

ROAD TESTING ...



THE D.K.W. HUMMEL SUPER

I UNDERSTAND that the initials D.K.W. on the moped of that name stood originally for the words, "Das kleine Wunder." In case your German is as rusty as mine, I had better add that this means "the little wonder."

I think that is a fair summary of the D.K.W. Hummel Super. I have just tested which, in common with all the other Europa Imports machines, was a delightful mount. Slightly more, "sporty"-looking than some of the other three-speeders reviewed recently in these columns, it possessed a whole set of endearing characteristics which made a ride on it a pleasantly memorable experience.

What is the most striking aspect of this moped? I think that without doubt this honour must lie with the silencing. A lengthy slender silencer, which begins almost under the swinging-arm pivot and ends at the far extremity of the rear wheel, reduces the tick-over to a faint burble. More remarkable than this, however, it also tames the engine note at high revs. and thus reduces the fatiguing effects of full-speed running.

The dual seat is a fine piece of equipment and even though I spent most of my miles with a bag strapped across the rear end of the seat, I did not suffer from the lack of seating position variations.

Since the dual seat and pillion footrests are standard equipment, a passenger test was indicated, so I transported someone from my flat

near Baker Street to Hammersmith. This was not a very long distance but it served to show me that the D.K.W. can carry a pillion with the greatest of ease.

Another point which demands my applause is the gear-change. Some mechanisms are too light in operation and consequently an untutored hand twists the grip past the desired gear. On the other hand there are the gear-changes which require great effort to work properly and leave their impression on the rider's wrist muscles at the end of the day. The D.K.W.'s device occupies a happy medium position and is both light and positive.

The rear springing is extremely firm and is obviously designed with a passenger in mind.

The styling is extremely pleasing and the only feature which might be improved is the somewhat anti-climatic headlamp which is smaller than one expects. To produce a clean line along the tank, the filler cap is recessed in the centre and is covered by a chromium plated "lid" held by a knurled finger screw. Tools can also be kept in the compartment

Specification

Engine: D.K.W. two-stroke; 40mm. bore x 39mm. stroke—49 c.c.; c.r. 6.5 to 1; 2.4 b.h.p. at 4,700 r.p.m.
Gearbox: Three speed integral with engine, handlebar operated, overall ratios: 15.7 to 1, 22.2 to 1, and 37.1 to 1; gear primary and chain final drive; multi-plate clutch running in oil-bath; pedal kick-starting.
Frame: Welded up from steel pressings; leading link front forks, swinging arm rear.
Tank: 13 gal. with reserve.
Lights: Head and tail lamps fed direct from flywheel magneto generator.
Wheels and Brakes: Both brakes internally expanding, in 5in. full-width hubs; chromium-plated rims; 23 x 2.50 whitewall tyres.
Equipment: Tyre pump; tools in special fuel tank container; centre stand; dual seat; pillion footrests; steering head lock.
Finish: Cream and orange.
Weight: Approx. 110lb.
Concessionaires: Europa Imports Ltd., Arkwright Road, Reading.
Price: £97 4s., including P.T.

Performance

Maximum Speed:
 Flying 1/10th mile, 33 m.p.h.
 Standing 1/10th mile, 19 m.p.h.
Acceleration:
 0-10 m.p.h., 2½ secs.; 0-20 m.p.h., 9 secs.; 0-30 m.p.h., 23 secs.
Economy:
 At 20 m.p.h., 160 m.p.g.
 At 30 m.p.h., 110 m.p.g.
Hill climbing:
 Time for hill: 1 min. 55 secs.
 Second gear engaged at 0.3 miles.
 Bottom gear not engaged.
 Test hill 0.5 miles long; max. gradient 1 in 10; average gradient 1 in 15.
Braking:

	Front	Rear	Both
At 20 m.p.h.	19ft.	25ft.	16ft.
At 30 m.p.h.	39ft.	58ft.	30ft.

Peddalling:
 Maximum pedalling speed, 15 m.p.h.
 Comfortable pedalling speed 7 m.p.h.
 Tester's rating: Poor.
 Tester's weight: 190lb.

between the two halves of the tank. A grille completely covers the engine.

On one occasion I could not start the engine and could not think of any good reason why it should not start. Then I noticed the headlamp switch. Turn this clockwise and it puts the lights on. Turn it anti-clockwise and it earths the ignition to stop the engine. I had in fact flicked the switch to the left and never bothered to turn it back again.

The pump must be hidden in one of the most out-of-way places possible on a moped, for it is under the dual seat.

I liked the fact that the D.K.W. was a quick starter. The petrol tap is clearly marked, although the initial positions stand for German words: A=auf or on; Z=zu or off (literally "to"); and R=reserve; and it is easily switched on. A small lever sticks through the small "door" which opens on the carburettor, and when it is lifted the strangler is operated.

I think "thoroughbred" is perhaps the best word to describe the Hummel Super. Breeding and superior engineering design are apparent in the engine and ancillary parts. A little expensive, perhaps, but you always have to pay for quality.

