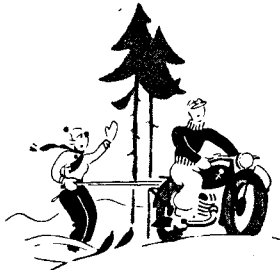
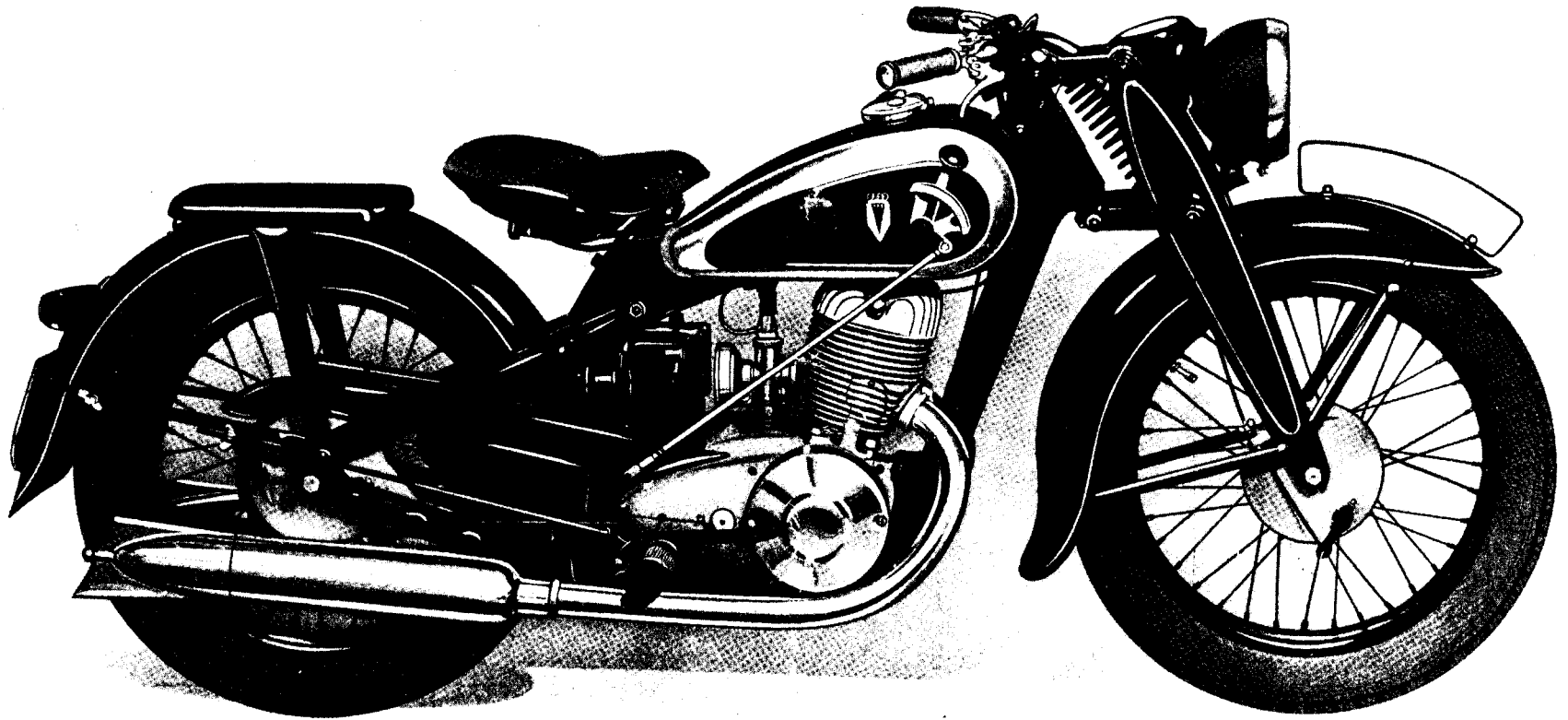


AUTO UNION
DKW
MOTORCYCLES

11.13

29
30

213
103



NZ 350 The NZ 350, the bigger companion of the NZ 250, is intended for the motorcyclist who demands the utmost in power and speed. He will thrill to the wonderful road holding qualities made possible by the well designed suspension, which permits travelling at high speed even on bad roads. The front spring is twice the length of that of last year's model! With the machine you will be able to travel at an average speed which you have thought impossible heretofore.

EQUIPMENT

Every DKW machine will be delivered completely equipped, as described and illustrated in this catalogue, obviating all additional charges for electric lighting sets, etc. Dry battery and bulb-operated horn are not included in the standard equipment of the RT 3 h.p. machine and are, therefore, to be ordered separately.

With the exception of the RT model all machines are provided with adjustable tank knee grips and electric horn, and on the NZ 250, NZ 350, and SB 500 models an indirectly illuminated speedometer forms part of the equipment. Beginning with the 200 c.c. machine, provision has been made for installing in the steering head a safety lock available at a nominal extra charge.

The NZ 250 models and up include in their equipment combined hand and foot gearchange, and in addition the 500 c.c. machines have a combined-hand and foot clutch, a feature that makes riding with sidecar specially thrilling. Further, machines of 250 c.c. and more are fitted with the original knock-out spindle and hinged rear mud guard.

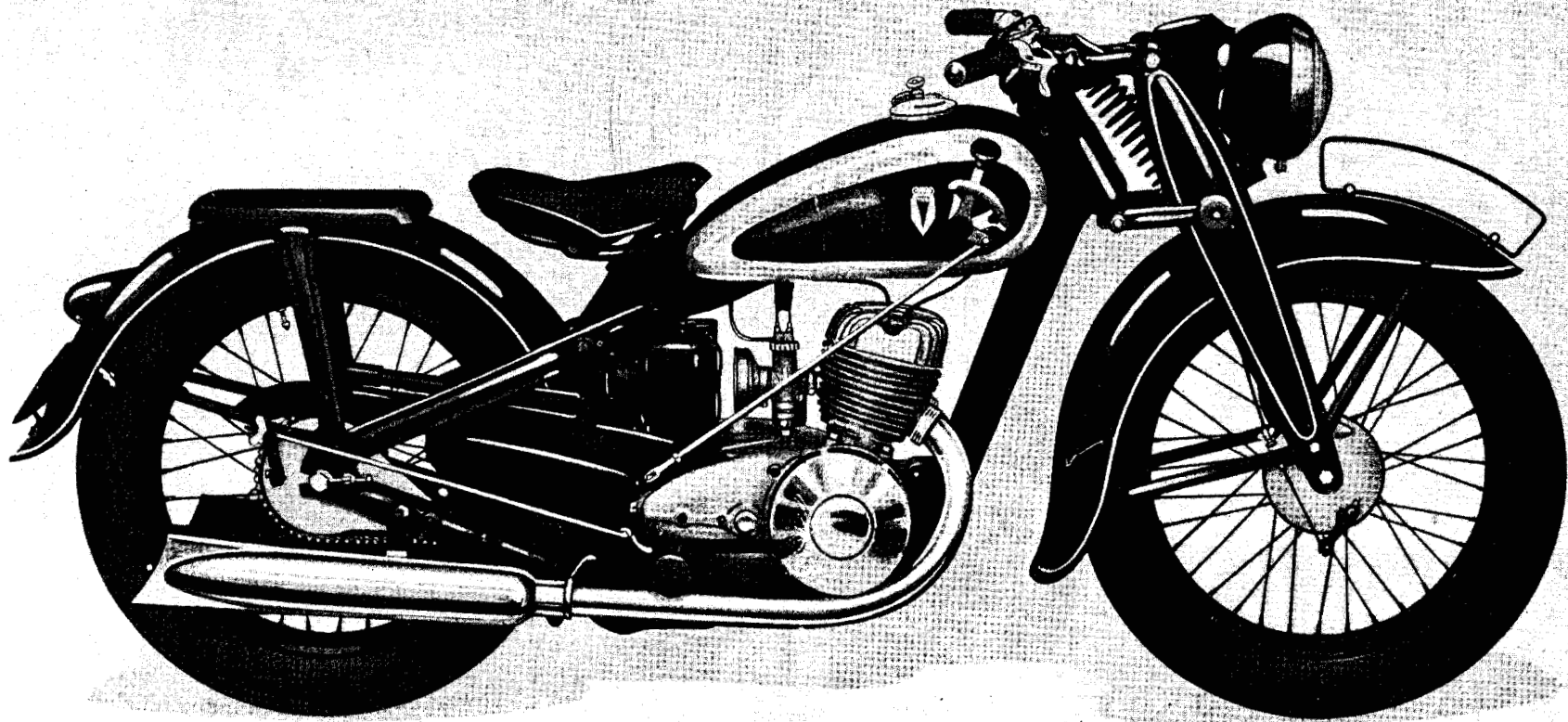
The power plant used is the time-proven DKW two-cylinder engine, working on the inverted scavenging principle with flat-topped pistons. The gear box is built as a unit with the engine, thus not requiring any attention. The lubrication of all engines is accomplished by adding oil to the fuel in a proportion 1:25, making a special oil container unnecessary.



