

## Reconstruction

- three month expenditure of time for rebuilding and improvement



- fender and rear plate are plywood strengthened
- steel edges to protect chassis underbody on the outside
- three chain adjuster for fitting angle of contact of sprocket wheels
- two self-wound spoolings at contact breaker blank (shifted by 180°) with bridge rectifier each for battery charging
- electric 6-fold-melting-protective device
- battery 6V 11Ah "Simson S50/51"
- integral charging set  $\approx 230V / =7v, 0.1A$
- digital display of battery voltage
- two bicycle headlamps used as fog lights
- two rear view mirrors of motorbike "Schopper"
- fuel filter of passenger car "Lada"
- crossed-steering steel-cable, diameter 3mm, length 7m, not lubricated
- steering wheel shaft with electric carbon brushes for signal horn
- minimisation of laminated sheet package within exhaust pipe from eight to two semi-circular (damping) sheets, so that the motor has enough power  
After a one-time trip of 50km cross-country in the summer of 1980 the vehicle had to drive the last kilometers without any payload because the motor had no power. The at first unfathomable reason for the problem was cleared after an extensive examination. The exhaust system was almost completely clogged up with oil carbon and was blocked
- load-dependent gradeability ca. 18-20%
- fuel mixture: petrol and motor oil 1:25 in form of unleaded petrol petrol octane 91 ROZ (Normal), lead substitute, mixing oil for two-stroke engines

### **Break-down tools compartment**

- tools, repair kit, replacement hose, tyre inflator, replacement fuel line, several small parts

### **Garage**

- Portable garage made of plywood 950 mm wide, 1,150 mm high, 1,700 mm long, 5 alternatively 30 mm thick
- Holms 35 mm wide, 60 mm high made of hardwood
- Loading ramp made of plywood 30 mm thick

### **Disadvantages of the vehicle**

- high centre of gravity, partly because of the very high location of the thick U-profile with bush for the steering column in the rear  
Because of this:
  - high caution is recommended when starting, fast or curve driving and braking on a tilted surface
  - Frontwheels can't brake on a tilted surface (also schockabsorbers, stabilisers arer nearly ineffective, because the vehicle could tilt in almost any direction
- Dangerous because:
  - Of its high dead load, just as the
  - of the rear wheel steering the driving and massive rear can swivel out while driving in curves
  - high thrust
  - the shaft seal (Simmering) on the crank shaft hardens fast
- high wearout of the rear wheel, especially of the sleeve and the bicycle chain