

**DKW Club UK – The World’s Oldest DKW &
Auto Union Car Club – Est. 17th Oct 1951**

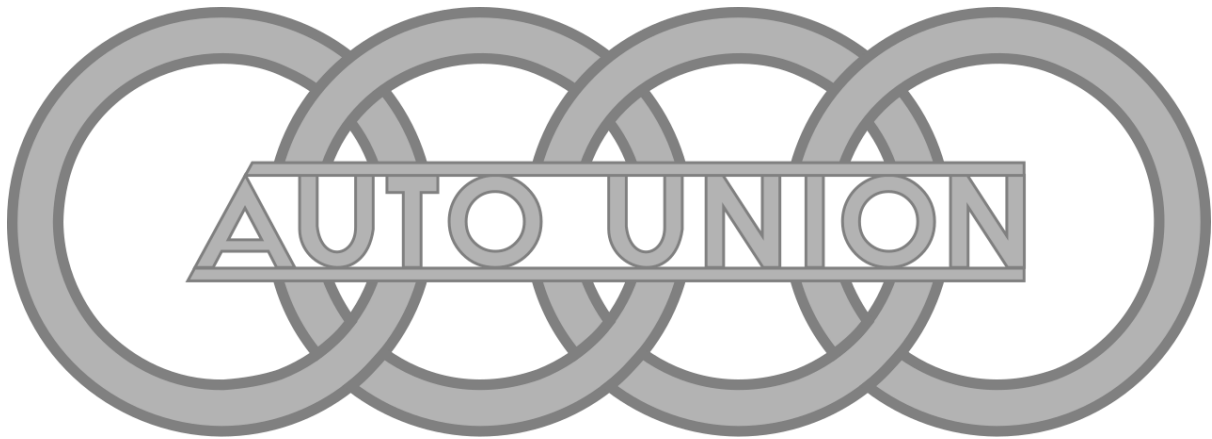
**Proud to be displaying the four cars featured in this brochure at the first ever Royal
Automobile Club Concours on 9th July 2025**



www.dkw.org.uk

The 1932 Origins of the Four Rings – Four Car brands that were merged into “Auto Union” – Audi, DKW, Horch and Wanderer





Above: The first (1932–1948) version of the Auto Union four ring logo, which survives as the logo of Audi.

Predecessor	Zschopauer Motorenwerke, J. S. Rasmussen (DKW) Audiwerke AG Zwickau Horchwerke AG Zwickau Wanderer plant, Siegmars (now part of Chemnitz)
Founded	Auto Union AG , Chemnitz, Germany (29 June 1932; 92 years ago) Auto Union GmbH Ingolstadt, Germany (3 September 1949; 75 years ago)
Defunct	1 January 1969 (merger with NSU to Audi NSU Auto Union AG)
Fate	Acquired by Volkswagen, merged with NSU to create modern day Audi company.
Successor	Auto Union GmbH (1949–1968) Audi NSU Auto Union AG (1969–1985) Audi AG (1985–present)
Headquarters	Zschopau (1932–1936) Chemnitz (1936–1948) Ingolstadt (1949–1968) Neckarsulm/Audi NSU (1969–1985) Ingolstadt/Audi AG (1985–present)

The DKW Story

DKW's origins go back to the early 1900s. Joergen Skafte Rasmussen was born in Denmark in 1878, and relocated to Germany as a young man, where he studied engineering. He and his friend Ernst set up 'Rasmussen & Ernst GmbH' in 1904, a company trading in exhaust steam oil traps and pipe fittings. During the 1914-18 War Rasmussen experimented with a steam powered car at his factory in Zschopau, Germany, a project abandoned at the end of the War. He called this vehicle a "**D**ampf **K**raft **W**agen", in short **DKW** which was retained as the company name.



During 1918 he met Hugo Ruppe, an engine designer, who designed a small two-stroke petrol engine with a swept volume of 25 cc for Rasmussen - a toy for boys, which he called "**D**es **K**naben **W**unsch", "the little boy's wish". This was followed by an auxiliary engine for bicycles which was called "**D**as **K**leine **W**under", "the little marvel", a very successful project. They supplied this little engine to about 70 other manufacturers across Germany, and by 1922 more than 30,000 of these engines were built. The fact that this power unit enabled a bicycle to reach speeds up to 40 km/h, inspired Rasmussen to produce the Lomos 'armchair motorcycle' – forerunner of the modern "scooter", and a range of motorcycles.