The spring tension of the swing saddle used on the 250 c.c., 350 c.c., and 500 c.c. may be adjusted to the weight of the rider.



Firm knee support is most essential for safe riding. Therefore, the knee grips are made adjustable to the size of the rider.



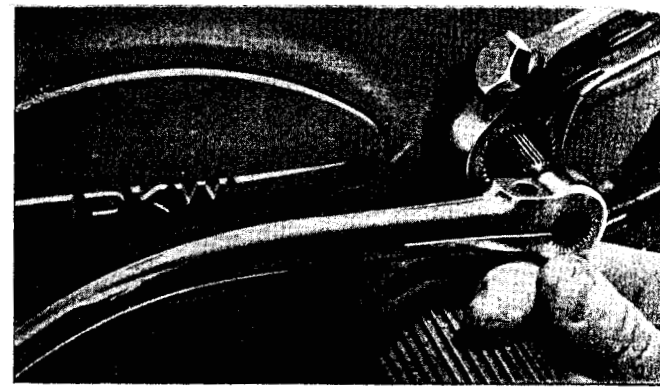
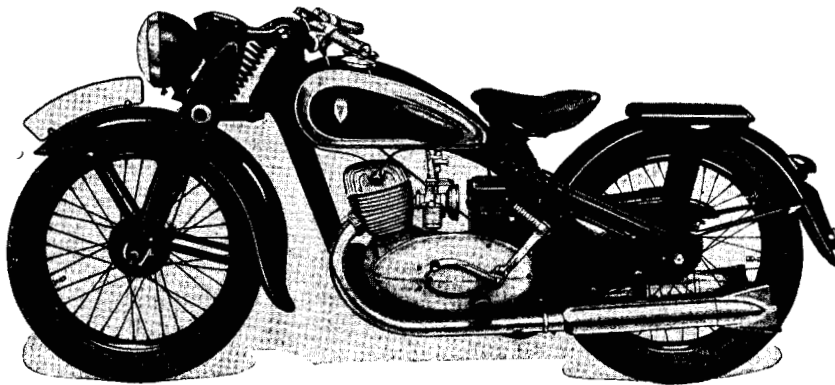
NZ 250

After many years of experimental and research work DKW has created two new models representing the most advanced motorcycle design. What points have been stressed especially, you will have gathered from the preceding page. Both models — NZ 250 and NZ 350 — closely resemble each other in design and size.

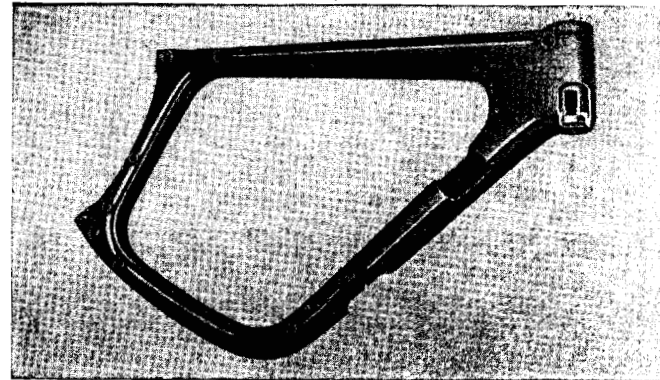
The NZ 250 is above all built for those riders who wish to participate in sporting events within the international classification up to 250 c.c. No more need be said on the performance, riding qualities and brakeability of this model.

But for those enthusiasts who want a light Solo machine, and who only occasionally cover long distances with a pillion rider, the NZ 250 is the given machine. — Engine constructed as a unit with the 4-speed gear box, combined hand and foot gearchange, swing saddle!

DKW – NZ 250



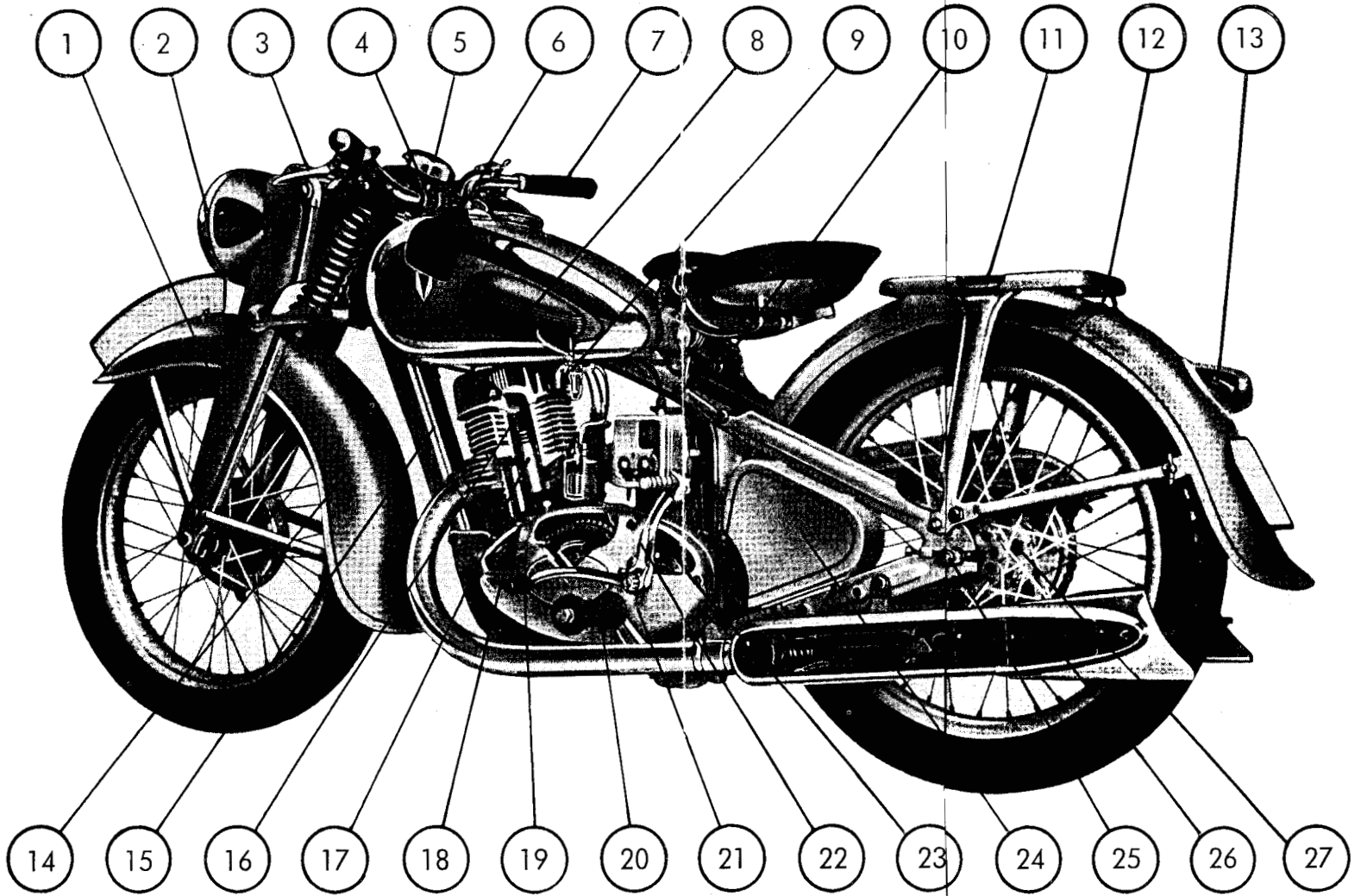
The foot gearchange lever is mounted on splines and can, therefore, be adjusted to any position, thus being always properly located for instantaneous operation.



One of the outstanding features of the NZ models is the central box section frame for the first time used on any motorcycle, pioneered by DKW.

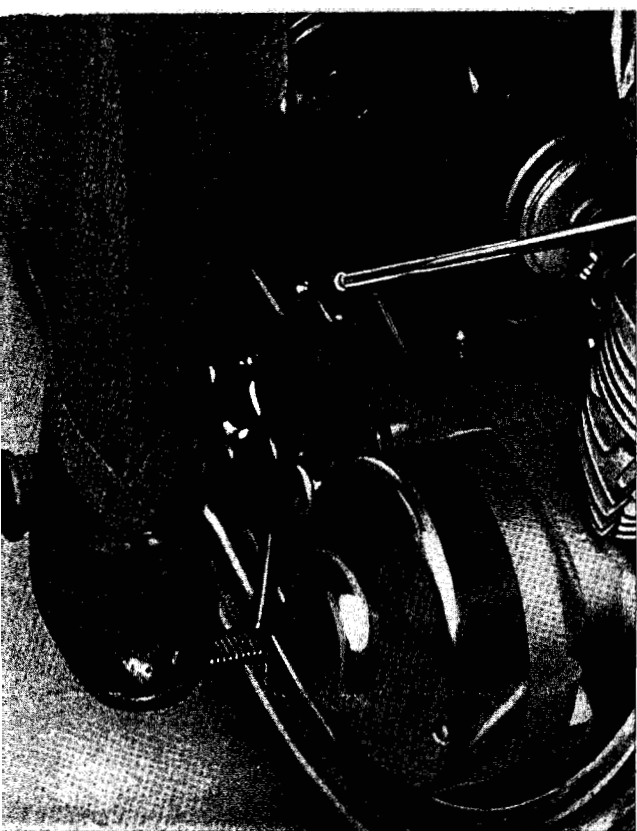


The tank carries, together with a control light, the jar-proof ignition lock, installed within easy reach. The handle bar is mounted in rubber.

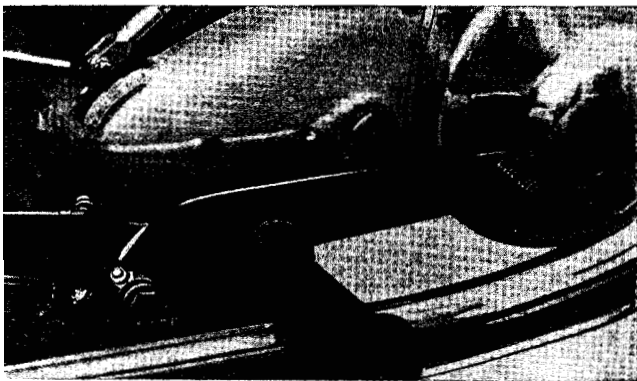


DKW „NZ 250“ and DKW „NZ 350“,

the new, advanced models



The dynamo, seated directly on the crankshaft, following a time-proven DKW principle, harmonizes with the streamlined contour of the engine.

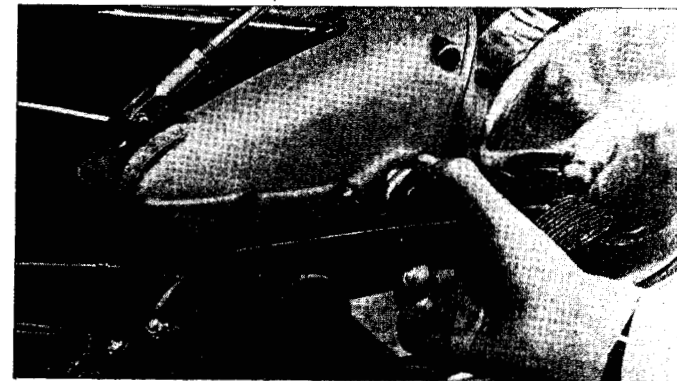


The foot brake lever is now toe-operated and can be adjusted to any position of the foot, making for maximum safety.

1. Strong, closed pressed steel frontfork. Large, specially flexible front spring. Reinforced links with large mounting, therefore, suitable for sidecar work.
2. Powerful headlight.
3. Integral speedometer with indirect lighting. Drive in front wheel hub body, therefore, noiseless and durable.
4. Handle bar mounted in rubber, absorbing all shocks.
5. Large dimensioned steering damper directly attached to steering head.
6. Light main switch and ignition lock jar-proof installed in tank.
7. Handy 22 mm handle bar; grips adjustable for height.
8. Rubber knee grips adjustable to suit the individual driver.
9. Fuel tap with reserve position, and dirt filter.
10. Comfortable swing saddle with adjustable springing.
11. Large luggage carrier of U-steel.
12. Hinged rear mud guard.
13. Streamlined number plate light and tail light.
14. The wide front mud guard offers perfect protection from dirt and mud.
15. Central box section frame with completely closed center section. Light in weight, and yet torsion-proof and sidecar firm.
16. Long-stroke, heavily finned engine with detachable light weight metal cylinder head.
17. Long-skirted flat-topped piston with 3 rings.
18. The drive is transmitted from the engine to the gear box by means of a roller chain running through an oil bath. Clutch also running in oil.
19. The 4-speed gear box is equipped with adjustable foot gear change lever. Gear-change mechanism completely enclosed, therefore, not requiring any attention.
20. Adjustable foot rests.
21. Smooth appearance of the engine, easy to keep clean.
22. Kick starter, acting directly on engine (not through clutch), resulting in easy operation.
23. Gear box removable without dismantling engine.
24. Spacious, dust-proof tool box.
25. Genuine knock-out spindle.
26. Detachable, highly efficient exhaust silencers, facilitating cleaning.
27. Rubber shock absorber installed in the rear wheel hub drive.

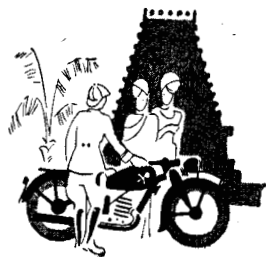
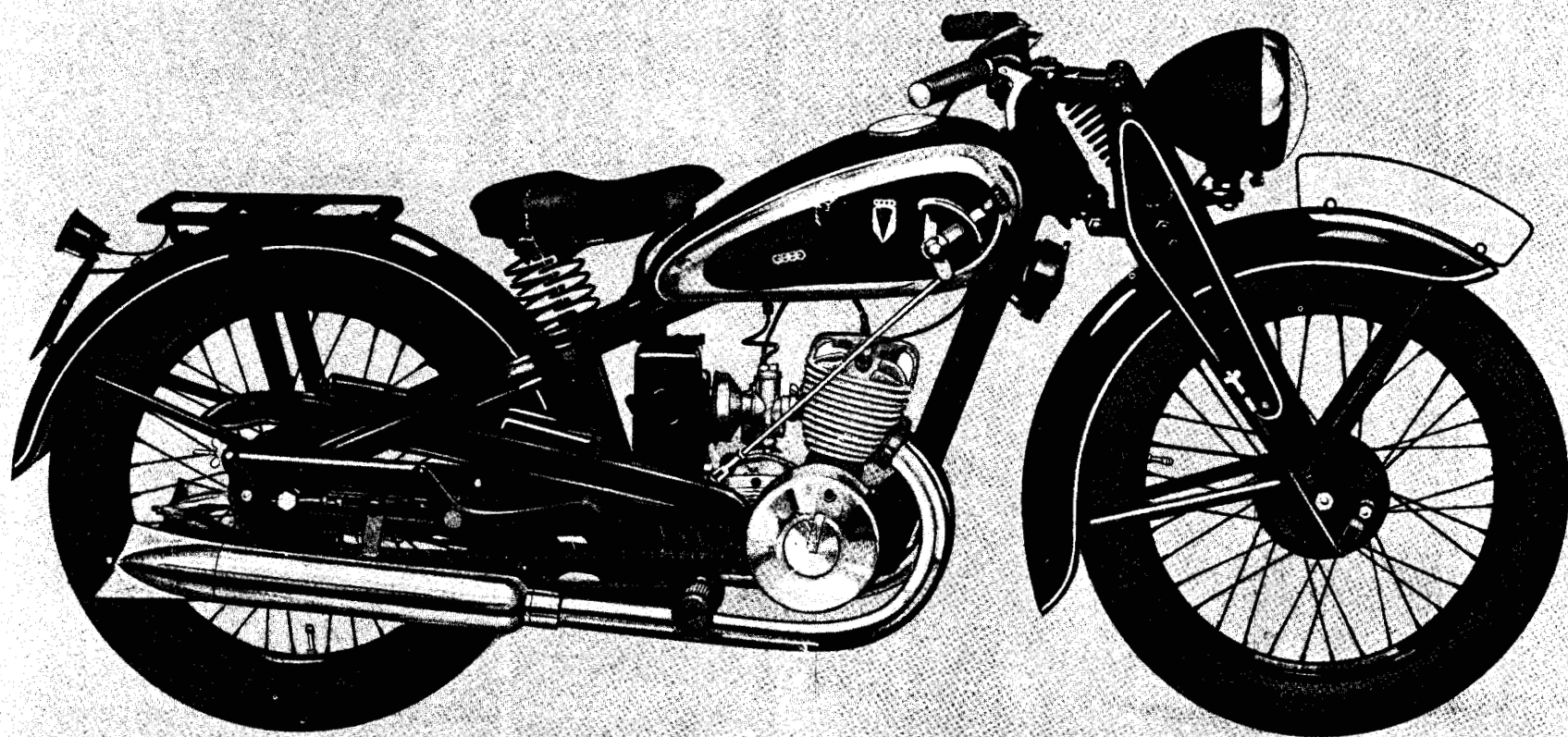


For sparkling performance an easily accessible clutch is of the utmost importance. Without the use of tools, as shown below — — —



— — — it can be manually adjusted by means of a knurled nut. A grease gun serves to lubricate the clutch worm.

proof ignition lock, installed within easy reach. The handle bar is mounted in rubber.

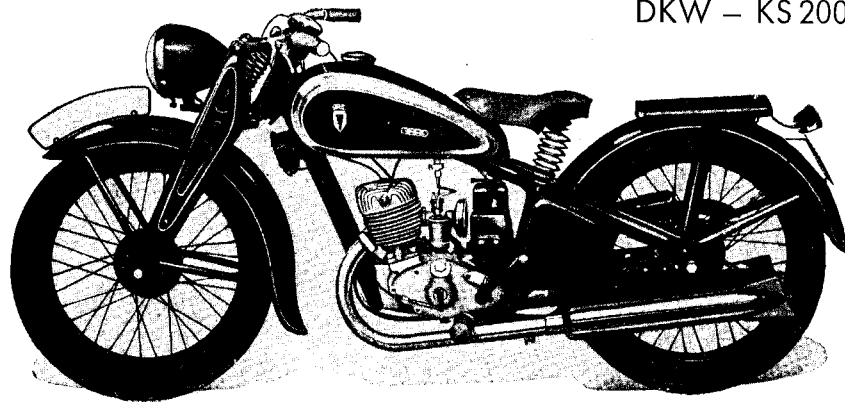


KS 200 The KS 200 is one of the most popular machines in its class and is compactly designed in every detail. With a full quota of high grade specifications, such as chromium-plated tank, adjustable knee grips, 75 watt lighting system, up-to-date streamlined headlamp, wide mud guards, detachable double exhaust ports and a long wheelbase, this smart model is endowed with features which add considerably to the comfort and convenience of motorcycling.

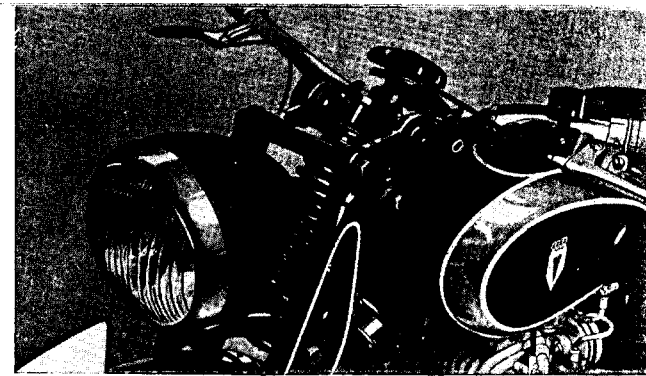
Of course, shock absorber and steering damper are incorporated as well, as on the bigger DKW types. There is also provided a very popular device for fitting a safety lock on the steering head at a slight additional cost.

The KS 200 can also be supplied with speedometer, the front wheel hub having been prepared to receive the speedometer drive.

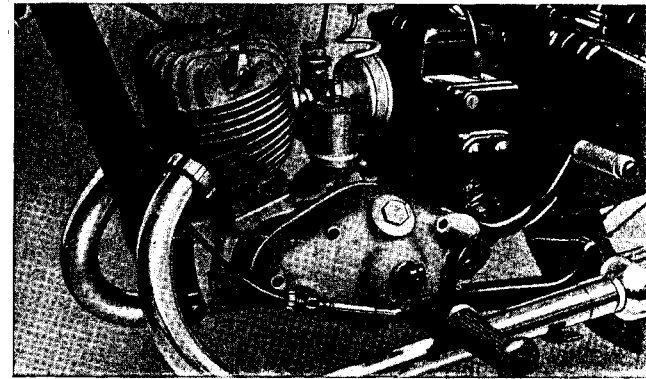
All in all the KS 200 model is a high grade utility machine for hard wear, in performance and appearance much superior to anything in its class.



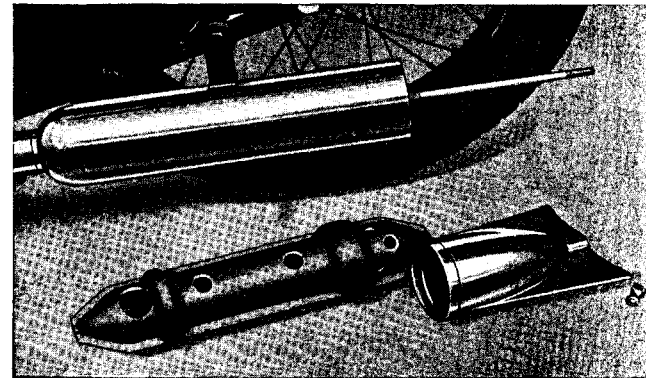
DKW – KS 200



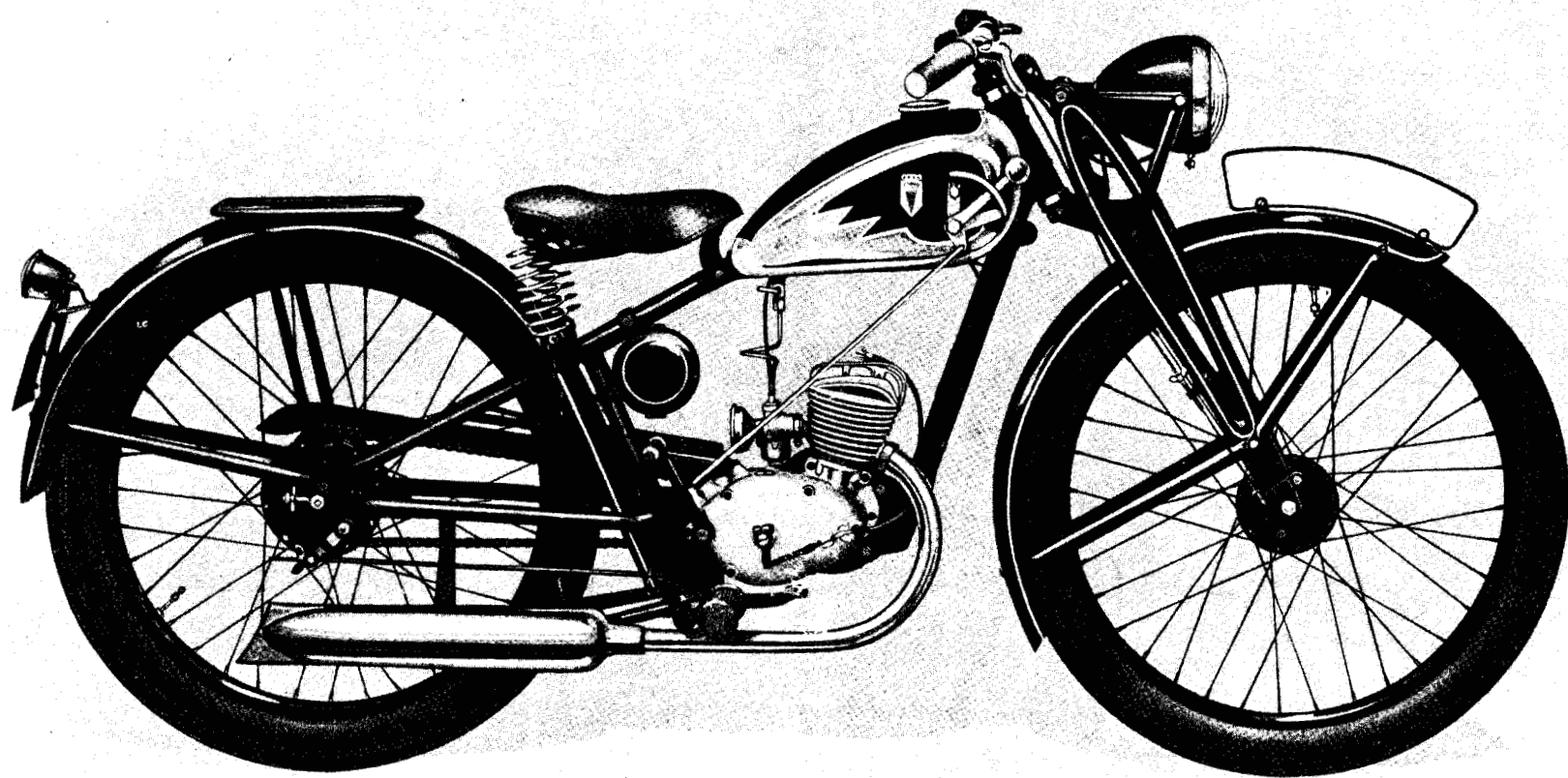
A shock absorber and steering damper enhance the riding characteristics of the KS 200. A small diameter handle bar and handy controls assure restful riding.



