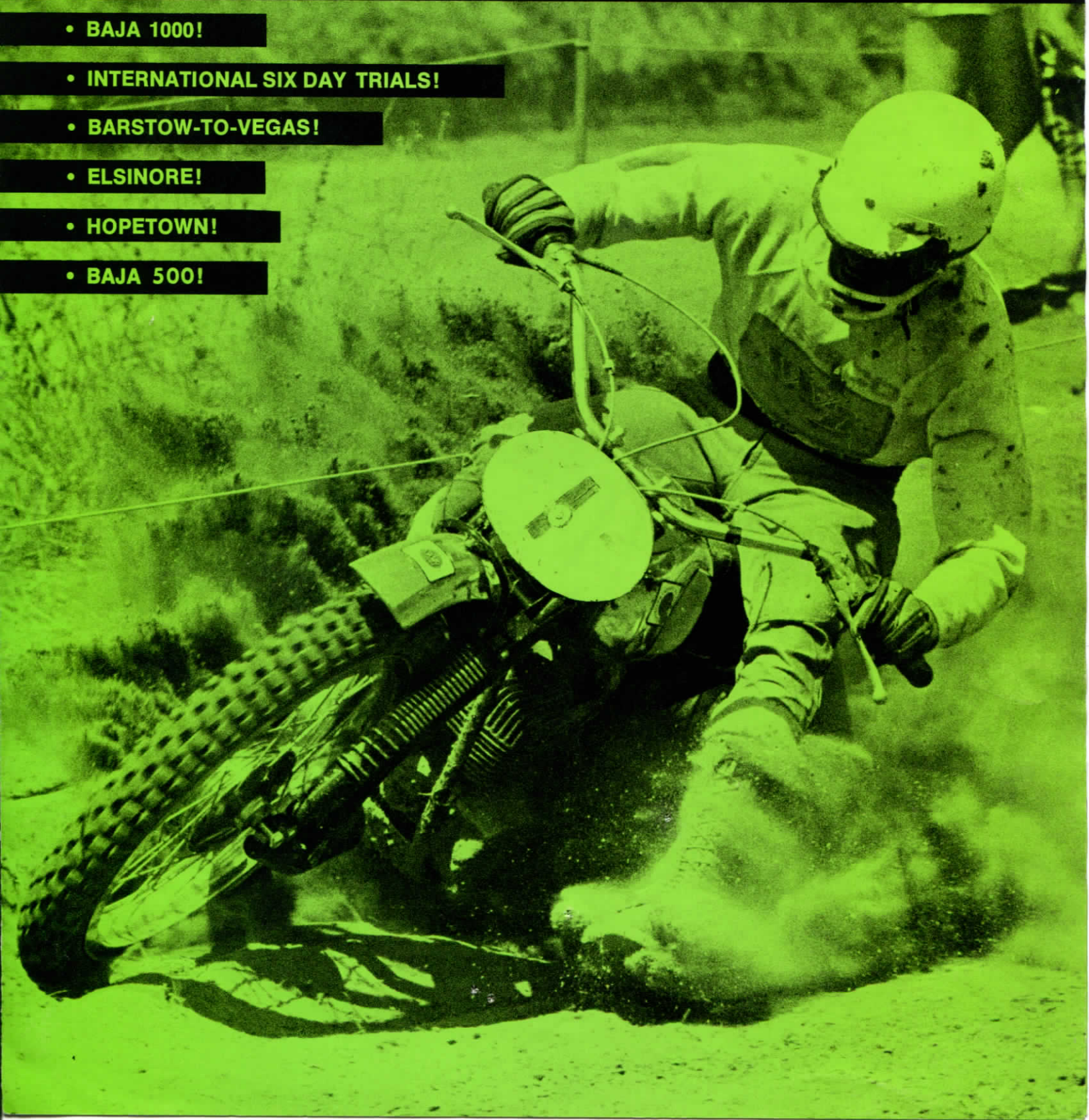


# DKW MOTORCYCLES

FORMERLY SACHS

THE LITTLE BIKE THAT WINS THE BIG RACES!