During the twenties motorcycle production in Zschopau really took off. By 1926 as much as 60 to 65% of all German motorcycles were either a DKW or were powered by a DKW engine. Soon DKW was exporting motorcycles and engines all over the world, producing over one million machines by 1938 to become the world's largest motorcycle manufacturer.

DKW acquired Audi-Werke AG, giving DKW increased manufacturing capacity and an established car manufacturing base. DKW's first production car appeared in 1928, a two-seat roadster with conventional rear wheel drive, and (you guessed it!) a two-stroke engine. The first production DKW with front wheel drive (FWD) appeared at the 1931 Berlin Automobile Exhibition. This DKW front (or "**F**1") was to prove the forerunner of an

automobile engineering concept which has retained its significant advantages over the years. FWD, independent suspension, a unit engine and gearbox and a light overall weight, giving reliability, economy, safety and performance – an early form of (to borrow the popular modern Audi advertising line), “Vorsprung Durch Technik” (Progress through Technology) perhaps?

In 1932, Horch and Wanderer were brought into the Rasmussen empire to form Auto-Union GmbH. Its emblem consisted of the four intertwined rings we all know so well now, representing DKW, Audi, Horch and Wanderer. The only cars to bear the name Auto Union in the 30’s were the amazing V16 and V12 rear-engined racers designed by Dr. Ferdinand Porsche and Eberan Eberhart, which with Mercedes gave the Third Reich complete domination in Grand Prix racing from 1934 to 1939.

The various small DKW cars, from F1 to F8 were to become very popular in Northern Europe, as well as being exported all over the world. Several Danish and Swedish companies had plans to make their own post-war adaptations of them. Saab was the only one to be developed for modern times.

All but the Berlin factories of Auto-Union came within the Russian zone, (East Germany) when WWII ended, giving birth to the Trabants and Wartburgs which became synonymous with East German car production. A new West German Auto-Union company was formed, retaining the DKW marque for its 1950 Meisterklasse (“Master Class”) 2-cylinder F89 and 1953 Sonderklasse (“Exceptional Class”) 3-cylinder F91 produced in Dusseldorf and Ingolstadt, along with a range of motorcycles and light commercial vehicles. In 1958 a one litre version of the 3-cylinder DKW was introduced, named the Auto Union 1000, remaining in production until 1962. The 3-cylinder two stroke was a fine performer, and several formula junior racing cars used this unit.

DKWs were well known for rallying, winning the 1956 East African Safari Rally and the Finnish Thousand Lakes. The Auto Union 1000 had outright victory in the 1958 Safari and 1959 Acropolis Rallies and an F12 came third in the 2015 Monte-Carlo Historique Rally.

By the late 50s Mercedes Benz had acquired 88% of Auto-Union shares. In 1958 the DKW Junior model was produced. This and its successors went through to 1966, along with the F102, a more modern 1,175cc two stroke machine and the Munga, a 4-wheel drive ‘Jeep’-like vehicle. In the mid-60s Volkswagen took control of Auto Union GmbH from Mercedes Benz, and the days of two stroke DKW and Auto Union cars were over. The F102 was adapted to take a four stroke engine to become the first post war Audi.

Adapted from the original text by Roger J. Lovell.

DKW Motorcycles

During the late 1920s and until WWII broke out, DKW was both the world's largest motorcycle manufacturer, as well as Europe's pioneer of front-wheel drive automobiles with their successful 1931 and later DKW Front models, before the 1932 Adler Trumpf and the 1934 Citroen Traction Avant. In 1931, Arnold Zoller started building split-singles and this concept made DKW the dominant racing motorcycle in the Lightweight and Junior classes between the wars. This included off-road events like the International Six Days Trial where the marque scored some considerable inter-war year successes alongside Bavarian Motor Works. At the same time, the company also had some success with super-charged racing motorcycles which because of their light weight were particularly successful.