The rugged, all-encased two-stroke engine is responsible for the amazing performance of the KS 200. The clutch is manually adjustable.



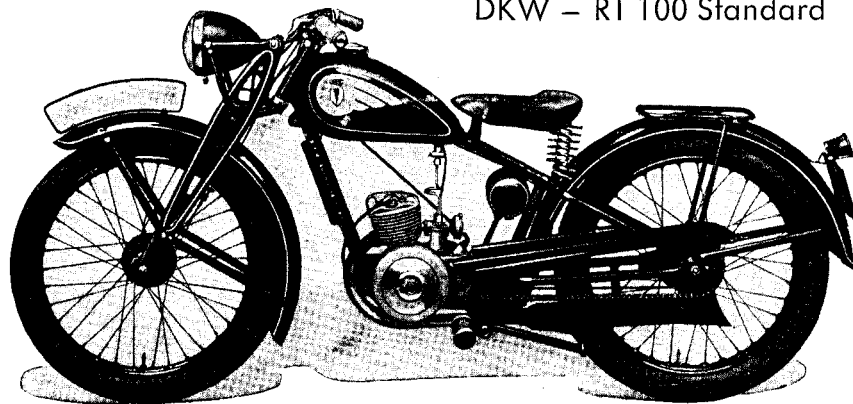
On a two-stroke large detachable exhaust silencers are of special importance, since they render cleaning amazingly easy.



RT 100 „DE LUXE“ The smallest and at once the most popular machine of the DKW line is the RT 100. Day after day its owner derives new pleasure from the unusual performance of the engine which — built in one unit with the three speed gear box — enables this light machine to attain the amazing top speed of 43 m. p. h. And yet this machine is extremely economical in fuel consumption, travelling 140 miles on one gallon, and handles as easily as a cycle.

Thanks to its light weight of only 119 lbs. the RT 100 handles extremely easily even in densest traffic. In addition this model enjoys amazing road holding qualities because of its low center of gravity, wonderful front suspension and heavy tyres.

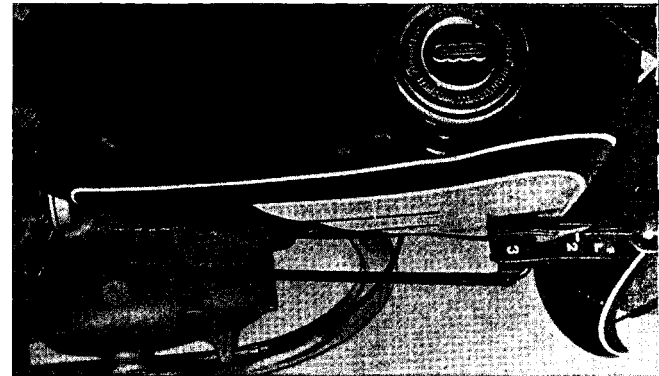
The RT 100 is available in two models: the richly chromium-plated De Luxe model shown at the left, and the standard model in black finish, shown below.



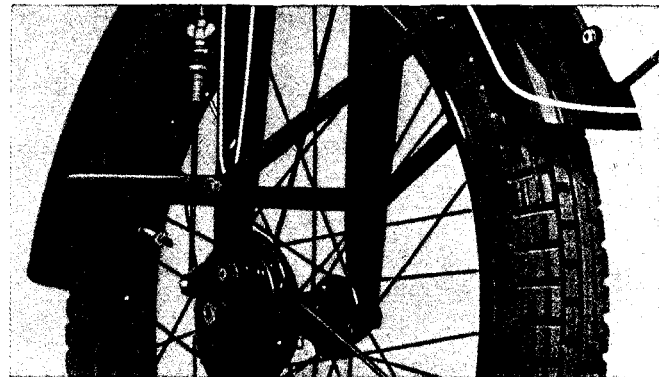
DKW – RT 100 Standard



The patented rubber suspension has proved exceedingly dependable in long years of service.



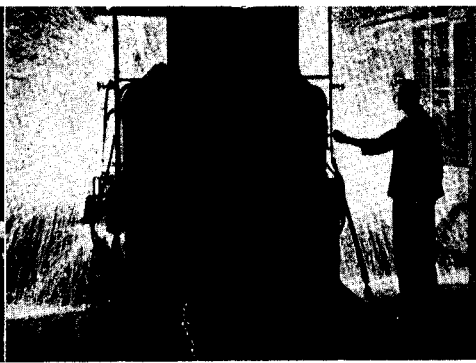
Three speeds greatly contribute to the remarkable flexibility of the engine in any kind of territory. No gradient is too steep for the RT 100.



Wide rims equipped with heavy tyres result in excellent road holding even under bad and slippery conditions.



The entrance of the DKW plant, the world's largest motorcycle factory.



This special machine welds a center box section frame used on the NZ models.



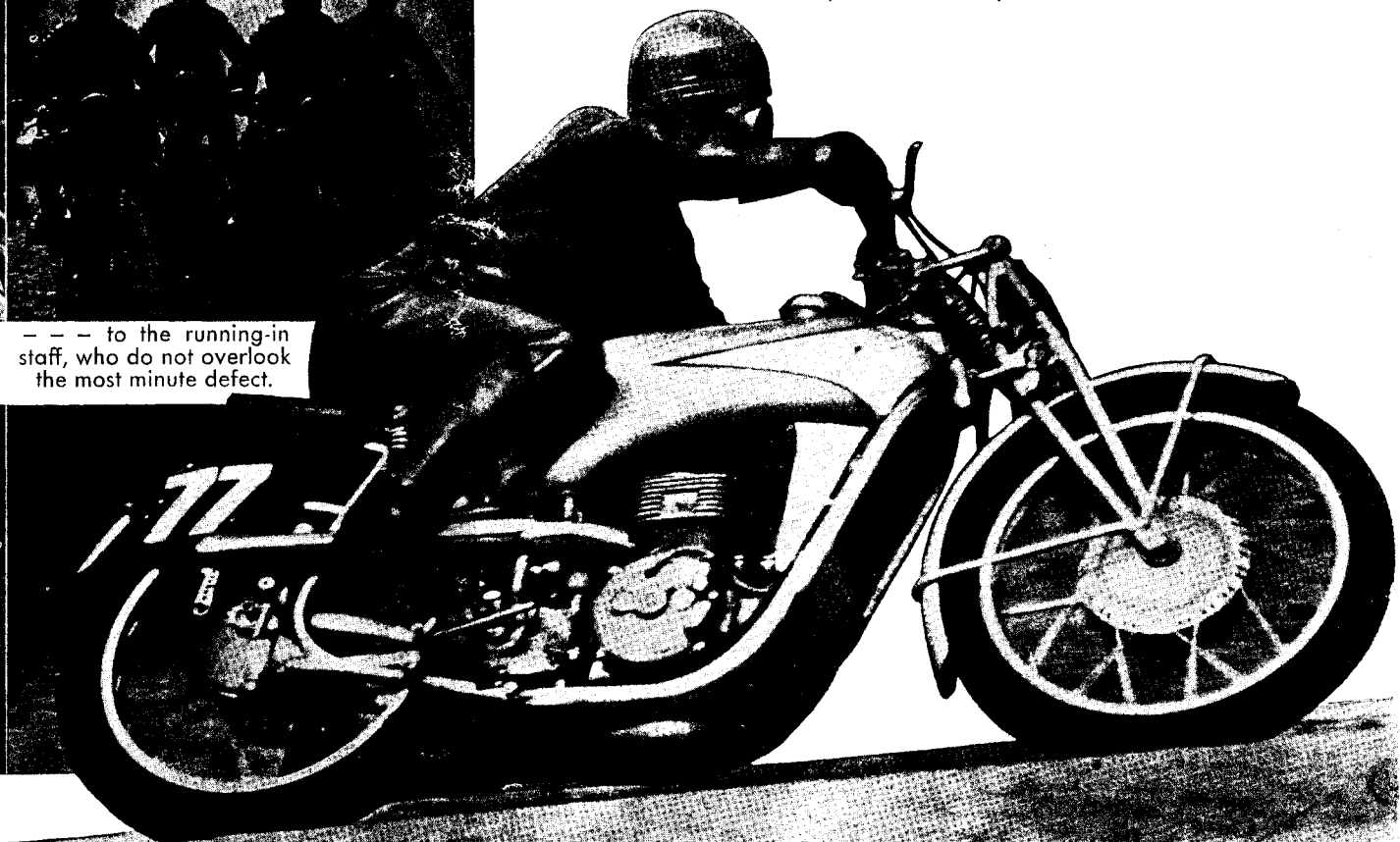
After the assembly: careful inspection of all details, and the machines are turned over — — —



