAG, KNAC and Innovam.

A unanimous advice without ifs and buts came from the APK consultation body, also supported by BOVAG and KNAC: the APK exemption should apply in the future to vehicles aged 50 and older.

GOOD MAINTENANCE REMAINS NECESSARY

In its messages about the 50+ exemption, the FEHAC has always emphasized that good maintenance is and remains necessary. To underline this once again, the FEHAC has published the 'FIVA Guide For responsible use of historic vehicles on today's roads' in a Dutch translation. It contains tips on maintaining the mobile heritage, with specific attention to safety, maintenance and responsible driving behavior. The foreword was written by Peter van der Knaap, Director of SWOV – Institute for Scientific Research on Road Safety. The FEHAC does not share the concern that maintenance is now suddenly an issue.

The vast majority of classic car owners pamper their vehicle.
People are well aware that driving a vintage car also means driving safely, whether with or without an MOT. All motorcycles and vintage cars from before 1960 already do not have an MOT and their maintenance is in excellent condition.
The affiliated clubs are actively working on this with key days, courses and, for example, D-Day, the DAF club Diagnosis Days.

LESS WORK FOR GARAGES

The new arrangement means that the inspectors will carry out slightly fewer inspections each year. This concerns 21,500 fewer inspections per year for the 25,000 MOT inspectors. This means, on average, almost one fewer inspection per year for each inspector...

Newsletter, October 30, 2020

New members

202069 has been awarded to Wopke de Boer. He has already managed to find many parts for his RT 125W, which he has owned for three months now. The choice for an RT125 is a 'family thing', because his grandfather had such a motorcycle, so his father decided some time ago that he also wanted to own exactly the same motorcycle. He is now helping Wopke with the restoration of this RT125. The engine block has now been disassembled and reassembled and everything has been sprayed. Together with our new warehouse employee Arie Schenk, Wopke managed to find his parts in the warehouse in Ruinerwold and he is very happy with this. Another reason why Wopke joined our club is for contacts with like-minded people and he is surprised how many active DKW members there are in Friesland. The two-wheeler does not yet have a license plate, but that should not cause any problems at the RDW.

When registering via our website, 202075 sent a photo of a bare frame with some wheels, showing that Hans Slotboom is in possession of an RT175, built in 1953, which he will probably restore. For parts Hans, you can, just like Wopke de Boer, go to our unsurpassed parts warehouse in Ruinerwold.

202076 is Robert van Vechgel who purchased a DKW Munga from a club member from Breda. When picking up the F 91/4, built in 1964, it turned out that half a Munga was still included as a donor car, which he had to pick The Munga that has already been collected is in France because Robert also lives there. The off-road vehicle is in good condition and is currently being put into running condition because there are some starting problems, although the DKW was stored in the garage in

202070 is Mr RW Schouten and he owns a blue (with white tank) DKW RT139. Unfortunately, there is no further information about his moped. Maybe we will see you at a DKW club event soon?

202071 also comes to the club with a two-wheeler, but with a pre-war motorcycle, namely a black DKW KS200, built in 1937 with frame number 425157.
This DKW is owned by Mr H. Leenen.

202072 comes to strengthen our club from Belgium. Eric Stals has a DKW Junior, built in 1963, which he has owned for five years now. He registered because he is looking for some parts, including an exterior mirror. Well Eric, for parts you have come to the right place at our club! The car is otherwise in excellent condition and has the special color combination of light-gray body with dark gray roof.

Does this DKW F7 still exist?

Gilbert Leenen is investigating whether the His father's DKW still exists. It is an F7 Front Luxus four-seater, shown in the photo with the pre-war license plate N-64620. The car may have continued to drive with this license plate after the war, until all old provincial license plates had to be exchanged for new license plates at the end of 1956. (starting with ND-00-01). The chassis number of this car was probably 3102615. Do you have information about this car? Then Gilbert would yours .

202077 was already a member of our club from 1998 until three years ago and now Bert van der Wijst has made a 'wise' decision. Bert brings a NZ 350 that he once bought in Hungary. The motorcycle is now in running condition and hopefully we will see the 'twosome' again at a club event.

202078's motorcycle is an RT 175, built in 1954.
This DKW is owned by Jan Semmeling. Jan has now made the two-wheeler running and he can already drive around with the license plate PU-68-58, which has been stamped with the frame number 45514537 from the factory. Unfortunately, the ignition lock is (still) broken, but it will be repaired this winter. By the way, Jan came into contact with the DKW virus through Antonio van den Elzen.

202081 has been working on classic vehicles for a while now. After a Sparta, Klaas Postma purchased a DKW and he started working with it fanatically. Klaas is still looking for parts for his DKW RT 175, built in 1954, because he is currently restoring this two-wheeler with frame number 45507575 with his father, who knows how things work because of his previous work at an engine overhaul company. Klaas also has an original Dutch license plate of the RT 175, which has already been painted and carries the license plate MB/71/GZ, including a letter from the first owner, with the statement from regional to national license plate. The first owner wanted to keep the provincial license plate and wrote an official letter to this effect, but unfortunately it has never been sent. He also owns two DKW RT 125s. That's already a nice (starting) collection Klaas...

ALL NEW CLUB MEMBERS
WELCOME
AT THE DKW CLUB NETHERLANDS

Gsoot out

Pearl South Africa

DKW 1000

Year of construction 1958

In good condition

Due to lack of space, for sale DKW F12, built in 1965 with original Dutch (dormant) license plate. MOT valid until March 13, 2021, mileage: 46,900 with 6 Volt Philips transistor radio without FM. Hans Theijken.

I am looking for an ignition lock for my DKW RT 250/2, built in 1954. Who can help me with this? William Smith.

Offered for exchange: set of new Mahle pistons size 74.43 for DKW 1000/S/Sp and Munga. Still in the preservative grease. I am looking for an equivalent set for DKW 3=6 900 cc. Eric Cox,.

Offered for sale in the DKW warehouse Ruinerwold, an almost complete DKW RT200S in original condition, without valid registration. This motorcycle has been donated to the club and will only be sold to one of the club members at the highest bid. Bidding is possible from €800. The motorcycle can be viewed without obligation on December 19, during the opening of the parts warehouse, from 11 a.m. is sold. After the purchase, the motorcycle must be collected from the warehouse. Please direct any interest or offers to Johan ten Arve.

DKW mopeds offered for sale, some complete, some reasonably complete except for a few parts, and some in parts. This lot concerns a DKW 110 men's moped with leg shields, a DKW 110S women's moped with separate leg shields, two Hummels 113 and two DKW 505 types (à la Puch Maxi), including many DKW and moped parts such as extra engine blocks (used), including a TS block with chrome covers around the cylinders (no mesh covers), pistons (new), connecting rods (new), cables (new) and various other parts. All in one purchase and fixed price € 900. Ron de Louw.

For sale from inheritance DKW F11/Junior with many extra parts, DET 10-02-1964, chassis number 6001259115, mileage 35,000. Fixed price € 1,800. Björn Depoor

For sale in Switzerland, very nice DKW 1000S Coupé, year 1959, new interior upholstery, tires with white sidewall, complete with parcel shelf, inverter 6-12 Volt and equipped with seat belts, with various spare parts such as new panoramic windscreen, overhauled gearbox, 4 wheels with winter tires, various wheel brake cylinders, starter motor, carburetor, etc. Price € 15,000. Robert Schärer.

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