The motorcycle branch produced famous models such as the RT 125 pre- and post-World War II, and after the war with production at the original factory in GDR becoming MZ it made 175, 250 and 350 (cc) models. As war reparations, the design drawings of the RT 125 were given to Harley-Davidson in the US and BSA in the UK. The Harley-Davidson version was known loosely as the Hummer (Hummer is really just a few specific years, but generally people call the Harley lightweights Hummers), while BSA used them for the Bantam. IFA and later MZ models continued in production until the 1990s, when economics brought production of the two stroke to an end. Other manufacturers copied the DKW design, officially or otherwise. This can be seen in the similarity of many small two-stroke motorcycles from the 1950s, including from Yamaha, Voskhod, Maserati and Polish WSK.

DKW Motorcars

The first DKW two-cylinder two-stroke car, the P15, appeared during 1928. It was a rear wheel driven car powered by a 600cc twin cylinder inline water cooled two-stroke engine of 11 kW, with a wooden unit construction self-supporting body, without chassis frame, covered in imitation leather .

In 1930 F.C. Meyer set up 12 international class records at the banked circuit of Montlhéry outside Paris, France. The car had a streamlined body and achieved an average speed of 91.5 km/h over a period of 24 hours.

During 1931 the DKW F1 appeared on the market. The "F" indicated "Front" for front wheel drive. This was the first mass produced front wheel drive car. Power was transmitted by means of a duplex chain to the transmission, which was positioned ahead of the engine. This little car proved an immediate success, especially due to its remarkable performance as a racer on very slippery surfaces. Think what Michael Schumacher could have achieved....

During 1932 four motor manufacturers of Saxony - Audi, DKW, Horch and Wanderer amalgamated under the pressures of the depressed German economy to form "AUTO UNION" – therefor the four ringed emblem, which is still to be seen in the modern AUDI logo.

After the DKW F1 a number of uprated models appeared, culminating in the F8 which appeared on the market by the end of 1938.

During World War II, the company AUTO UNION used it's resources mainly to produce military material for the Wehrmacht.

While Zwickau, Chemnitz and Zschopau fell into the hands of the Russians at the end of the war, and while most of the production machines were railed to the USSR as war reparations, the management of Auto Union gathered in the West German city Ingolstadt just north of Munich where there used to be a DKW parts depot. They started off by producing parts for the thousands of DKW's in Germany and abroad, which were in need of parts.

By 1949 they started to produce a ¾ ton truck called the "F89L Schnellaster". It was powered by the 700 cc two-cylinder engine from the F8.

The first post war cars were again produced by 1950 (the F89 Meisterklasse ("Master Class") referred to in the text above), because they used the body of the "pre-war" F9 and the two-cylinder engine of the F8. The F9 with three-cylinder engine was supposed to go into production during 1940. WW II put an abrupt stop to Auto Union's F9 project, and only 10 prototypes had been built.

While the resources and tooling were lacking in the years after WW II, it took Auto Union additional time to reproduce the three-cylinder engine, and initially DKW fans had to be content with the two-cylinder power plant in the relatively heavy steel body of the F89. The first 25 kW three-cylinder engines appeared during 1953, and the vehicle designation changed to the F91 Sonderklasse 3=6 (Special Class) referred to above. This vehicle was renowned for its excellent performance and durability, and was an immediate success in motorsport. The same body was used until 1956 when the body was widened by 100 mm in order to promote the vehicle into a higher category. The engine power grew to 29 kW from 900 cc, and by 1958 the first 1000 cc 32 kW engines appeared on the scene in the Auto Union 1000.

The DKW Car Club Members' Cars on Display at the RAC Concours

Our UK Club is proud to have entered four of its members' cars into this first-ever RAC Concours event. More so as one of those cars, the Auto Union 1000 Sp roadster below, was accepted into the main Concours event along with all the other "Finest of the

Finest” cars on display. A brief background sketch of each of these cars is included below. All cars have one feature in common – 3 cylinder, two-stroke engines of 900 – 1,000cc. They sound great!

1. 1963 AUTO UNION 1000 SP Roadster 380KEV:

Owners Kevin Newman and Richard Briggs-Price. The Auto Union world considers this 1000Sp to be the finest of its kind anywhere in the world today and it is fitting that of the Club’s four cars on display and featured in this information leaflet, this car was qualified to enter the main RAC Concours event in the Riviera category.