— — — to the running-in staff, who do not overlook the most minute defect.



Some countries order DKW machines by the car load.



Only vast production facilities and the most up-to-date machine tools combined with efficient working methods, make possible the production of thousands of the famous DKW motorcycles every month. These after thorough inspection are packed for shipment to all parts of the world.



DKW MOTORCYCLES IN EVERY PART OF THE WORLD

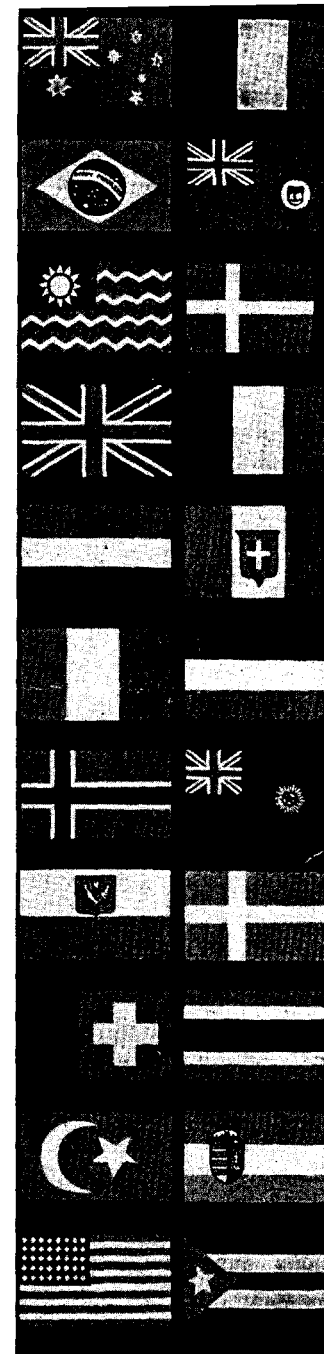
The map of the world topped by the four interlocking rings of AUTO UNION shown on the cover page of this catalogue, signifies the world-renown of AUTO UNION.

To-day DKW motorcycles are known, used and popular throughout the world. In all corners of the world thousands and thousands of people receive reliable service from their mount, carrying them safely to their destination.

If you are a motorcyclist now, this catalogue will nevertheless offer you new ideas and will keep you posted on new designs developed by the world's largest motorcycle producer for new safety and comfort.

Should you, however, not yet be a member of the enviable group of motorcycle enthusiasts, a perusal of this catalogue will make you appreciate how much more you get out of life riding one of our splendid motorcycles.

DKW a product of



TECHNICAL DETAILS

	RT 100	KS 200	NZ 250	NZ 350	SB 500
Number of Cylinders	1	1	1	1	2
Bore and Stroke mm.	50×50	63×64	68×68	72×85	68×68
Cylinder Capacity c.c.	97	198	245	343	490
Horse Power	3	7	9	11,5	15
Compression ratio	5,5 to 1	5,9 to 1	5,9 to 1	5,9 to 1	5,8 to 1
Exhaust system	single port	double port, detachable			
Ignition	flywheel magneto	battery			
Electric Lighting Watts	10	50	75	100	100
Gears	3-Speed Gear Box unit construction with engine		4-Speed Gear Box unit construction with engine		3-Speed Gear Box
Gearshift	hand		combined hand and foot gear shift		
Frame	Tubular	Pressed U-Steel	Central Box Section		Pressed U-Steel
Springing	Shock absorbers and steering damper				
Tyres	2,50—19	3,00—19	3,00—19	3,25—19	3,50—19
Wheelbase mm.	1225	1335	1355	1355	1385
Wheelbase in.	48 ¹ / ₄	52 ¹ / ₂	53 ³ / ₈	53 ³ / ₈	54 ¹ / ₂
Maximum Speed approx. m. p. h.	40—43	53	59	65	71
Weight approx. Kilos	54	110	132	142	170—182
Weight approx. lbs.	119	242	291	312	375—400
Tank capacity gallons	1 ¹ / ₂	3	3	3	3
Petrol consumption *) abt. m. p. g.	140—180	95	85	80	74
at m. p. h.	31	37	37	37	37

*) including oil mixed in a proportion of 1 to 25.

Printed in Germany.



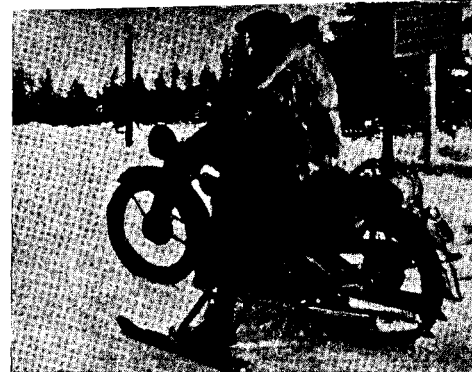
The right to make alterations is reserved.

DKW MACHINES

built for universal use!

The hard school of the race track is necessary to produce machines which will unfailingly do their duty even under severest conditions. Neither the icy cold of the north nor the stifling heat of the desert nor the penetrating humidity of the tropics can affect its amazing performance.

Safety First is the predominant feature of a world-wide known motorcycle like DKW. Low in upkeep and simple in handling are additional characteristics distinguishing DKW machines from any other make.



In the polar region only the rider needs wrapping up — the DKW will do its duty.



The same model serves the traveller on his reconnoitering trips through the desert.



These three ambitious riders covered on their DKW RT 3 h. p. models 600 miles in 22 hours and 18 minutes. (Celebes, Dutch East Indies.)



Australian cross-country trials are no affair for soft-hearted people. The victor with his 500 c. c. DKW.

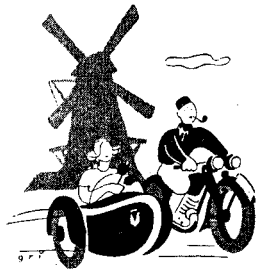
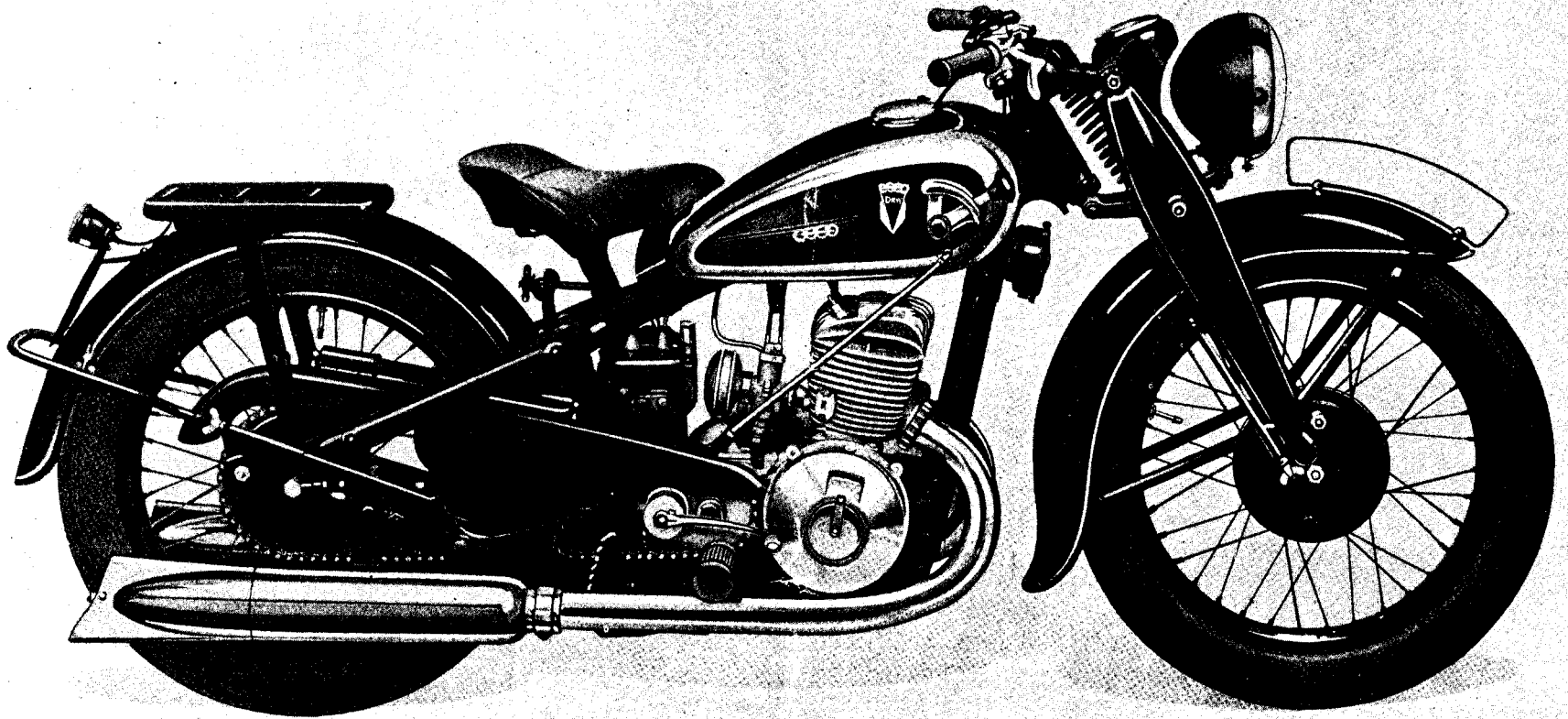


Central and South American DKW enthusiasts frequently have to ford rivers.



In far off China a good motorcycle is appreciated too.

Printed in Germany



SB500 DE LUXE The softly buzzing twin-cylinder two-stroke engine of the 500 c.c. DKW plus the sparkling get-a-way has always fascinated the motorcycle enthusiasts, thanks to the unusually simple design of its well conceived power plant — A twin-cylinder sports engine with only five moving parts! How simple, compared to the many working parts of a four stroke engine of the same class.

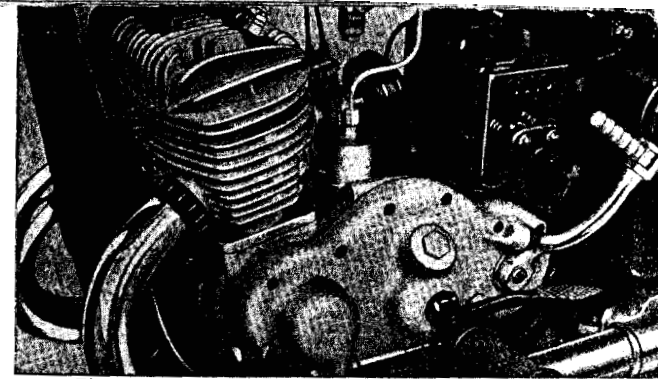
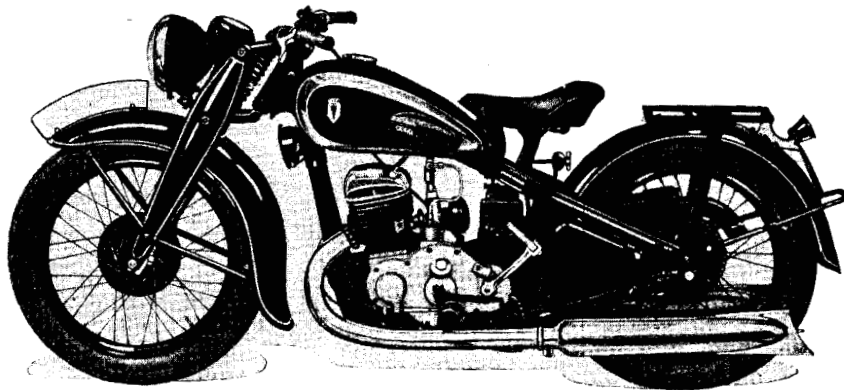
In addition, the SB 500 de Luxe features an electric starter, the only machine in the world's motorcycle industry being so equipped.

Push the button and the engine starts — a feature greatly enhancing the riding comfort.

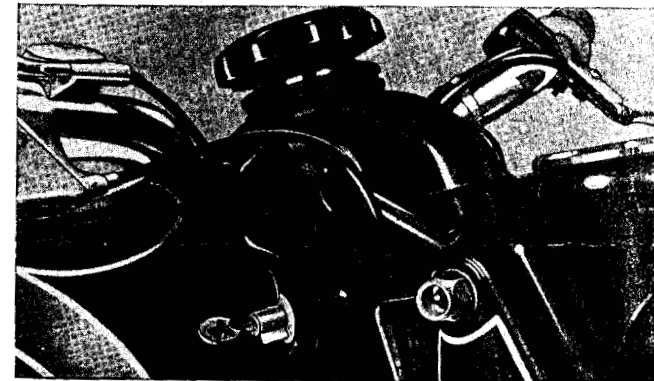
As a companion to the SB 500 de Luxe — alike in all details except for the electric starter — the SB 500 Standard is offered.

With their strong pressed steel fork and the rigid frame the DKW 500 c. c. models are specially suitable for sidecar service. For this purpose they are available at a nominal additional charge with extra long handle bars and smaller dimensioned chain sprocket.

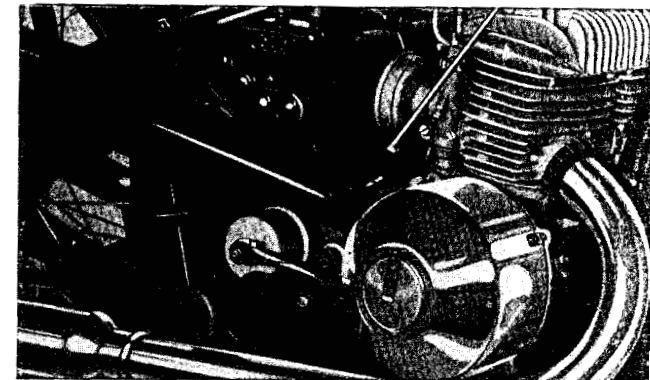
DKW — SB 500 Standard



The encased, compact two-cylinder unit of the DKW SB 500. The foot operated clutch makes riding especially enjoyable.

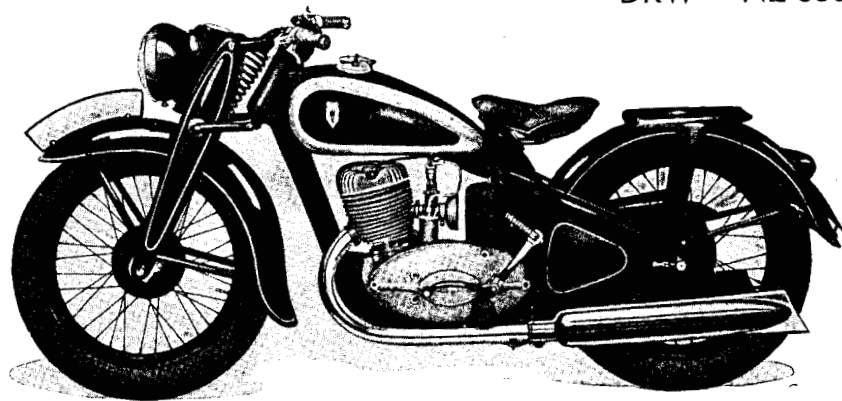


A handy safety lock is optional on all machines at a small extra charge, except on the RT model.



