

D.K.W.

PROBABLY the greatest problem facing the newcomer to scootering is that of gear changing. But with the 74 c.c. D.K.W. Hobby no such difficulty exists, for the machine is equipped with what its makers describe as "thinking transmission." Variable between wide limits, it is entirely automatic in action.

Vee-belt primary drive is employed. The belt runs on two expanding pulleys. Moving flange of the engine-shaft pulley is controlled centrifugally by spring-loaded bobweights; that of the countershaft pulley is spring loaded to accommodate variations in belt tension.

Once the engine speed rises above a predetermined r.p.m. rate, centrifugal force causes the bobweights to move outward and force the moving flange of the engine-shaft pulley closer to the fixed flange. The effective diameter of the pulley is thus increased and hence the gear ratio is raised. Rate of increase of effective pulley diameter is such that engine speed remains substantially constant although the road speed rises. Deceleration of the machine causes the gear ratio to be lowered.

The transmission is infinitely variable between ratios of 24.4 and 8.33 to 1. Outside those limits the system functions normally. Operation of a handlebar lever disengages the drive and thus provides a free-engine position. Engine starting is by means of a pull-up handle and cable.

The Hobby is capable of carrying a pillion passenger and so laden will reach a speed of over 30 m.p.h. A high degree of comfort is furnished by the telescopic front fork and pivoted-fork rear springing.

74 c.c. D.K.W. Hobby



First Armchair Show Number

THE

MOTORCYCLE

The Motor Cycle

21 NOVEMBER 1957

NINEPENCE