This vehicle was tracked down and purchased in the Netherlands, shipped to the UK & underwent a two year full restoration to original ‘as near new’ condition by specialist Paul Collins. It was very original with low mileage. The car has not yet been displayed in any major show and is believed to be the only Auto Union 1000 SP Roadster Convertible in the UK. The beautiful styling and coachwork is hand-built by Baur coachbuilders. 5,068 coupes and 1,640 convertibles were produced between 1958 and 1965.

Power comes from a 1000cc 3 Cylinder 2-Stroke delivering 55 hp with freewheel device and 4 speed column change.







2. 1958 DKW/AUTO UNION F 93 3=6 “Sonderklasse” model 766 XVH:

Owner:	Club Member Justus van der Spuy
Manufactured:	November 7, 1958 at the Duesseldorf plant
Background:	First registered in South Africa in January 1959, under registration number TJ (“Transvaal, Johannesburg”) 166495, then YVM731GP (“Gauteng Province”), imported into the UK in July 2019 and registered as 766XVH
Type code:	6813-51 luxury coupe, Body number 231339
Colour:	Pearl grey with white roof
Bodywork:	Karmann
Engine:	896 cc 3 cylinder 2-Stroke 40hp/30kw at 4250 rpm, Single Solex Carburettor, Compression Ratio: 7.5 : 1
Kerb Weight:	870kg/1’920 lb

For the F93 Model, produced in 12 months between September 1957 and August 1958, the following production numbers were recorded:

Two door Sedan + Coupé	42,486
Four door Sedan	10,320
Station Wagon	14,342
Total	67,148

The grand total, i.e. of all F 93s produced between 1955 and 1959, amounts to 158,944 cars.

The owner of this car grew up in a very similar (1957) model in South Africa, (now) fondly remembering 1,000 mile 6-person family trips undertaken with great confidence as to the little “Deek’s” reliability – “air conditioning” was, as all things Deek, uncomplicated with two small windows to the front end of each door tilted at >90 degrees to the direction of travel to direct a welcome flow of fresh air through the cabin.





3. Auto Union 1000S 1962 – now registered in the UK as 850 XWF

Owner: DKW Club Chairman and owner of (a dozen – or so) DKW cars, alongside some 50 other historical cars - Fredrik Folkestad.

Background: Sold new in northern Sweden where Fredrik bought it and drove it back 1,200 miles to his home in the Cotswolds.

Engine: This car features the next-generation, more powerful 981cc 3-cylinder, two-stroke engine producing 50 bhp. A top speed of 85mph and an engine happy to be driven at full throttle “all day long” make it a real highway cruiser of the 60’s. Average fuel consumption is 33.5mpg. The previous owner had it for 20+years.







4. 1961 Auto Union - DKW 1000 Sp ("Special") Coupe, MSL398

Owner: Club Member Justus van der Spuy

Coachwork: Hand-built by Karosserie Baur, body number 23 473.

Original Colour: Eggshell White

Styling Cues: Ford Thunderbird

Manufactured: Auto Union Ingolstadt plant on 26th May 1961. First registered in the UK on 6th January 1962 after being shipped to Auto Union Ltd in Brentford Middlesex on 7th June 1961 for conversion to right hand drive. Of the 5,068 Sp coupe models built from

1958 to 1965, only five were converted to right hand drive * and MSL398 is one of four known to survive. 1,640 roadster versions were built (all left hand drive).

Engine: 981 cc 3 cylinder 2-Stroke 54hp/40kw, max speed 85 mph.

Front Wheel Drive through 4 speed manual column shift.

Carburettor: Zenith Solex 32 NDIX

Compression Ratio: 8.0 : 1

Kerb Weight: 950 kg / 2'094 lb.