Also the 500 c. c. models are now equipped with combined hand and foot gearchange.

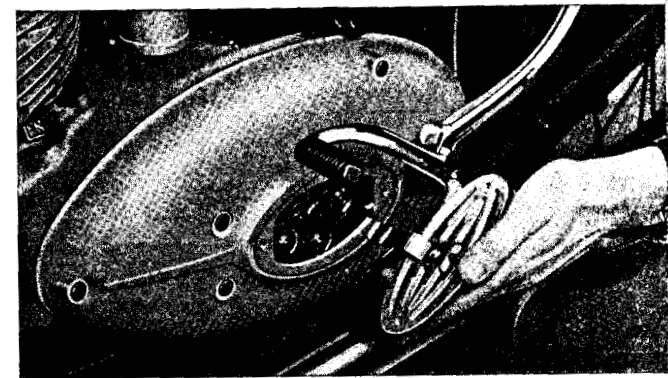
The combined hand and foot gearchange, with which all DKW machines are equipped, except RT and KS, offers the rider two completely separate ways of changing gear. To suit one's own personal taste or to meet particular operating conditions, either hand or foot may be used when changing gear, with the manual lever always showing which speed is engaged. Practically all larger engines are to-day provided with foot gear change, which has its advantages. But so has the manual gear change! The best solution, however, is both systems combined, as exclusively used by DKW.



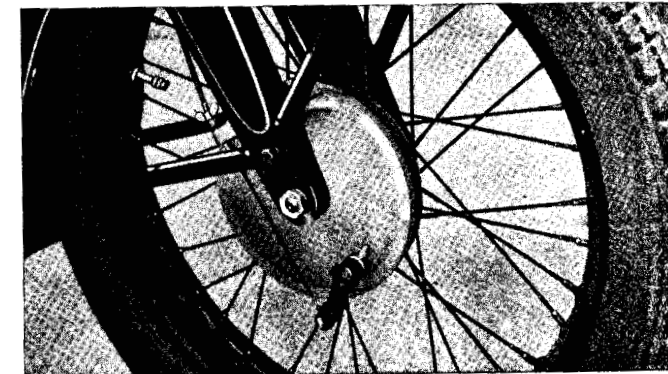
DKW - NZ 350



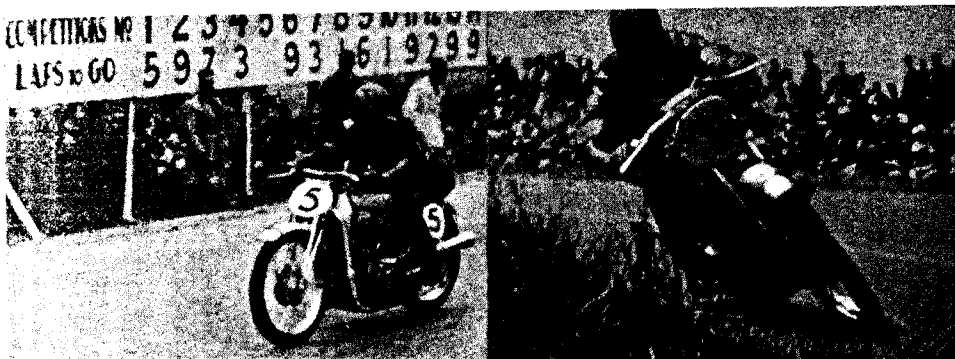
Horn button and dimmer switch on the NZ models are combined in a trim housing.



An oil level indicator provided with two marks permits checking the oil in the gear box.



Soft acting, positive brakes, easy to adjust, make for maximum safety. The brake drum are of light weight metal casting.



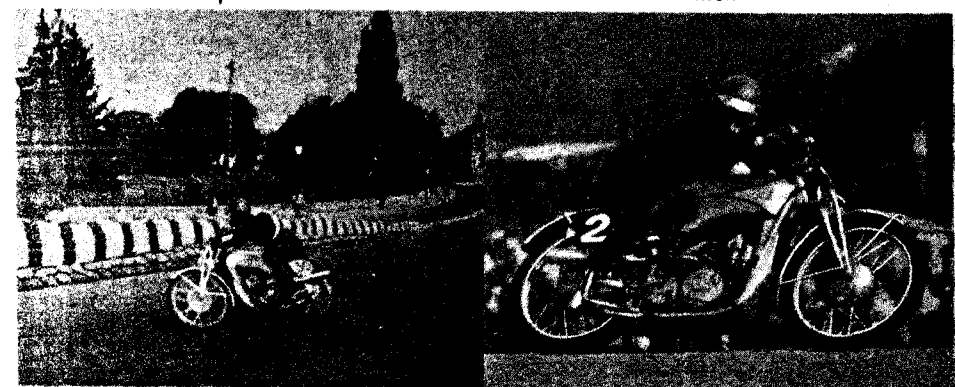
At the turn of the year Kluge surprised the Australian motorcycle enthusiasts winning in superior style a series of events. Picture: Ballarat Centenary TT.

Number 1 and on DKW — he got to win the race! Kluge during the Grand Prix of Holland at Assen.



Also in the Grand Prix of Belgium Kluge and his DKW two-stroke machine proved superior.

At the start of the English light weight TT. in which Kluge, on the DKW, finished first.



The Grand Prix of Poland (right) and of Switzerland (left) concluded the 1938 sporting season, so successful for Kluge and his DKW.

AUTO UNION DKW

The motorcycle accustomed to victory!

Wherever DKW motorcycles have started in the past years — be it in difficult international road races, gruelling dependability trials, or arduous cross-country contests — they were unusually successful. Constant research and the ever improving hand of the engineer have created in the specially built racing machine as well as in the series produced model a motorcycle that will withstand the hardest riding conditions. This has been proven conclusively by the numerous successes during last year's sporting season.



Ewald Kluge on his DKW proved the most successful motorcycle rider of the year 1938.

AUTO UNION

DKW VICTORIES

During the 1938 sports season DKW machines won the following races: Ballarat-Centenary TT. of Australia (Kluge - 250 c. c.), Grand Prix of Australia (Kluge - 250 c. c.), Eilenriede Race (Kluge - 250 c. c.), Winkler - 350 c. c.), Hamburg Stadtpark Race (Kluge - 250 c. c.), English TT. (Kluge - 250 c. c.), International Race of Amriswil (Switzerland) (Gablenz - 250 c. c.), Grand Prix of Belgium (Neumann - 175 c. c., Kluge - 250 c. c.), TT. of Switzerland (Kluge - 250 c. c.), Grand Prix of Switzerland (Kluge - 250 c. c.), Nürburg Race (Gablenz - 250 c. c., Winkler - 350 c. c., Kluge - 250 c. c.), Grand Prix of France (Petruschke - 175 c. c., Kluge - 250 c. c.), Grand Prix of Heilbrunn (Kluge - 250 c. c.), Grand Prix of Europe at Hohenstein-E. (Kluge - 250 c. c.), International Race at Maribor (Yugoslavia) (Milerkovich - 250 c. c.), Duster Grand Prix (Kluge - 250 c. c.), German Hill Climbing Grand Prix (Kluge - 250 c. c.), Wunsche - 350 c. c.), Grand Prix of Estonia (Baron - 250 c. c.), Grand Prix of Poland (Petruschke - 250 c. c., Wunsche - 350 c. c., Bungerz - 500 c. c.).

AUTO UNION

DKW VICTORIES

On DKW Edward Kluge conquered in the 250 c. c. class the 1938 German Hill Climbing Championship, the 1938 German Hill Climbing Championship and became European champion in his class as well as European champion in all categories in the 350 c. c. class Walfried Winkler won the German Championship. In addition, the following victories were secured by DKW machines: 1938 Belgian Championship, 175 c. c. class, Neumann; 1938 Dutch Championship, 250 c. c. class, van Dinter; 1938 Swiss Slavian Championship, 250 c. c. class, Schüpbach; 1938 South African Championship, 250 c. c. class, Schildhabel; 1938 In reliability and cross-country events held during 1938 in Germany, DKW motorcycles were able to secure 7 Gold Team Prizes, 2 Silver Team Prizes, 35 Gold Medals and 31 Silver Medals in hard combat. All in all AUTO UNION DKW hold now 17 motorcycle world records, including the flying kilometer in the class up to 175 c. c. having covered that distance at a speed of 102.03 m. p. h., and in the class up to 250 c. c. at a speed of 113.84 m. p. h.