

Radpaar 1 $i_1 = 1:6,48$; $m = 0,6$; $a = 76,2 \text{ mm}$ (Nullgetriebe, d.h. ohne Profverschiebung)

$$t_0 = m \cdot \pi = \underline{1,8846 \text{ mm}}$$

$$h_z = 1,1m + 1,5m = \underline{1,56 \text{ mm}} \quad (\text{TGL 15006})$$

Zahnbreite des Rades $> 3 \text{ mm}$ (Zeichnung unten)

Ritzel 1: $z = \underline{17}$

$$d_0 = m \cdot z = \underline{10,20 \text{ mm}}$$

$$d_k = d_0 + 2 \cdot h_x = d_0 + 2 \cdot 1,1 \cdot m = (10,20 + 2,2 \cdot 0,6) \text{ mm} = \underline{11,52 \text{ mm}}$$

TGL 15006

Rad 1: $z = \underline{110}$

$$d_0 = \underline{66,00 \text{ mm}}$$

$$d_k = \underline{67,32 \text{ mm}}$$

$$i_1 = \frac{110}{17} = \underline{6,47}$$

Radpaar 2: $i_2 = 5,05$; $m = 0,6$; $a = 76,2 \text{ mm}$ (Nullgetriebe)

$$t_0 = 1,8846 \text{ mm}$$

$$h_z = 1,56 \text{ mm}$$

Zahnbreite $> 3 \text{ mm}$

Ritzel 2: $z = \underline{21}$

$$d_0 = \underline{12,60 \text{ mm}} \quad 13,20 \text{ mm}$$

$$d_k = \underline{13,92 \text{ mm}} \quad 14,52 \text{ mm}$$

Rad 2: $z = \underline{106}$

$$d_0 = \underline{63,0 \text{ mm}}$$

$$d_k = \underline{64,92 \text{ mm}}$$

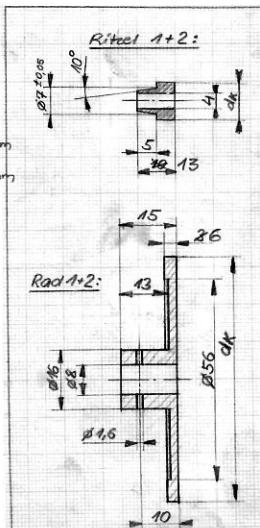
$$i_2 = \frac{106}{21} = \underline{5,05}$$

$\sigma_{\text{G}} = 60 \cdot 95 \frac{\text{kg}}{\text{mm}^2}$ (Zugfest.)

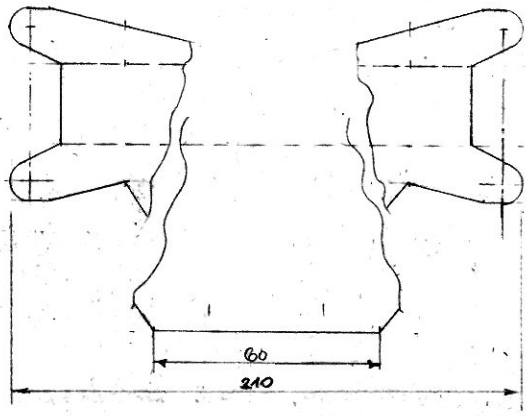
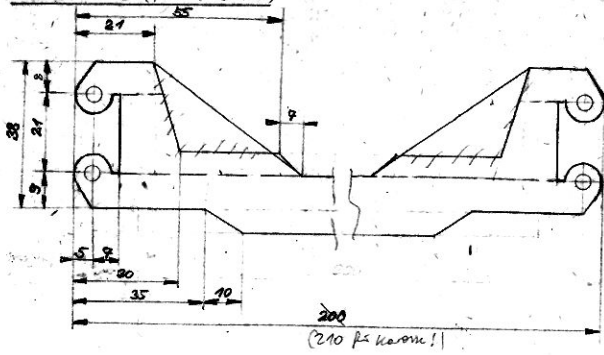
$\sigma_{\text{100h}} = 116 \frac{\text{kg}}{\text{mm}^2}$ (Bruchdehng.)

