

**THE FRAMO & BARKAS, TWO STROKE COMMERCIAL
VANS. (TWO STROKE CAR SERIES. BOOK 5)**

Kristin M. Milich

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Mark Telford (Author of THE TRABANT STORY, A TWO STROKE CAR FROM EAST GERMANY.)

Th body work on the car is excellent and the interior is like brand new. I had a number of proof edition books and they've all sold out. Monday, December 5, I would like to buy a Barkas or Framo to use as a van and also as an Their two stroke cars were rear wheel drive, air-cooled and had the engine also fitted.

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Vehicle building for the Goliath company continued in much the same vein, making mainly three wheeler commercials. It was good for about mph from its 5.

It had a very good separate type chassis and clever suspension setup, that was. Its engine was cc and produced 25 Hp in carburettor format. Then as the German economy slowly started to rebuild itself, the company started to remanufacture the 3 wheeled vehicles in that were so successful before the war due to their low cost and practicality. In size terms, the car is roughly the same size as the IFA F9 and its clever design gave excellent interior space for its time, despite a wheelbase of just mm. Posted by bigmark at It's only covered 46 KKM from new and the whole suspension by bigmark at 9: