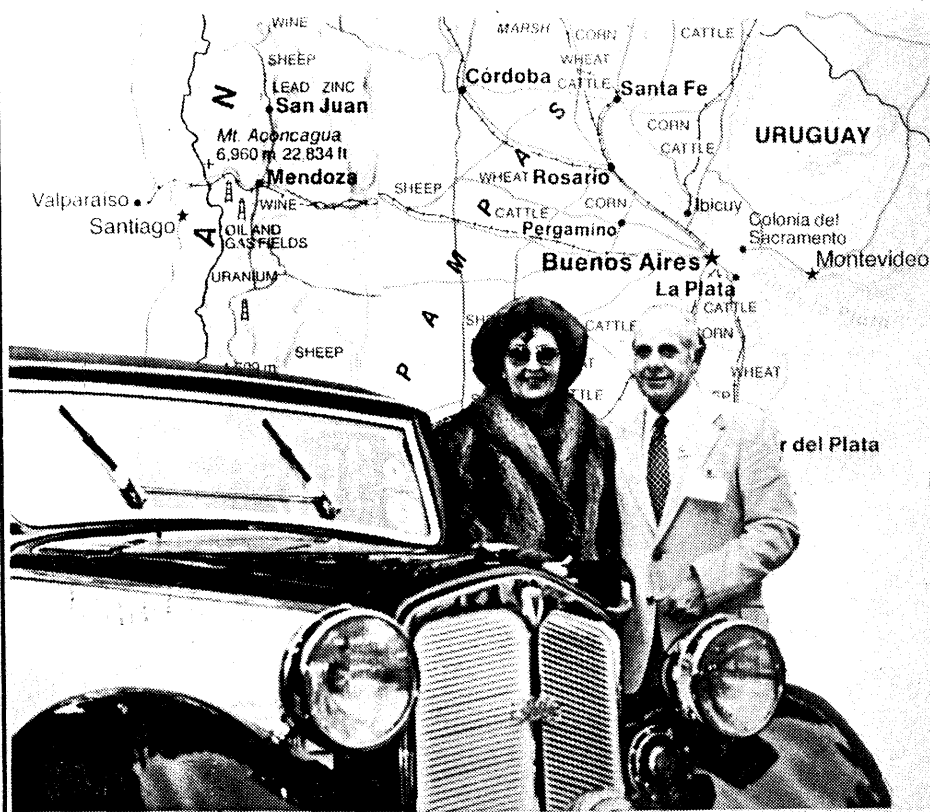


TWO STROKE NEWS

TOURING OVER THE ANDES



DKW

CLUB OF AMERICA

VOL.1 NO.2

SUMMER 1989

TWO STROKE NEWS

Volume I, Number 2

Summer 1989

Two Stroke News is a quarterly publication of the DKW Club of America. Deadlines for the newsletter inputs are: January 1st, April 1st, July 1st, and October 1st. All articles, advertisements, etc. are to be forwarded to the Editor.

DKW Club of America membership dues are \$10. U.S. annually. Mail check/money order to the Secretary/Treasurer.

DKW Club of America is dedicated to promote interest and to the preservation and use of the DKW/Auto Union vehicles.

Club Purpose:

The purpose of this new club will be to promote interest in all of the Auto Union vehicles including the motorcycles. Special emphasis will be given to the DKW line. Also the Club Newsletter will be the main carrier to provide information on parts sources, repair/restoration tips, articles of interest, historical data, and advertisement section.

Club Newsletter:

The newsletter will be published quarterly. I encourage each of you to assist me in making this newsletter of real interest to everyone. Forward to me anything that you think may be of interest, such as parts sources, articles of your own experiences or those of others, articles of historical interest, and advertisements of parts, cars, and motorcycles that you may have for sale or want.



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From the Chairman

Fantastic! The response from all of you has been great. From one advertisement in Hemmings and mailing out the Club's first newsletter, we have received fifty (50) paidup memberships. In addition, several members have forwarded articles, personal stories, technical data, road tests and etc. More than I can use in this newsletter, so I will print more in the next issue. A big "thank you" to all of you that sent those items in.

I have mailed out all of the issues of "A History of Progress" by Audi to those that sent in the articles and etc. noted above. I have requested more from Audi, and should have them soon.

In the meantime, I will send a copy of "DKW/Auto Union Guide", by Keith Ayling to each member that provides me with a typed one page or hand written two page article of interest about your DKW experiences or one of interest from a magazine or etc. If you send in articles from magazines and etc., they have to be of good zerox quality and more than two articles. (Unless one is very lengthy)

Member Dan Hosler has donated to the Club, six each of the "DKW/Auto Union Guides", of which one will be retained for the club library. Thanks again, Dan.

All of the Auto Union calendars were mailed to those early birds that sent in their check and application. I have also requested more of those from AUDI AG, but no response from them yet. Hope you are enjoying the quality of the photos of the cars on the calendar as much as I have.

The DKW-Front (F1) 1931 shown on the March 1989 sheet is of particular interest, because it was stored in the service building of auto dealer, Peter Satori, in Pasadena, California when I went there to purchase their last remaining DKW parts stock. (about 1974) You will note that it still carries a California license plate on front with a plate frame from Peter Satori. I understand that AUDI AG purchased the car and had it restored and it is retained in the company collection.

Now the bad news - on the financial side. The mailing of the calendars and Audi books really made the club checking account take a nose dive. (See the financial report elsewhere in this issue)

Marlene our Secretary/Treasurer recommends we hold off mailing out any more of the Audi books (providing we get more) and encourage all of the DKW enthusiasts that have not joined the club and that will receive this second newsletter to send in their check and application promptly. (That amounts to approximately 150 newsletters) A good idea!

This is your last chance: You will not receive the third newsletter unless you send in your check and application now! We need your help to get the DKW/Auto Union vehicles back in the public interest. Please take time now, fill out the application and mail it off. Thanks in advance. (Special note: I wish to say thanks also to Norman Creitz for your contribution to the club treasury)

This month's cover picture is of Dr. Juan Rene Delger and wife, Maria Elina, who is President and founder of "Circulo DKW-Auto Union, Uruguay. They are also members of our club. (See other details of them in an article elsewhere in this issue.) Dr. Delger indicated he would provide more about their DKW experiences and club activities at a later date.