WHAT'S ON

DAVE HANDLEY and Eric Thompson contest the national tandem championship at the W.C.R.A. meeting at Herne Hill on July 2, with five other pairs including C. Carter-B. Dacey, J. Ralph-R. Buchan and Elliot-Gambrill. K. Barton, D. Skene and J. McLean will figure in the 1,000-metre t.t. for Olympic selection. Handley-Thompson will be among the pacers of P. Freulett, Middlesex Clab., for his attempt on Frank Southall's one-mile tandem paced record of 1-47.6, established in 1929.

At the same meeting, a six-strong team of East German girls will ride an omnium against B. Burton, K. Ray, D. Franks, J. Bowers, J. Dunn and V. Rainbow. Events are a sprint, six-lap pursuit and five-lap point-to-point. Start 2.30 p.m.

The following day, July 2, the German team will race in the W.C.R.A. 40-mile road race against top English girls. Start

11 a.m., Amersham.

Wed., June 29.—Track: Kentish Wh., Herne Hill; Kent Police Sports, Folkestone; Sussex C.R.L.; Portsmouth and Gosport T.L. Road: Yorkshire evening criterium. 25m., Bradford. Harneston evening criterium. Lincs.

Thurs., June 30.—Road: North Kent M.S.A. 30m., Brands Hatch. North West Kermesse 35m., Merseyside.

Fri., July 1.—Track: Coventry 50m., The Butts; Welwyn madison and record meeting.

Sat., July 2.—Track: Peterborough Sports, Northants; Long Eaton Sports, Nottingham; Winterton Sports, Scunthorpe; Mexborough Sports, Yorks; Staveley Sports, Chesterfield; Bristol Aeroplane Sports, Wilts; Women's C.R.A., Herne Hill, 2.30 p.m.

Sun., July 3.—Road: Women's C.R.A. 40m. Riders include German team and top English girls. Start: 11 a.m., Amersham. Tour of the Breidons 150m.; Lough-

borough Colleges 108m.; Liverpool Oly. 105m.; News and Times 100m., Malvern, Worcs; Leyton Camp 99m., E. London; Chronicle and Echo 84m., Northants; Manchester Wh. 80m.; Medway C.C. 80m.; Bonner 80m., N. London; Pennine Trophy 75m.; Belle Vue 75m., Chobham Circuit; Clevedon 66m., Weston-super-Mare; Clee Hills 65m.; Sheffield Highgate 68m.

Mon., July 4.—Track: Army C.U. champs., Herne Hill; Monday comp., Herne Hill.

(Handbook Changes and Additions only)
ROAD RACES
 September 11.—Stalybridge G.P. postponed to this date. B. Wood, 67 Manchester Road, Droylsden, Lancs.

TIME TRIALS
 W.E. 28.—Harp R.C. m.m. "25". B. Kendall, 38 Grants Close, London, N.W.7.
 W.E. 29.—Viking R.C. Tandem "50". S. F. Smith, 5 Stephenson Avenue, Tilbury, Essex

W.E. 37.—Viking R.C. "50". W. Turner, 32 Salisbury Road, Grays, Essex.

W.E. 27.—Kettering Friendly C.C. "25". B. Smith, 19 Duke Street, Northants.

W.E. 28.—Plymouth Wh. "25". R. J. Turner, 91 Knighton Road, St. Judes, Plymouth

W.E. 30.—Comrades' C.C. junior "25". W. Bridge, 3 Linden Road, London, E.17. 3s. 1d. and not as stated in R.T.T.C. handbook.

W.E. 34.—Kent C.A. 12hr. G. C. Harrison, 28 Sturdee Avenue, Gillingham, Kent.

TRACK EVENTS

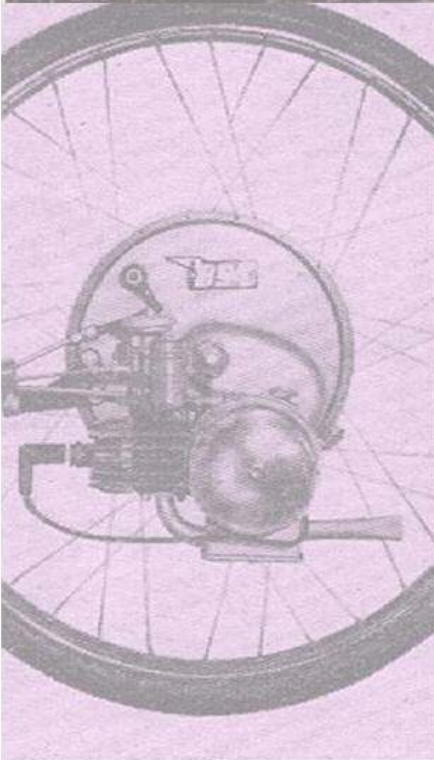
July 2.—Bristol Aeroplane Sports changed to this date.

July 9.—Somerset Constabulary Sports changed to this date.

July 24.—Rochester Civic Week event: M. Estick, 78 Windmill Road, Gillingham, Kent

July 31.—Ruxley Wh. 75m. C. Coe, 10 Brendon Road, London, S.E.9.

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