*** Considering the Autocar 22 January 1960 review and price listing, it is not surprising that after import tax, the 1000 Sp sold very few units in the UK –**

Porsche 1600: £1,641 (Oct 1963)

Lancia Flavia: £1,692 (“ “)

Jaguar S-Type: £1,759 (“ “)

Mercedes Benz 190 C: £1,829 (“ “)

Rover 3 litre Coupe: £1,857 (“ “)

Auto Union 1000Sp: £1,995 15s 10d (Autocar, 1960)









The Autocar NEW CAR PRICES

U.K. Total U.K. List (inc. P.T.)	£	U.K. Total U.K. List (inc. P.T.)	£	U.K. Total U.K. List (inc. P.T.)	£
ABARTH		BERKELEY (Contd.)		FIAT (Contd.)	
750	1,498	Hardtop	502	Estate car	1,155
A.C.		QB.105	496	2100 Special	1,250
Ace	1,188	Hardtop	512		1,772
Ace-Bristol	1,443	BORGWARD		FORD (American)	
Acoca	1,446	Isabella	845	Falcon	1,415
Acoca-Bristol	1,700	Isabella estate car	895	(automatic)	2,005
Greyhound	2,040	Touring sport	970	Galaxia Skyliner convt.	1,496
ALFA ROMEO		TS de luxe	1,020	Thunderbird Pillarless	2,048
1300 Giulietta	1,260	TS coupé	1,360		3,111
Giulietta TI	1,360	BRISTOL		FORD (Canadian)	
Giulietta Spyder	1,475	406	2,995	Fairlane 500	1,757
Giulietta Veloce	1,750	BUICK		Victoria	1,795
Sprint Speciale	2,295	Invicta	2,465	Estate car	1,982
2000	1,998	CADILLAC		FORD	
2000 Spyder	2,195	6029 Fleetwood	3,660	Popular	348
ALLARD		6339	3,360	Popular II de luxe	363
Palm Beach II	1,300	CHEVROLET		Anglia III	415
Gran Turismo	1,700	Corvaire	1,235	Anglia III de luxe	430
ALVIS		De luxe	1,270	Prefect III	438
3-litre	1,995	Two-door Club	1,210	Escort	434
Convertible	2,195	De luxe	1,240	Consul	545
ARMSTRONG		Biscayne	1,439	Consul de luxe	580
SIDDELEY		Bel Air	1,479	Convertible	660
Star Sapphire	1,763	Impala hardtop	1,564	Estate car	760
Limousine	2,222	CITROEN		Zephyr	610
(automatic)	2,339	2 c.v.	398	(automatic)	725
Sapphire 346 limousine	1,910	Bijou	475	Convertible	725
ASTON MARTIN		ID	998	Estate car	825
DB4	2,650	DS	1,150	Zodiac	675
DB4GT	3,200	Safari estate car	1,245	(automatic)	790
AUSTIN		COMMER		Convertible	873
Seven	350	Estate car (8-seater)	705	Estate car	895
Seven de luxe	378	Diesel	817	FORD (Germany)	
A.35 Countryman	444	DAIMLER		17 M two-door	800
A.40	450	V-8 SP250	984	Four-door	845
A.40 de luxe	458	Majestic	1,760	Combi	830
Countryman	465	Majestic Major 4½-litre	2,113	FRAZER-NASH	
A.55 Cambridge	565	DK 400A	2,974	Sebring	2,300
A.55 de luxe	585	DK 400B	3,063	Continental	2,500
A.99	810	D.B.		GOGGOMOBIL	
(automatic)	860	Rally HBR5 coupé	1,299	Regent 300	329
Gipsy (petrol)	650	DODGE		Regent 400	342
Gipsy (diesel)	755	Custom Royal	2,230	Mayfair 300	416
AUSTIN-HEALEY		FACEL VEGA		Mayfair 400	429
Sprite	445	HK 500 hardtop	3,150	Royal T 700	473
(Supercharged)	542	(automatic)	2,980	Esquire estate car	563
3000	824	Special equipment	3,200	HILLMAN	
AUTO UNION		Excellence	4,140	Minx Special IIIA	509
1,000 Two-door	774	FAIRTHORPE		(automatic)	597
Coupé	796	Acromata	447	Minx de luxe IIIA	539
Universal estate car	869	Electron Minor	503	Convertible IIIA	615
1000S Four-door	886	Electron Mk. II	807	Estate car IIIA	605
Coupé de luxe	888	FERRARI		Husky	465
1000 SP coupé	1,408	250 G.T. coupé	4,200	HUMBER	
BENTLEY		FIAT		Hawk	840
S2	3,995	500 convertible	350	(automatic)	955
L.w.b.	4,900	500 Sunroof	370	Estate car	995
James Young l.w.b.	5,870	600	432	Touring limousine	920
H. J. Mulliner convertible	5,265	Convertible	452	Super Snipe	1,025
Continental II	7,460	Bianchina	510	(automatic)	1,140
Park Ward Convertible	5,545	Multipla 4½	532	Estate car	1,200
H. J. Mulliner 2-door	5,730	Multipla 6	540	Touring limousine	1,125
Flying Spur	5,730	1100	579	ISETTA (Gt. Britain)	
James Young 2-door	5,785	Estate car	750	300 Plus	258
Four-door	5,855	1100 de luxe	615	JAGUAR	
BERKELEY		1200 Full light	798	2.4	1,019
B.95	442	Cabriolet	1,032	2.4 Mk. II	1,082
Hardtop	462	1500	1,300	3.4	1,114
B.105	459	1800	987	3.4 Mk. II	1,177
Hardtop	481	Estate car	1,100	Mk. IX	1,255
QB.59	479	2100	1,050	3.4 XK 150 coupé	1,329
				3.4 XK 150S coupé	1,457