Members Article: Mr. Tack Van Cleve provides the feature article this month. Send yours in and tell us your experiences. Thank you again, Tack. Also, read Byron Brill's letter elsewhere in this issue. Byron also furnished the new roster. Thanks, Byron.

New Eastern Representative: Mr. Mike Nilson of Mississauga, Ontario, Canada has volunteered to represent the club in the eastern parts of Canada and U.S.A.. Mike is very knowledgeable of the DKW and has lots of contacts. So if you live in his area, feel free to call or write concerning anything DKW. Thanks, Mike.

International DKW/Auto Union Meet: Host club: Svenska DKW ringen, Contact: Siegfried Hessler, Skyttegatan 22, S-352 41 VÄXJÖ, Sweden. Tel. +4647020894. Date: August 11-13, 1989, Location: Båstad, Sweden. (See info sheet-center flyer this issue) If you are planning on attending and would like to represent our club, please advise me.

International Club Gathering of Auto Union GMBH: Our club has been invited by Auto Union GMBH to attend a three day meeting of all Auto Union clubs. They plan to host it from September 15-17, 1989 in Abensberg (Approx. 25 km east of Ingolstadt) The club's representative is to be their guest - with travel arrangements at your own expense. To be discussed: "A look at activities for preserving the Auto Union tradition now and in the future", "Problems in acquiring spare parts, main areas of Auto Union GMBH support, and main ways of keeping the tradition alive in the marque clubs" There is to be a tour of the Audi factory also.

If you would like to make this trip and represent our club, please advise me before Aug. 15, 1989.

DKW Clubs-World Wide: There are twenty DKW/ Auto Union organized clubs around the world. I don't have a count on membership, but it should be substantial. If anyone has a figure that they are aware of please advise me. If you would like a list of these clubs, send me a SASE.

Correct address? Is your address accurate as shown on your newsletter label? If not please advise the editor. You will note also that your membership number is noted on the labels, left hand lower corner and membership expiration date on the opposite lower corner. (Note: Change date of 12/89 on your membership card to match date on the label.) Other DKW Club particularly, please advise me, of any changes in your club address. Our club newsletter will only be sent to the other clubs on an exchange basis.

Automobile Quarterly DKW Special Feature: A recent letter was received from Mr. J. D. Scheel of Canada who is preparing information for a feature article on DKW's for the Quarterly. He asked three particular questions which are as follows:

1. What were the pre-1940 U.S. import figures for DKW automobiles and motorcycles?
2. What are the post-1945 U.S. import figures for DKW automobiles? In both cases approximate indications would suffice.
3. Are any pre-1940 DKW cars in presentable condition available in the U.S. for possible photography to be reproduced in Automobile Quarterly?

Quote, "Your information, which will - of course - be fully acknowledged in Automobile Quarterly, will be greatly appreciated as will any other comments you might care to add." Unquote

Please advise Mr. Scheel if you can assist him in any way. Address: Box 99, Green Valley, Ontario, Canada, K0C 1L0, Tel. (613) 525-3811.

DKW/Auto Union Service Centers: Advise me of any repair shops in your area that you would recommend to other owners. I will print them in the next newsletter.

DKW Club of England Members: If you did not receive the "May" 1989 issue of the club newsletter and you need assistance in determining why, write to: Mr. C. P. Nixon, "Rose Cottage", Rodford, Westerleigh, Bristol BS17-4QG, England.

Auto Union/Audi Promotional Package: This is to help our club treasury. Send your \$5 check to the club address and you will receive the four following items: color poster 24"x32" of the factory "Audi 200 Turbo Quattro", competing for the 1988 SCCA Trans-Am Championship, 1 each Auto Union symbol stick pin, 1 each Audi Advantage cap pin and 1 each "I Love My Audi" window decal.

Wrong Telephone Number! The telephone number in Bill Hutchison's advertisement in the last newsletter was incorrect. It should be (502) 897-2373, not (502) 892-2373. He can also be contacted at: (502) 589-9287. The typist sends her apology.

Advertisements: Priority will be given to all advertisements. (Members free - \$10 to all others) Your advertisement will be printed twice, unless you advise otherwise.

Crankshaft Rebuild Services: This is a service that is now critical to the continued use of our DKW's. Do you know of anyone in the U.S.A. that performs this service? Also, does anyone know if the bearings are available in order to accomplish rebuilding of the crankshafts. Once a reputable shop is located and parts are determined available, they should be busy. How about it, you racing Junior owners, any suggestions?

Audi of America, Inc.: The company recently introduced their Audi Quattro (June 5-7) with special filming done at Joshua Tree National Monument, which is only about eight miles from my home, but I didn't find out about it until today, July 17. They introduced a new model and we started a new Auto Union club in the same area. Is that coincidence or what? Visit your local Audi dealer and check out the brochures and maybe even the Quattro itself. A big thank you to Maureen Terry, Public Relation Dept. of Audi of America, Inc. for advising me of that and sending us some new books.

Audi Owners: Kurt Soezen of London has founded a club for Audi owners (about a year ago) and in case you are interested in joining them, he can be contacted at his address as shown on page two of this issue. Club name is, "Auto Union Enthusiasts Register".

Local Parts Availability: Your local VW agency or VW independant parts supplier has a small quantity of VW parts that interchange with the DKW/Auto Union vehicles. If you are aware of some of the parts and can furnish part numbers and nomenclature it would be appreciated if you would forward that information to the Editor then we will print it.

Munga Owners: A rumor has it that the Canadian Company "Bombadier" is making 4WD units that may interchange with the DKW Munga. Products are under the name "IHUS". Anyone know the details on this?

Membership Roster: Byron Brill furnished three different rosters this month of which one is included in the center of this newsletter. It is indicated by state and zip number and county. Next newsletter will have an updated roster which will have members listed numerically. Thanks again, Byron.

Wow! That was a lot to report, but hopefully we are up to date. Tell your DKW friends about the club or send me their names and addresses and I will send them a newsletter and application.