$\sigma_{\text{Streckg.}} = 34 \frac{\text{kg}}{\text{mm}^2}$

C-Gehalt 0,45 %

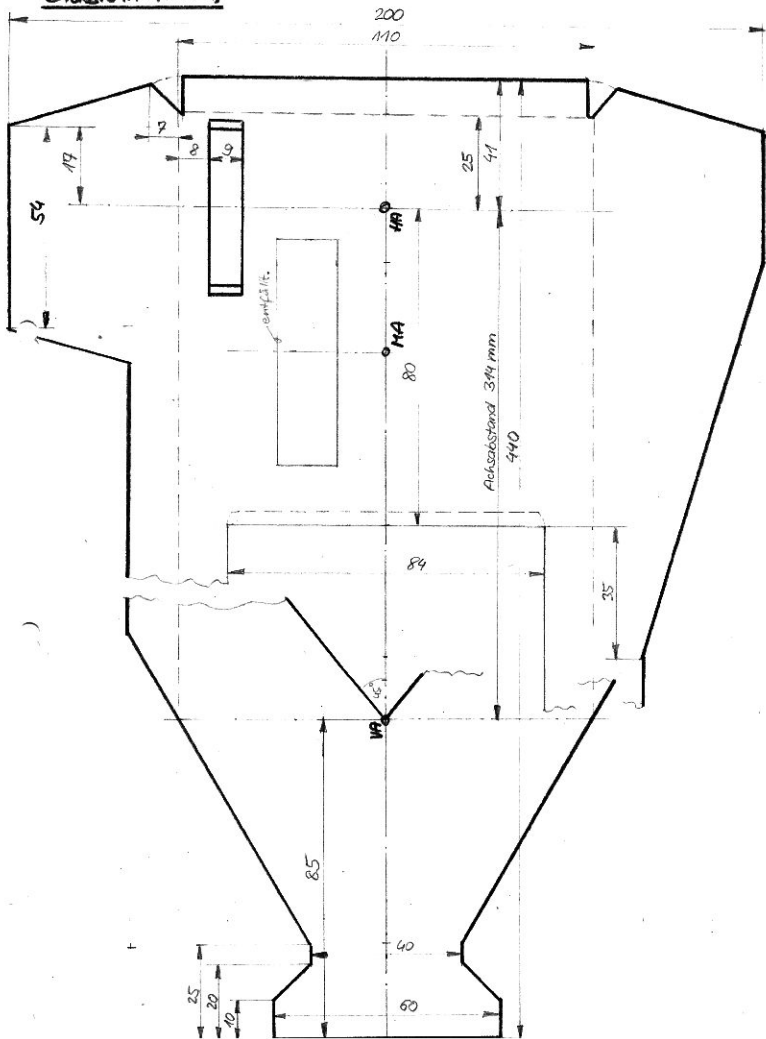


Vorderachse (Alu 2 dick)



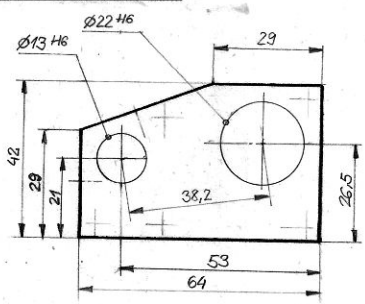
Chassis (Alu, 2dick)

realisiert

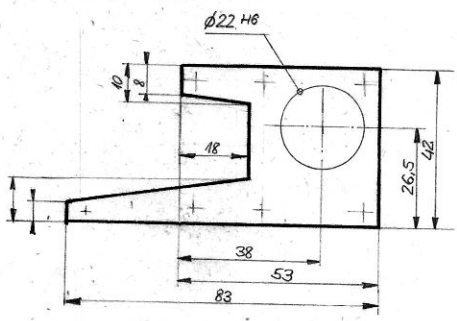


Motor-Platten
rechts-links

Platte rechts (Alu, 8 dick)