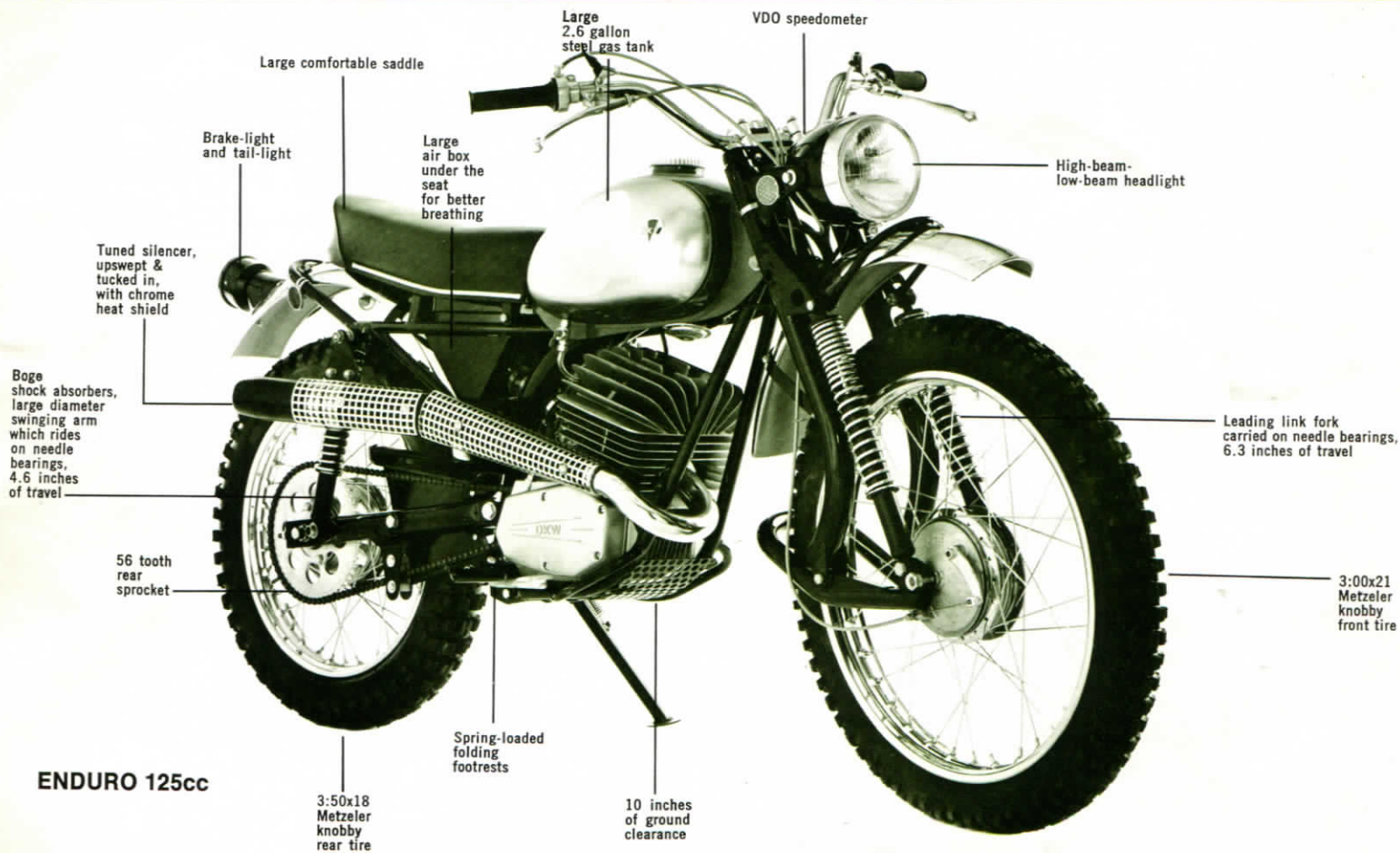
- BAJA 1000!
- INTERNATIONAL SIX DAY TRIALS!
- BARSTOW-TO-VEGAS!
- ELSINORE!
- HOPETOWN!
- BAJA 500!



# WHAT RACE WINS MEAN TO THE TRAIL RIDER

Trail riding is peaceful, relaxing, unhurried. A far cry from the turned-on world of racing where you ride to the limit of your ability all the time. But, like racing, it demands a machine that offers the ultimate in reliability. A mechanical failure doesn't mean losing a race for the trail rider, but it can spoil his day and possibly cause him a long walk—or push! But with a bike that has won the most grueling torture tests there are for motorcycles—like the Baja 1000 in Mexico, the famous Six Day Trials in Europe, and California's Barstow-to-Las Vegas race—the trail rider enjoys complete peace of mind no matter how far off the beaten path he ventures.