I am going to put some advertisements in the various car magazines to make them aware of our new club, so if you would like to make a contribution to this effort, send your check denoted for "MAG-ADVERT". Send it to the club secretary/treasurer.

(Example, \$75 for 25word ad in Road & Track) An ad will appear in Hemmings for August and Sept..

Thanks again to all of you that have joined and for your articles, brochures and booklets that you have sent. And to those that haven't joined, please take time now to fill out the enclosed application and send it off

DKW's Forever,

Jim Craig

Jim Craig

DKW AUTO UNION

THE SECRET IS 2-CYCLE PERFORMANCE

Fellow Deekers:

I wanted to let you know that I am still alive and well, although I haven't been as involved in the DKW hobby as I have been in the past. Jim was kind enough to suggest that I use Two Stroke News to give those of you I've corresponded with in the past an update on where I've been since completing the North American Auto Union Register in 1984.

I still have five DKWs, all in various stages of repair and roadability. However, since my bachelor days there are a few other interests which keep me occupied. The biggest single demand on my time since the Register was completed has been my kids. All of my children have been born since the Register came out - Three boys and they keep me real busy. They are each in various stages of DKW indoctrination right now and are doing very well. The three month old is still having trouble determining the proper oil/fuel mixture ratio, however. Not to worry, though; the five year old is moving right through advanced two stroke operating principles with the three year old somewhere in between. The problem is that all this education makes it very difficult to find the time to work on my cars or to have produced an update to the Register. That's why we're lucky Jim decided the time was right to start the DKW Club of America.

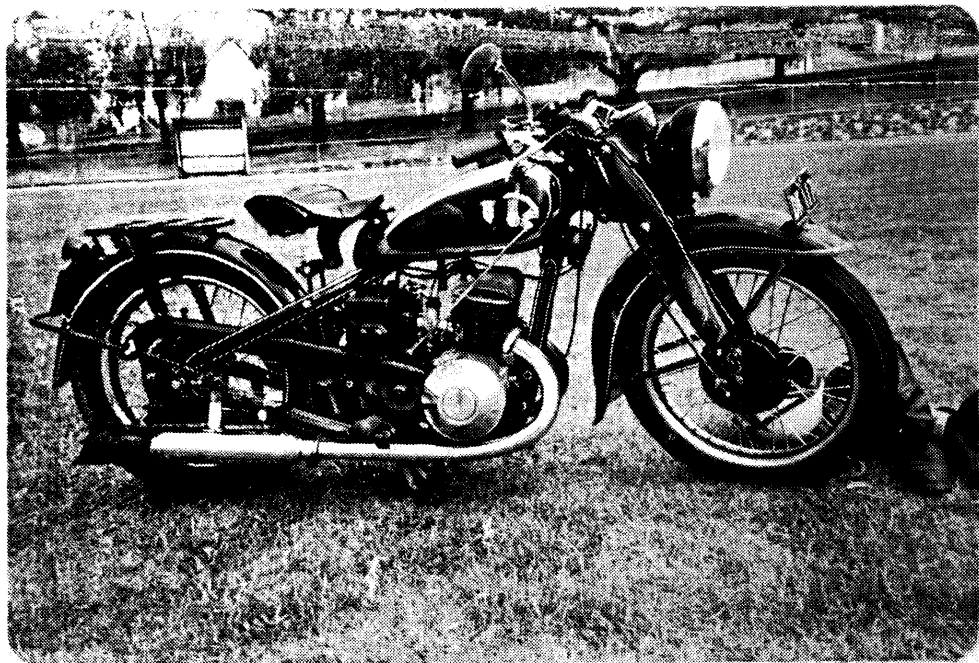
We are fortunate to have someone willing and able to provide us with a forum to discuss problems and solutions, to find parts and information and to bring DKW owners and enthusiasts together. As a result, this club should meet the needs of the Deeking public. The DKW Club of America has access to numerous parts and information sources worldwide, and with the ongoing interest and assistance of its membership, should be increasingly helpful to those of us who have chosen to pursue the automotive hobby through DKWs. A club really reaches its full potential through the contributions of its members. That's why I would encourage all of you to contribute to this newsletter and contribute often. I appreciated the help of all of you who contributed to the North American Auto Union Register. Please continue by helping to make the DKW Club of America a success.

Sincerely,

Byron Brill



Touring Over the Andes: President and founder of "Circulo DKW - Auto Union, Uruguay", Dr. Juan Rene Delger, recently joined our new club and he and his wife, Maria Elina, are very enthusiastic about the Auto Union vehicles. They are very active in their club and with other local car clubs have several monthly activities. He and Maria Elina recently made a trip over the Andes mountains in their 1938 DKW F7, four place Cabriolet Deluxe, which he describes as follows; "Our most important trip so far was in 1987 when we made a trip from the Atlantic Ocean to the Pacific Ocean. It began in Montevideo, Uruguay and proceeded to Rosario, on across the Pampas through Mendoza to Santiago, Chile. Snow was falling in the higher Andes as we passed through, but we had no problems. Maria Elena and I enjoyed the views and scenery and the complete trip tremendously. After an overnight of rest and relaxation and maintenance on the cars we proceeded on to view the beautiful blue Pacific ocean at Vina del Mar near Valparaíso, Chile. The round trip back home made a total of 5,000 KMs.



Restored 1937 DKW, SB500, Photo dated 1982.
Owner/Restorer, Vin Minogue, Austrailia.

MY DKW EXPERIENCES, By Tack Van Cleve

DKW's in Montana? you may ask. As a matter of fact, like Franklins which were valued for their easy riding qualities and air cooling, which perfectly suited early-day Montana's cow paths and rough roads, and cold winters, DKW's found favor here because of their easy-starting qualities in sub-zero weather, and their front-wheel drive.