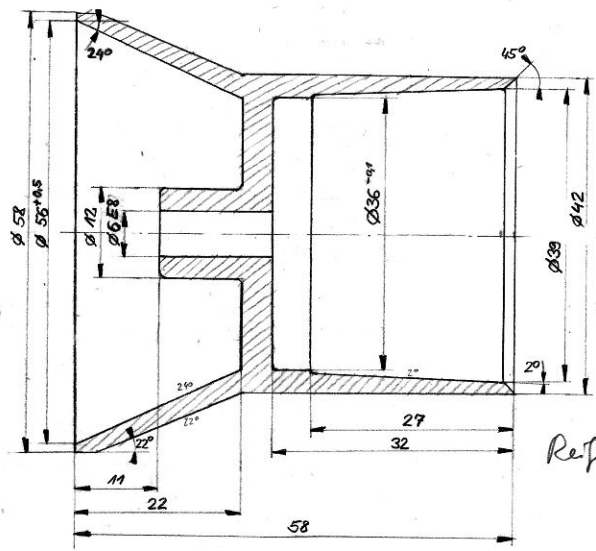
Platte links (Alu, 8 dick)



(2Stck) Felge, hinten: Alu
M2:1

(alle Rundungsradien r=1mm)

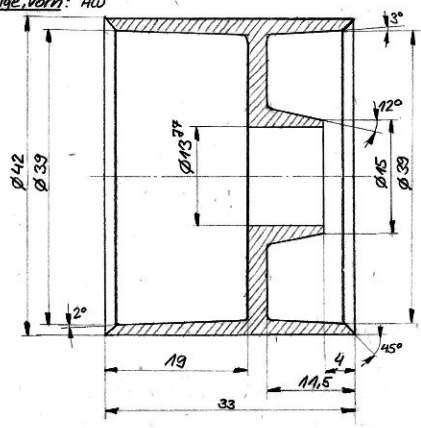
realisiert ✓



Reifen \varnothing : 90

(2Stck) Felge, vorn: Alu
M2:1

realisiert ✓



Reifen \varnothing : 42

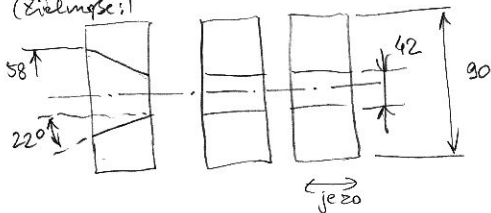
Reifen Ferrari 312 T

-6a-
Zielgröße
ohne Übergang

Hinten: ϕ 90 außen

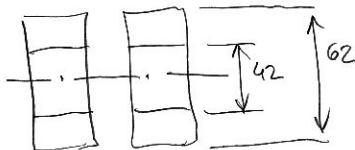
Felge: $B \times \phi = 58 \times 42^*$

(Zielgröße:)



Vorn ϕ 62 mm (außen)

Felge: $B \times \phi = 33 \times 42$

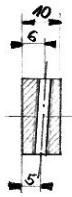
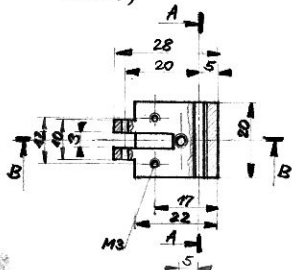


Restoration 2013/14

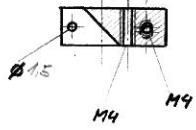
Platte (Alu) M1:1
(links)

lenkschemel
realisiert

Schnitt A-A



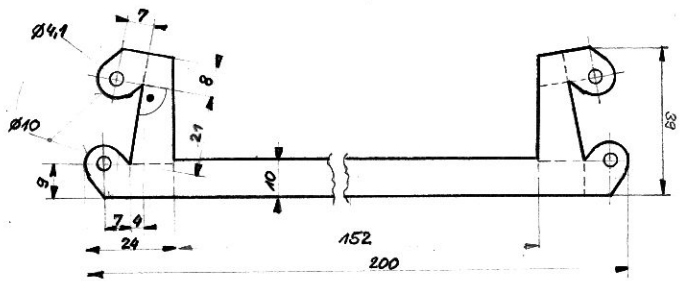
Schnitt B-B



Kachse (St60, 2 dick)
M1:1

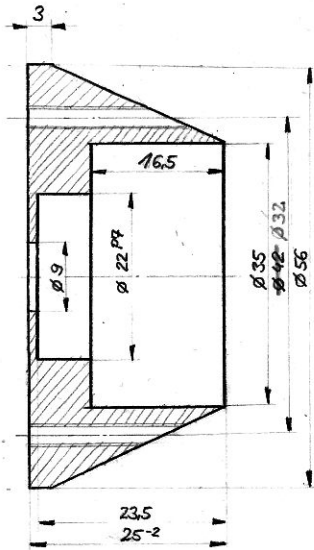
Teil 3238

Entwurf



(2x) Konus: Pertinax; Hartgewebe; o.ä.