Continued on next page

NEW APPOINTMENTS

Among recent appointments are the following:

Mr. John L. Lutyens, M.A., A.M.I. Mech.E., has been appointed group director of research by the Pressed Steel



Mr. John L. Lutyens, M.A., A.M.I. Mech. E.

Co., Ltd., of Cowley. He will also take a seat on the board of the car body division.

Mr. G. Reid, chief accountant, has been appointed a director of Wadham (Holdings), Ltd.

Mr. Raul Casares has been appointed sales promotion superintendent by the Regent Oil Co., Ltd.

Mr. E. T. P. Holtham, formerly sales manager of Hooper (Coachbuilders) and Co., Ltd., has been appointed manager of the Berkeley Street premises of Mann Egerton and Co., Ltd.

Mr. C. T. Bayliss has been re-appointed managing director of Perry Engineering, Ltd., of Tyseley, Birmingham, in place of Mr. W. A. McLeod, who has resigned. Mr. Bayliss is also chairman of the company.

Extensive new showrooms, spare parts stores and service facilities have been added to the premises of the Bromley Motor Works, Ltd., in Bromley, Kent. They were opened last week by Mr. J. W. R. Penrose, home sales general manager of the Austin Motor Co., Ltd.

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PORSCHE in 1959

a few varied facts

In 1949, Porsche had a total personnel of 12—in 1959, the figure was 1,093. Of this number 442 were salaried—this high ratio is explained by the many engineers and technicians employed in the different design divisions.

In 1950, 298 cars were produced—in 1959, 7,100 cars were built; an increase in production of 19% over 1958.

72% of Porsche cars produced in 1959 were exported—40% to the U.S.A.

Porsche were an extremely close 3rd to the 3-litre Aston Martins and Ferraris in the 1959 Sports Car World Championship and the issue was in doubt until the Tourist Trophy in which Porsche finished 2nd. Porsche won the 1959 European Hill-Climb Championship, with Porsche drivers also winning 12 National Championships including Austria, Belgium, Germany, the Netherlands, South Africa, Sweden and Switzerland.

Owner-drivers of Porsche cars achieved well over 1,000 successes throughout the World in 1959.

FRAZER-NASH

Sole Porsche Concessionaires for Gt. Britain

Isleworth—Middlesex

Welbeck Viewpoint
(No. 232 of a series)

Welbeck Motors nowadays advertise very little. It's hardly necessary when the world's newspapers again and again carry news stories of our many activities. For instance, "The Scotsman," the famous daily newspaper, on October 22nd 1959, included the following story in its Motor Show Report:—

"A Ford spokesman said that since the new Ford range of light cars was introduced last month, domestic orders for the Popular, Anglia and Prefect had exceeded £30 million. These include 12,500 Dagenham-built cars for car hire fleets. Welbeck Motors Ltd., a London self-hire firm, placed a £700,000 order for 1,000 Fords to replace its 1959 fleet."

Incidentally, the first 118 of these cars have just arrived and you can hire them now.

This is a cutting from the scrapbook of

Welbeck Motors (Car Rentals) Ltd.,
95 Crawford Street, London, W.1

Telephone: Welbeck 3991.