I bought my first DKW - a 1957 4-door sedan, in 1959. It was slightly used, in perfect condition, and I traded in a 1955 Hudson Hornet V-8 on it, finding that the Hudson's thirst was just a bit much for my college sophomore budget. I had never heard of a DKW up to that time, as I recall. A car dealer in Billings, 100 miles away, drove the DKW up for my inspection, and drove back with the Hudson. I was immediately smitten with the DKW style and "odd-ball" mechanicals - but then, I have always liked oddities! Who else values '49 Nashes, '49 Hudsons, and '49 Lincolns - all of which I have in my collection of some 35 cars, vintage 1924-1956. I have, by the way, recently added a 1955 Hudson Hornet V-8 4-door to my collection, to replace the one I traded in on the DKW and it is as thirsty as I remembered it being!

But I digress...About a week after I bought the Deek, I headed for college - 1,200 miles away, in San Francisco. I drove home and back to school every Christmas, and every Easter, and every summer. The car was yellow with green leatherette seats and cream door panels and headliner. It had a Motorola radio which was anemic, at best, and after I fitted white-wall tires (wide whites, of course, at that time) of Dunlop persuasion, it was an eye-catching vehicle, at least to my mind.

About a year later, I heard of a DKW locally, which turned out to be a shortened 3=6 coupé with the top removed by tin snips. I bought it and drove it home, where I used it on our 20,000 acres for a runabout. Soupy, with all that weight missing! In 1964, I gave it to an Indian friend on the Northern Cheyenne Reservation, where I was teaching at the time. Like most Indian vehicles, I don't suppose it survived long!

Programm

Freitag, den 11. August 1989

- | | |
|---------------------------|---|
| 12 bis 19 Uhr | Hemmeslövs Herrgård: Empfang und Anmeldung der Teilnehmer, Ausgabe der Unterlagen für das Veteranentreffen. |
| 18 Uhr, 19 Uhr und 20 Uhr | Vaudeville im Zelt am Hemmeslövs Herrgård
3 Vorstellungen |
| Ab 18 Uhr | ist das Restaurant Hemmeslövs Herrgård geöffnet. |
| Ab 21 Uhr | Tanz im Hemmeslövs Herrgård |

Samstag, den 12. August 1989

- | | |
|-----------|---|
| Ab 8 Uhr | Hemmeslövs Herrgård:
Start zur Orientierungsfahrt nach
Wegbeschreibung, diverse Aufgaben
Fahrtunterbrechung mit Lunch (leichtes Mittagessen) |
| Ab 14 Uhr | Rückkehr zum Hemmeslövs Herrgård |
| Ab 15 Uhr | Hemmeslövs Herrgård: Ersatzteilemarkt |
| 19 Uhr | Hemmeslövs Herrgård:
Festabend mit Siegerehrung
Verleihung der Pokale
Supé (festliches Abendessen) |
| Ab 21 Uhr | Tanz |

Sonntag, den 13. August 1989

- | | |
|--------|---|
| 10 Uhr | Hemmeslövs Herrgård:
Start zum Korso durch Båstad
Ziel: Norrvikens Trädgårdar |
| 12 Uhr | Ende des 16. Auto Union-Veteranentreffens |