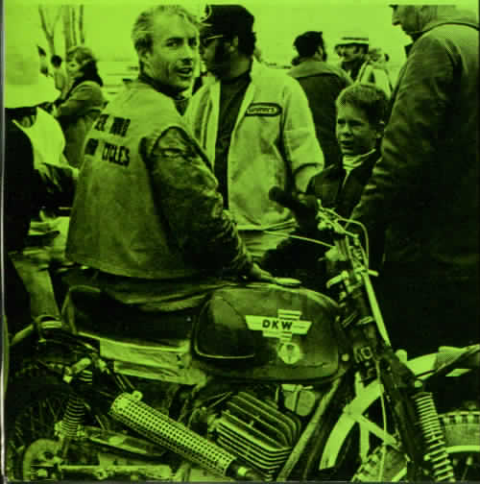
And with DKW, you get more than supreme confidence in your motorcycle, you get the finest handling, suspension, and comfort offered in bikes today—as well as more power than you'll probably ever need. DKWs are a prime example of West German engineering excellence and craftsmanship in production. Just compare the features you get with those of any other motorcycle:



DKWs took 1-2-3 in the 125cc and under class and 5th & 6th among all motorcycles in the 1970 Baja 1000 — covering some of the world's roughest terrain. Steve Hurd and Dub Smith were the top team, followed by Gene Cannady and Max Switzer.

Competing against 1000 riders on machines to 250cc, Gene Cannady won the 125cc class and placed fourth overall the first day of the 1971 Elsinore Grand Prix. He came back the next day to beat all but one of the 700 riders in the big bike race. A remarkable achievement for Gene and for DKW.

Every year DKW wins hundreds of medals in European racing. And at the all-important Six Day Trials, the brand has a most distinguished record. In 1970 an American team riding DKW won 2 silver medals and 2 bronze medals.