n 2:1



Konus
Bremsbacken 2x

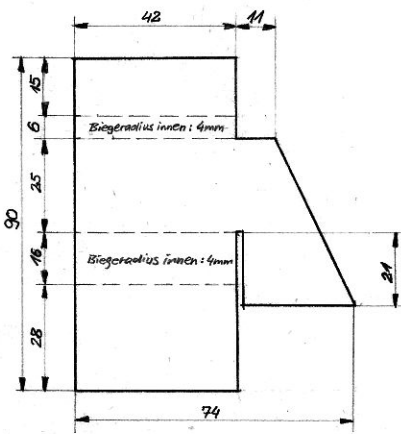
realisiert im ersten Jab ('80) gefertigt

Problem:

Bremswirkung nur bei geringen Drehzahlen, bei hohen Drehzahlen prallen die Backen ab

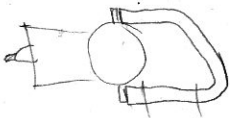
Motorträger (Alu; 6mm dick)

finale Version
realisiert,
aber abgewandelt

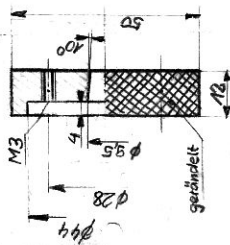


Achtung! Anriß seitverkehrt!

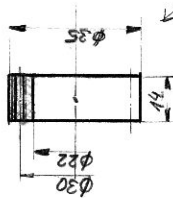
gebogen:



Verändert
realisiert

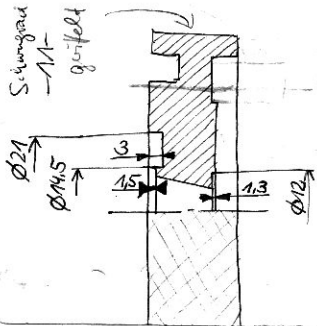


Schwungmasse (Alu)



Wellig
durchsägen

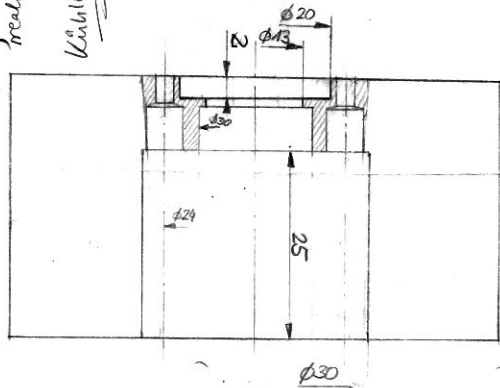
Kupplungssegmente
(Hartgewebe etc.)



realisiert
Schwungmasse

-10-
realisiert

Kühlkopf



Umbau

(Röhren)

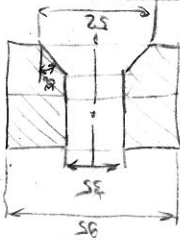
Kühlkörper

Reifen, hinten

$$\phi_i = 35$$

$$\phi_a = 95$$

$$b = 60 \text{ (} 2 \times 30 \text{; gewichtet)}$$



Reifen, vorn

$$\phi_i = 30$$

$$\phi_a = 72$$

$$b = 32$$

Reifen Orig.

$$(\phi_{\text{neu}} = 42) \text{ innen}$$

$$(\phi_{\text{neu}} = 90) \text{ außen}$$

$$(\phi_{\text{neu}} = 42)$$

$$(\phi_{\text{neu}} = 62)$$

$$(1 \times 30, \text{ gewichtet})$$