Membership Roster - By State & Zip

DKW CLUB OF AMERICA

July 1, 1989

No.	Name	Address	City	State	Zip	Phone	Cars
40	Barry,	Ken M.	Rt. 2 Box 1041	Union Grove	AL	35175	'60 1000, '60 1000 Universal (P)
5	Foerg,	John	Rt 1, Box 868	Sheffield	AL	35660	'63 1000S
49	Birschansky,	Victor	10921 South Larch Ave.	Lennox	CA	90304	'58 Universal, '58 Universal (P), '57 3=6
15	Lewis,	Humphrey L.	63d ARCOM ASF 28, Hangar 2 AFRC	Los Alamitos	CA	90720	
34	Ebel,	Ken	8126 Turney Ave.	Reseda	CA	91335	'61 Universal, '62 1000S (P)
13	Merrick,	Phil	1331 Knowles Ave.	Carlsbad	CA	92008	
1	Craig,	Jim	*7011 Sunny Vista Rd.	Joshua Tree	CA	92252	'61 1000SP, '60 1000, '57 Universal, '53 RT250, '53 RT175, '70 Boondocker (
10	Brill,	Byron	260 Santa Margarita Ave.	Menlo Park	CA	94025	'58 1000SP, '59 1000SP, '58 1000, '58 1000 Limosine, '56 3=6 Cabriolet (2 s
17	Hofmann,	Otto	1365 Tuolumne Rd.	Millbrae	CA	94030	'55 DKW Hobby
7	Surriugarte,	Jon	917 Alvarado	San Francisco	CA	94114	'58 3=6 (2)
50	Lue,	William	763 31st Ave.	San Francisco	CA	94121	'63 F12 Cabriolet
16	Resch,	Marcus P.	145 N. El Camino Real #112	San Mateo	CA	94401	'59 3=6 Sunroof
19	Chacanaca,	Robert E.	43 Miller Rd.	Watsonville	CA	95076	'58 3=6 (2), '59 3=6, '60 3=6, '61 1000
22	Preheim,	Mike	P.O. Box 957, 15495 Trinity Rd.	Cobb	GA	95426	'59 Munga
46	Masson,	Newton	3564 Montclair Rd.	Shingle Springs	CA	95682	'57 3=6
27	Jennings,	Joe	P.O. Box 156, 17 Depot Mill Rd.	Cobalt	CA	06414	'57 3=6
38	Hite,	George	3081 S. Marion	Englewood	CO	80110	
25	Droege,	Lee John	1715 Karlann Dr.	Black Hawk	CO	80422	Delivery Van, Window Van, '57 3=6 (3), '59 1000S (2), '60 1000SP, '61 1000S
9	Baker,	Joseph	P.O. Box 1692	New London	CT	06320	'58 Munga
30	Conley,	Doug	12008 W 87th St. #116	Lenexa	KS	66215	'58 1000
11	Hutchison,	William C.	360 Ridgeway Ave.	Louisville	KY	40207	'60 1000SP
35	Stevenson,	Bill	1890 Pownal Rd.	Auburn	ME	04210	
23	Hosler,	Dan & Dee	3520 Warringham	Waterford	MI	48095	
12	Short,	Matt	424 So. Verlinder	Lansing	MI	48915	
41	Hummel,	Roger A.	Rt. 1 Box 14	Suttons Bay	MI	49682	'60 Munga Pickup, '60 Munga Pickup (P)
2	Van Cleve,	Tack	Box 550	Big Timber	MT	59011	'57 3=6 4 Limosine, '57 3=6, '58? 1000
26	Urness,	Dale	Rt 2, Box 24	Leeds	ND	58346	'57 3=6 (2), '59 3=6 (2)
6	Bachman,	Richard	2 Second St.	North Arlington	NJ	07032	
48	Miller,	Donald W.	P.O. Box 2448	Santa Fe	NM	87504	'65 RDS Cabriolet
20	Mauldin,	Wess	P.O. Box 712	Socorro	NM	87801	'58 1000SP, '62 3=6 Van, '58 3=6 Van, '58 1000, '62 Junior (2), '70 125cc M
32	Lewin,	Michael G.	85-23 122nd Street	Kew Gardens	NY	11415	'44 NZ 350 Motorcycle
45	Bancroft,	Bob	8974 Barclay W.	Kinsman	OH	44428	'38 SB 500 Motorcycle
29	Creitz,	Norman	4123 NE Columbia Blvd.	Portland	OR	97211	'61 1000S, '61 Junior, '56 Munga, '56 3=6
37	Ekdahl,	Kerry	750 E. Gregory Rd.	Central Point	OR	97502	'56 3=6 Cabriolet (4 seat)
21	Guiley,	Max & Louise	220 Sunrise Ave.	Meford	OR	97504	'36 Meisterklasse Cabriolet, '57 Monza, '59 3=6 (3), '59 & '60 Commercial t
3	Holland,	Phillip	2513 Fifth Ave.	McKeesport	PA	15132	
8	Gorman,	John J.	351 W. Boot Rd.	Westchester	PA	19380	'60 1000S
36	Floek,	John E.	177 Cleveland St.	Providence	RI	02909	'63 1000S
47	Sawyer,	Roy J.	8004 Buford Dr.	Dallas	TX	75241	'62 1000S Limosine
4	Stephenson,	George K.	7007 Dover Lane	Fort Worth	TX	76118	
24	Watt,	Sern D.	4404 Baker Ave. NW	Seattle	WA	98107	'57 3=6 Sunroof
28	Jones,	Ted	6454 Wing Point Rd. NE	Bainbridge Is.	WA	98110	'62 1000SP
14	Rambo,	Richard	908 51st Place, SW	Everett	WA	98203	
39	Prince,	Robert L.	1662 12th Ave.	Grafton	WI	53024	'58 Munga
18	Wilson,	Carole A.	Rt 1 Box 34W, W1716 Mortensen Rd.	Brooklyn	WI	53521	'61 1000S
33	Seco,	Fred	1500 Atlas Rd.	Wheeling	WV	26003	'37-'39 NZ 500 Motorcycles (4), NZ 500P Motorcycle
31	Nilson,	Mike	2050 Dickson Rd.	Mississauga, Ontario, Canada	LSB 1Y6		'57 Monza, '57 Roadster (one off), '59 Formula Junior
42	Sugimura,	Seizo	Muromachi Ichijo Agarui	Kamikyo-ku, Kyoto, Japan	602		'54 F89P Meisterklasse Limo, '55 F91 Sonderklasse Cabriolet (4 seat), '55 F
44	Ten Doeschate,	Hubert	Box 770	Randpark Ridge	South Africa	2156	'57 3=6 Window van, '63 1000S, '57 3=6, '58 1000, '50 Special racer, '54-up
43	Delger,	Juan Rene	Ave. Americo Ricaldoni 2452	Montevideo	Uruguay	11600	'38 Luxus Cabriolet (4 seat)

Teilnahmebedingungen

Teilnahmeberechtigt sind alle Automobile und Motorräder der Marken AUDI, DKW, HORCH und WANDERER bis einschließlich Baujahr 1966.

Sämtliche Fahrzeuge müssen sich in einem technisch und optisch einwandfreiem Zustand befinden.

Die Fahrzeuge sollen originalgetreu präsentiert werden, Aufschriften und Bemalungen sind nicht gestattet.

Der Veranstalter kann Fahrzeuge zurückweisen.

Anmeldung

Ihre Anmeldekarte senden Sie bitte an:

Svenska DKW-ringen
Siegfried Hessler
Skyttegatan 22
S-352 41 Växjö (Schweden)

Anmeldeschluß ist der 1. Mai 1989.

Das Nenngeld beträgt je Fahrzeug und Fahrer
Für jeden Beifahrer (ab 12 Jahre)

SEK 350,-
SEK 300,-

Das Nenngeld ist Rückgeld. Rückzahlung nur bei Nichtannahme der Nennung oder Absage der Veranstaltung. Eine Nennung ohne gleichzeitige Bezahlung ist ungültig und wird nicht berücksichtigt.

Zahlung auf das Postgirokonto Nr. 78 90 60 - 1 Svenska DKW-ringen
beim Postgiroamt Stockholm, Schweden

Die Überweisung vom deutschen Postgirokonto ist gebührenfrei. Gebührenpflichtige Einzahlungen können bei jedem deutschen Postamt vorgenommen werden.

Bei Zahlungen mit Bankscheck oder Überweisung erhöht sich das Nenngeld um SEK 50,- (Bankgebühren in Schweden).

Leistungen des Veranstalters

Im Nenngeld sind enthalten: Teilnehmerunterlagen, Mittagessen während der Orientierungsfahrt, Abendessen am Samstag, Erinnerungsgeschenk, Startnummer, Teilnehmerplakette, Teilnehmerliste, Pokale, Musik, Organisation. Getränke sind im Nenngeld **nicht** inbegriffen.

I alternated my use of the DKW at college with that of my 1955 Thunderbird. Both cars were "fun", but the 'Bird was the better "chick-getter"! The ONLY time the Deek let me down was one Christmas, about half-way between Jackpot, Nevada, and Twin Falls, Idaho - at 3 a.m., and about -20° outside. The headlights started to dim and the motor missed a bit, and I quickly determined that the generator had quit generating. I was about 25 miles from a little town, so I shut the headlights off and proceeded as fast as I dared, turning the lights on only when approaching a car or truck - which was very infrequently, fortunately. When I pulled in to the town, I stopped at the first garage I came to, spent the rest of the night trying to keep warm, and when the owner got there, he very kindly cut down a set of VW generator brushes to fit the Deek, gave the battery a quick charge, and I was on my way again, none the worse for the experience.