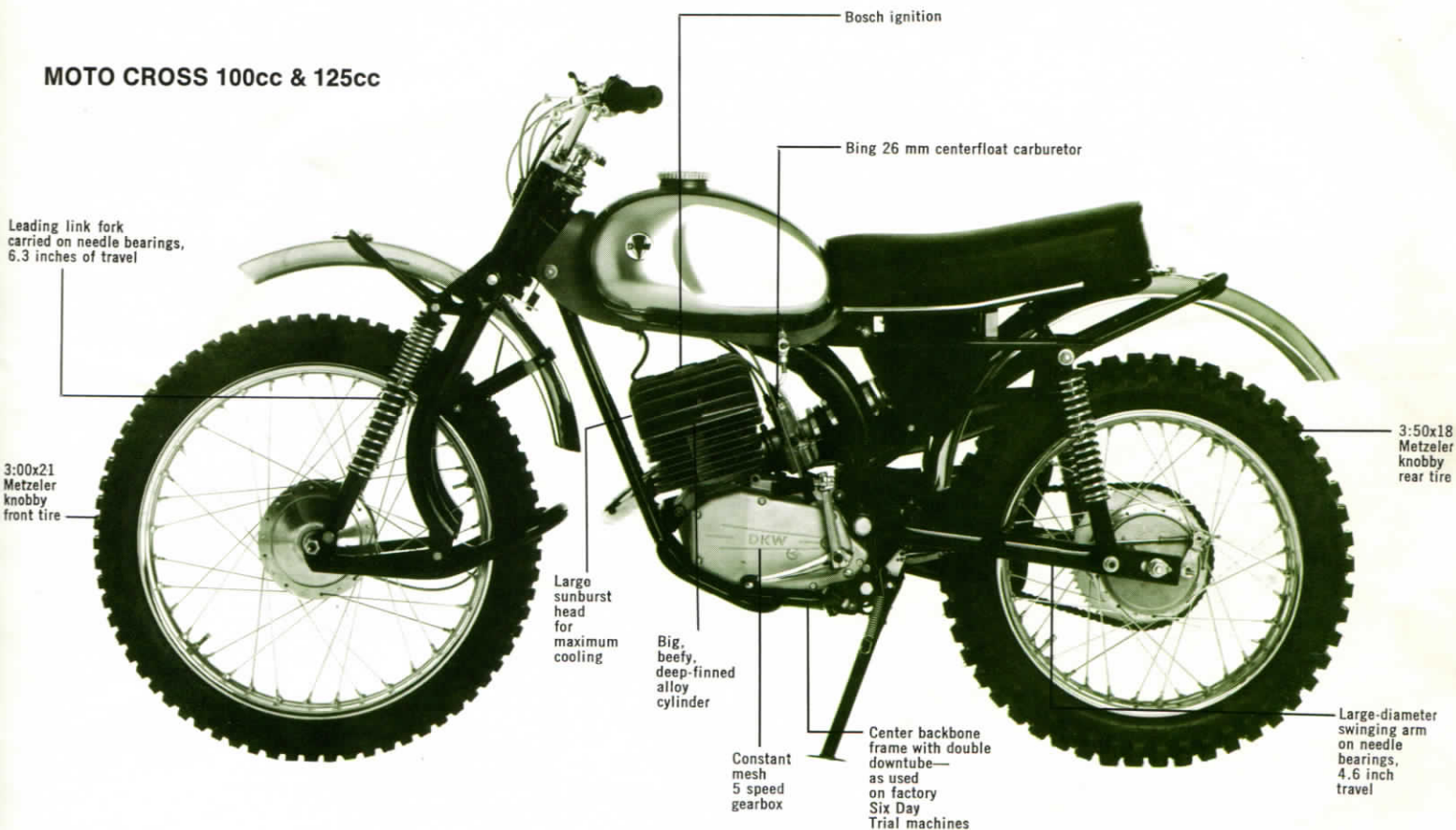


# WHAT RACE WINS MEAN TO THE RACER

Most motorcycle manufacturers have some race wins to shout about. But racers know that when a brand consistently wins the big, important, major races, there have to be reasons. And there are several reasons DKWs win more races—better suspension, better handling, a wider power band. In essence, engineering superiority.

When you compare DKW feature-for-feature with other motorcycles, you'll know why riders like Gene Cannady, Preston Petty, Steve Hurd, Eric Jensen, Max Switzer, and Billy Grossi pick DKW.

## MOTO CROSS 100cc & 125cc



The Dirt Diggers Hopetown Grand Prix is a motorcycling classic. In 1970 Preston Petty was the 100cc winner and Gene Cannady the 125cc winner, both on DKWs.

Over 2100 riders entered the Barstow-to-Las Vegas race. First 125 was a DKW ridden by Gene Cannady. Not far behind was Eric Jensen. Jensen earned District 37 lightweight number 3 on a 125 DKW — in a class of almost 3000 riders with bikes up to 250cc.

Max Switzer, shown accepting congratulations, teamed with Gene Cannady to take second place overall in the rugged 1971 Baja 500, defeating machines 3 and 4 times larger and only being edged out by a 400cc machine.



## GENERAL SPECIFICATIONS

**FRAME**—center backbone, double downtube, construction (as used on factory Six Day Trial machines) • **FRONT FORK**—leading link, carried on needle bearings. 6.3" travel • **REAR SUSPENSION**—large-diameter swinging arm, carried on needle bearings, 4.6" travel • **SHOCKS**—Boge • **TIRES**—3:00 x 21 Metzeler knobby front, 3:50 x 18 Metzeler knobby rear • **WIDTH**—32 inches • **SEAT HEIGHT**—32 inches • **GROUND CLEARANCE**—10 inches, unladen • **FUEL CAPACITY**—2.6 gallons (U.S.) • **WHEEL BASE**—51 inches • **WEIGHT**—217 pounds



### ENDURO—125cc ENGINE SPECIFICATIONS

**CAPACITY**—123cc • **BORE & STROKE**—54x54 mm • **COMPRESSION RATIO** 10.8:1 • **SAE HORSEPOWER**—17 • **CARBURETOR**—26 mm Bing centerfloat • **IGNITION**—Bosch Dynamo-magneto, 6 volt • **TRANSMISSION**—5 speed constant mesh gears • **RATIOS**—4.6, 2.73, 1.95, 1.5 & 1.24 • **MUFFLER**—tuned silencer with chrome leg shield • **AIR CLEANER**—under seat, mounted in air box silencer • **PRIMARY DRIVE GEAR WHEELS**—2.10 ratio • **PISTON**—forged with dykes top ring.



### MOTO-CROSS 100cc ENGINE SPECIFICATIONS

**CAPACITY**—97 cc • **BORE & STROKE**—48x54mm • **COMPRESSION RATIO**—10.8:1 • **SAE HORSEPOWER**—14.5 • **CARBURETOR**—26 mm Bing centerfloat • **IGNITION**—Bosch Dynamo-magneto, 6 volt • **TRANSMISSION**—5 speed constant mesh gears • **RATIOS**—4.6, 2.73, 1.95, 1.5, 1.24 • **MUFFLER**—tuned expansion chamber with chrome leg shield • **AIR CLEANER**—under seat, mounted in air box silencer • **PRIMARY DRIVE GEAR WHEELS**—2.10 ratio • **PISTON**—forged with dykes top ring.

### MOTO-CROSS 125cc ENGINE SPECIFICATIONS

**CAPACITY**—123cc • **BORE & STROKE**—54x54 mm • **COMPRESSION RATIO**—10.8:1 • **SAE HORSEPOWER**—18.3 • **CARBURETOR**—26 mm Bing centerfloat • **IGNITION**—Bosch Dynamo-magneto, 6 volt • **TRANSMISSION**—5 speed constant mesh gears • **RATIOS**—4.6, 2.73, 1.95, 1.5 & 1.24 • **MUFFLER**—tuned expansion chamber with chrome leg shield • **AIR CLEANER**—under seat, mounted in air box silencer • **PRIMARY DRIVE GEAR WHEELS**—2.10 ratio • **PISTON**—forged with dykes top ring.

# DKW

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Quality

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