Another time, my sister, who was attending school at another school in the Bay Area, was driving home with me, and offered to drive part of the way while I slept. In those days, I/we drove straight through - 24 hours is what it took to go 1,200 miles. Anyway, I was sound asleep at about midnight, and when she attempted to dim the lights for an oncoming car, she inadvertently shut off the lights. The ear-splitting shriek and swerve which immediately followed her mistake, awoke me abruptly, and I drove the rest of the way!

The deek (and the T-bird) went with me when I graduated from college and started teaching on the Cheyenne Reservation; then, in 1964 I traded it on a 1963 Sunbeam Alpine roadster. A year later I saw an older gentleman driving it in Billings, and it may still be there, squirreled away in a garage. About the same time, foolishly, I sold the T-bird to a fellow in California.

In 1985 I began to lust after a DKW, having reached the age where nostalgia and memories were becoming important to me. Out of the blue, a member of my car club in a town 30 miles away, casually asked if I had seen the "funny car" some oil rig worker was driving around town. He identified

MY DKW EXPERIENCES, Contined

it by saying it had a "wraparound" rear window, VW-type headlights, and sounded like a motor-cycle. I couldn't believe it, and asked questions intended to more specifically identify the mystery car. Sure enough, it HAD to be a DKW! I hotfooted over there, and found an Auto Union 1000 coupe, in quite nice condition. And it was for sale! I got it for half his asking price and set about to find another coupe from which I could pirate the missing seats and gas tank. I turned one up in Iowa, which the owner assured me was in "pretty nice" shape, and the photos seemed to agree. I specifically asked if there was any rust-out and was told that because of the way it was shoehorned into the barn, he couldn't see under it, but that he was sure there wasn't. The engine was dismantled and in the trunk, along with new pistons, and some other parts.

Well, I arranged for a fellow from Arkansas who was bringing a flatbed up to take home a '37 Dodge pickup from me, to stop en route and haul my Iowa Deek up. It got here, a total rust bucket underneath, but with bits and parts that I figured I might eventually use. It was worth maybe $\frac{1}{4}$ what I paid for it, however!

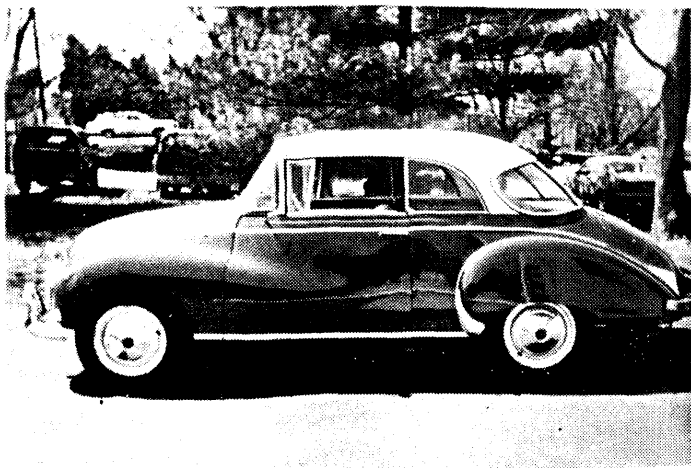
A year later, a one-day ad in a paper I happened to pick up to kill time while waiting for a plane, offered a DKW car for sale 100 miles from me. I called and found there were 5 DKW's: an operating '57 coupe, a 4-door sedan without a motor, and 3 coupes in varying conditions, all without motors. I offered half what the owner was asking for the one car, for all five, and my offer was accepted. And he found an extra motor sitting in the shed, which we threw in the back of my T-bird (now a 1986 model), and I set out in the '57 coupe, followed by my mother in the T-bird. Darkness came upon me about 50 miles from home and I had to re-learn the Deek controls quickly, including the heater's, as a typical Montana snowstorm blew in and I was negotiating about 4 inches of snow

on the highway. I should mention I had only 3rd and 4th (and reverse) gears, due to a small nylon piece on a transmission control being broken! Just then, a front tire blew out, and when I got the spare out, it was flat. My mother drove me back to a road construction site a few miles back, and they blew up my spare, I changed the tire, and was again on my way through a blinding snowstorm. Fortunately, everything worked, including the wipers, and I finally arrived home, non the worse for wear. Later, I hauled the other Deeks down to the ranch with a "dolly" behing my pickup.

I probably now have a corner on the Deek population in Montana, but who knows? I'll bet there are some more of them out there, just waiting for me to find them. Actually, I want to restore the 4-door; the '57 coupe I drove home needed little except tires and a wax job. The red Auto Union 1000 coupe I may attempt to make into a convertible.

The cars are real conversation pieces - even more so than my sedan was 'way back in college! And just as much fun!

Tack Van Cleve



"Restored 1960 Auto Union 1000S, Coupe Deluxe.
"Everything about the car is original and
authentic." John J. Gorman #8"

LOST DKW FRIENDS: Tthe following list of names are DKW/Auto Union owners that have moved from the addresses shown and we are no longer able to contact them to let them know about our new "DKW Club of America". You can help, if you know their new address. Please advise the Editor, Jim Craig.

Daniel H. Snyder
138 Arden Rd.
Columbus, OH 43214

Steve Fleuer
4802 E. 17th St.
Tucson, AZ 85711

Jerry Dunder
29201 Flower Park Dr.
Canyon County, CA 91351

Ralph Flowers
Route 15, Box 490
Gray, TN 37615

Al Bowers
1031 12th Ave.
Edmonds, WA 98020

Bruce Babcock
118 N. Acacia Ave.
Solana Beach, CA 92075

Bruce Peterson
14655 SW 76th #5
Tigard, OR 97223

Chuck Fox
P.O. Box 94999
Tacoma, WA 98949

Mike Marolla
2320 Notre Dame Ave.
Chico, CA 95926

David Harper
Box 732
Bessemer, AL 35020

Bill Dakland
(Somewhere), Oregon

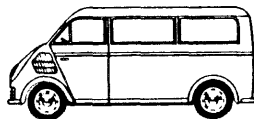
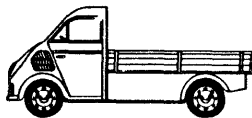
Peter ?
(Somewhere) Mass. (Boston?)
(617) 749-6814 or 826-2047

Eric J. Forgo
18 Colonial Dr.
North Haven, CT 06473

Peter Downs
330 W. 85th St. Apt. #24
New York, NY 10024

Jess Crawford
Aztex, NM

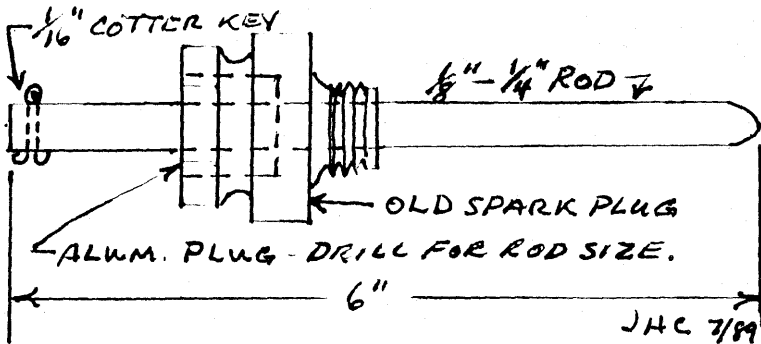
Tom Graham



Technical Facts or Fiction?

1. Timing the ignition on the three cylinder, two stroke DKW engine is started by locating top dead center of #2 piston. We need a tool for that, right? Make one out of one of the engine's old spark plugs as shown below:

Jim Craig (#1)



2. The DKW/Auto Union four speed synchromesh trans-axle is identified by the eight inch square access plate on the side of the assy.

Wess Mauldin, Jr. (#20)

3. Can the automatic oiling system be retrofited to the earlier DKW /Auto Union 3 cylinder, 2 stroke engine? If so, what parts are needed? (Please advise)

Jim Craig (#1)

The Technical Side

Technical Chairman: Would you be interested in correlating technical information from the membership or on your own and providing that to the editor for printing in the club newsletter?

This is a job that could greatly benefit the club membership and help get more of the DKW's back on the road. If you would like to assist only over the telephone, as a couple of our members have volunteered to do, that is appreciated also. Please advise the Chairman.

"Of Special Interest"

1. Lee Droege Will accept phone calls
1715 Karlann Dr. for any help needed
Black Hawk, CO (Have been thro the mill)
(303) 582-5291
2. Mike Preheim Will make copies of owner
P.O. Box 957 and shop manuals
Cobb, CA 95426 (For 1959 Munga)
(707) 928-4122
3. Hubert Ten Doeschate of the DKW Owner's Club of
South Africa reports that their club is well
organized and caters to all of DKW/Auto Union
products. He estimates that there are still
about 3,000 DKWs in South Africa.

Annual subscriptions are R15 with a R5 entrance
fee. These subscriptions are due on Jan 1st
each year and are reviewed annually at their
A.G.M. which takes place in August.

Spares availability:

1. DKW 3 cyl. car parts are still readily
available from: Johnny's, P.O. Box 16263
Pretoria North, 0116. Republic of South
Africa.
 2. DKW 2 cyl. car spares are best obtained
from Jelle De Vries in Alberton (no
address) Tel. 011-869-1703/7406
 3. DKW RT and Hobby motorcycle spares are
best obtained from Hubert Ten Doeschate,
Box 770, Randpark Ridge 2156, Republic
of South Africa. Tel. 011-678-0447
 4. DKW Hummel and Sachs spares are obtain-
able from Club Motors, 416 Pretorius St.,
Pretoria, 0116 Republic of South Africa.
Tel. 012-322-8546
4. 500 Auto Union 1000 SP's left in the world!
Kurt Soezen of London, England reports that in
a recent letter. Sounds logical to me (Ed.)
Anyone out there have a different count? (Ed.)

PARTS SOURCES, UPDATE

1. Columbia Equipment, Inc.
4123 N.E. Columbia Blvd.
Portland, OR 97211
(503) 288-6981
Mr. Norman Creitz

(Engines, crank-shafts, gaskets & much more, new and used.)
2. Kurt Soezen
25 Rutland Court
Denmark Hill, London
SE5-8EB, England
Tel: 01-274-6227

(Many new parts - list furnished on request, other parts referrals) DKW
Auto Union & Audi
3. Johnys DKW Central Parts Depot
P.O. Box 16263
Pretoria North 0116
Republic of South Africa
Attn: O. H. Vogler, Manager
Dial Direct: 011-27-12-58-3479 or 1853 (all international codes included - just dial direct)
Telex: 3-21349 (Tel Telex Operator this is complete number)
4. Ralf Müller (new address)
Grosse Beck Str 1
D-4630 Bochuoc
West Germany

(DKW, NSU, Audi car and motorcycle parts)
5. Matz Autoteile
Postfach 22-25
Zur-Bleiche 51
D-2390 Flenburg
West Germany

(Early & late DKW parts, pistons & etc.)
(Catalog available)
6. Pfalzische Automobil
Verkaufs GMBH
Postfach 1, Mubbacher Landstrabe 18
6730 Neustadt/Weinstrabe
West Germany

(DKW/Auto Union pistons, rebuilt crankshafts, gaskets, & etc., also for Audi, VW & Porcshe
7. DKW Rotary Owners Club
Mr. David Cameron
17 Church Lane
North Weald Bassett
Epping, Essex CM16 6HX
England

(DKW/Hercules W2000, spares and etc.)

Advertisements

For Sale:

I am a former DKW Dealer, and I have a DKW car and spares for sale: 1961 DKW 2-door coupe, 4000 original miles. Right front damaged - offers. I also have many new and used parts and special tools for sale. Mr. R. C. Ferrall. 1233 Chicago Dr. Grand Rapids, MI 49509, (Evenings)

1960 DKW engine block, transmission, front hubs, steering and suspension parts. Mr. Ken Barry, Rt. 2, Box 1041, Union Grove, AL 35175.

1959 Auto Union 1000SP Coupe, excellent, complete car. No rust, perfect body and glass, clean interior. Offer - Medical reasons force me to sell. Mr. George Hite, 3430 South Grant Apt. #105, Englewood, CO 80110,

Color sales literature, brochures, spare parts & work shop manuals for most DKW/Auto Unions, SASE for latest list, Mr. William H. White, 2443 Mt. Carmel Ave., Glenside, PA 19038.

1957 DKW Munga, \$1,000. Call Charles or Carl, (Banning, CA.

1957 DKW, 2 Door and 1957 Universal station wagon. Good for parts or restoration. Best offer. Victor Berschansky, 10921 S. Larch Ave., Lennox, CA 90304,

DKW transaxles and spare parts; Roy J. Sawyer, 8004 Buford Dr., Dallas, TX 75241,

Auto Union/DKW tail light lens, price: DM200 per pair. Send part number and state color (red or yellow) Ralf Muller, Grosse Beck Str. 1, D-4630 Bochum, West Germany.

1959 DKW 4 door, price: \$1,250. Mr. Loren Vermont, 9128 Burke St. #219, Pico Rivera, CA 90660, (

Advertisements Cont.

For Sale;

1000SP owners handbook, parts, workshop tooling, manuals, 1000SP tail light lens, crankshaft rebuilds, sunvisor holders, seat rubber bumpers, DKW models and many other items. Kurt Soezen, 25 Rutland Court, Denmark Hill, London SE5-8EB, England.

1958 DKW pickup trucks (2 ea.), Wess Mauldin Jr. has seen these and that Stanley Utzman, 3359 Petaluma Blvd. So., Petaluma, CA 94952, has them for sale.

DKW Jr. (year ?) transaxle, complete with brake hubs and axle connectors. (Free you pick up or \$25 plus shipping) Jim Craig

Lots of extra distributors, carbs, coils and other misc parts I would be willing to sell or trade for things I need. Jon Sarringarte, 917 Alvarado, San Francisco, CA 94114,

1959 DKW Munga, \$850 - Mostly complete, not running, extra sedan engine, very restorable, some rust, has front seats, top bows missing, towable, photos avail. will trade for Citroen 2CV's and/or derivatives, Bill Stevenson, 1890 Pownal Rd., Auburn, ME 04210, Tel.

1960 AU1000 spare parts too numerous to list. Parts left over after restoration project. John J. Gorman 351 W. Boot Rd., West Chester, PA 19380,

1960 AU1000 spare parts too numerous to list. Parts left over after restoration project. John J. Gorman 351 W. Boot Rd. West Chester, PA 19380



DKW
does
it!

2 DKW CARS

--- LEESBURG, VA

WANTED:

1. Any and all parts or complete Wartburg cars made in Germany. They are similiar to DKW. Victor Berschansky, 10921 S. Larch Ave., Lennox, CA Zip 90304 (
2. DKW powered sports racer, any condition. Mike Nilson, 2050 Dickson Rd., Mississauga, Ontario, Canada L5B 1Y6
3. Information regarding someone that can rebuild DKW crankshafts in the U.S.A. or other areas.
Note: Jeff Bratton of Bratton Cycles, 820 Pacific Ave., San Jose, CA, did at one time, but I am advised he maybe in the area of Placer-ville, CA. Anyone know his whereabouts? Con-tact Jim Craig (address in front page)
4. 1959 1000S (not padded dash model) wanted for restoration project. Contact: Wess Mauldin, Jr. P.O. Box 712, Socorro, NM 87801,
5. DKW van and truck owners: Advise Wess Mauldin (address notes above) if you need the rubber support grommets for your grilles.
6. DKW convertible or coupe, low mileage, original excellant unrestored wanted (if it is disirable and rare). Also want any 1950's/60's, like NSU, WARTBURG, VOLVO 1900, or Peugeot 403 Mr. William Lue, (late even.)
(11:30 to 1:30),
(after 6PM), 763 31st Ave., San Francisco, CA 94121.
7. Tool for locating TDC of #2 piston for timing purposes on 3=6. Screws into #2 spark plug hole. Tach Van Cleve, Box 550, Big Timber, MT 59011
8. Set of four 1000SP wheel trim rings, any condition, earliest type 1000SP air cleaner and original DKW radio model Blaupunkt Koln (or Cologne?) 6 volt, and condition. Name your price. Bill Hutchison,
- leave message.
9. Good/ complete DKW/Auto Union wanted for restor-ation. Richard Bachmann, 2 Second St., North Arlinton, New Jersey 07032,

WANTED: Cont.

10. Good '58-'60 Auto Union engine, exhaust expansion chamber, 3 each '58-'60 A-U hubcaps with or w/o trim rings, 3 each '58-'60 A-U headlight rings (thicker than the DKW kind) 1 each '58-'60 4 ring AU bar for across the grille, '58-'60 A-U front and rear bumpers. Tach Van Cleve, Lazy K Bar Ranch, Box 550, Big Timber, MT 59011 U.S.A.
11. For 1963 DKW; 3 each pistons with rings, 74.93MM crankshaft assembly, gasket and other odds and ends to put engine back together. John Foerg, RT 1, Box 86B, Sheffield, AL 35660,

Treasurer's Report

Total receipts

48 Memberships	\$480.
1 Membership	50.
	<hr/>
	\$530.

Disbursements

Newsletter printing	\$134.44
Office supplies, mailing material and copies	49.35
Stamps and postage for books newsletter and calendars	170.39
Phone expences	12.38
Advertising	15.85
Membership cards	22.26
	<hr/>
	\$404.67

Current balance \$125.33

AS OF July 1, 1989



DKW CLUB OF AMERICA
7011 SUNNY VISTA ROAD
JOSHUA TREE CALIFORNIA 92252 U.S.A.

Richard Homs
20 Ridge Haven Dr.
Long Island, NY 11961

