

Les Slimes

May 2020



Thanks Jon Jon for this evocative pic
from past camping days when I can also
remember that all tents were made of
canvas !

What was the year though ?

What's Up

ZOOM

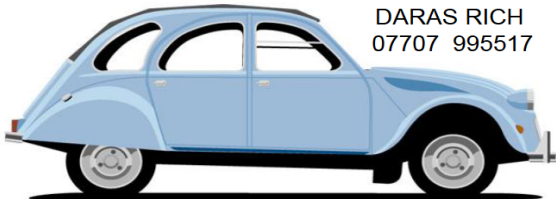
Club

Meet

21 May

8.30pm

**See Page 8
for invite
details**



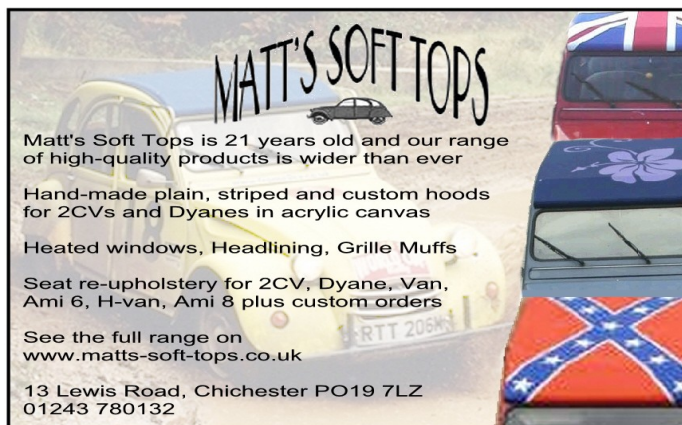
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Newsletter of South Downs Escargots (www.southdownsescargots.co.uk/)
Member group of 2cvGB Articles and 2cv news always welcome.
Please send copy and pics to John Chaplin (biker1@btinternet.com)

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Things to Make and Do !



Sue made this bird bath from an old metal water tank, the stand was inside it & it's lined with a bit of old hood from her Dyane .
Well done Sue

.....and
Jon Jon's signature
BBQ made out of a
washing machine
drum





A Lockdown Read

Not a 2cv but any
way thought you
might be interested

Taken from a 1936
publication on
vehicles of the day.

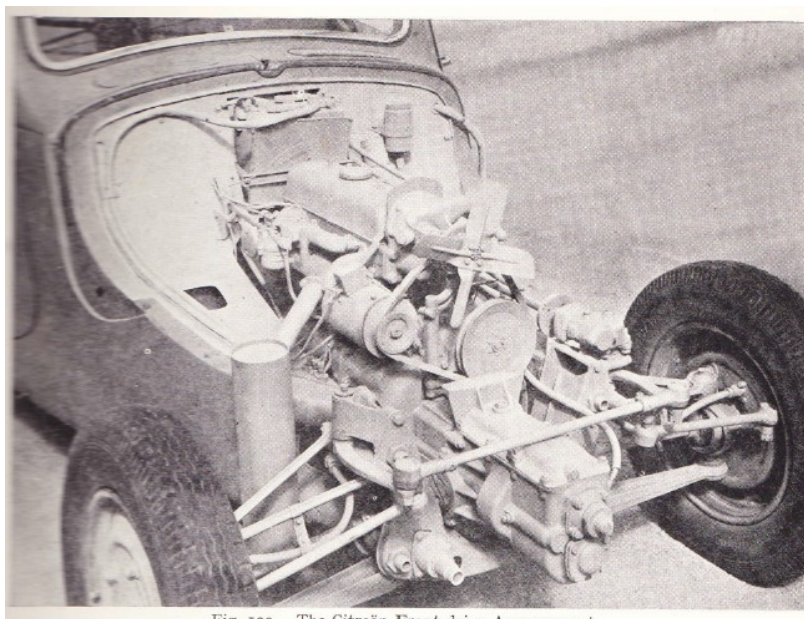


Fig. 129.—The Citroën Front-drive Arrangement.

THE CITROËN FRONT-DRIVE CARS

The Citroën 12 h.p. and 15 h.p. four-cylinder engine cars represent one of the most original designs of the present period, for a number of novel features are embodied. These include a flexibly-mounted engine with front-wheel drive, torsion-bar springs, Monoshell all-steel body, hydraulic brakes, and globular worm-and-roller steering.

The engine of the 12 h.p. model has a bore of 72 mm. and stroke of 100 mm. (1,628 c.c.). The 15 h.p. engine has a bore of 78 mm. and stroke of 100 mm. (1,911 c.c.).

Special features of the engines include overhead valves operated by push rods and rocker arms, detachable cylinder barrels, three-bearing crankshaft, split-skirt aluminium-alloy pistons with special hollow heads, and light connecting rods, white-metal lined. A horizontal Solex starter-type carburettor of the two-jet pattern supplies the mixture. Twelve-volt



battery-and-coil ignition is used; this has an automatic and hand-controlled timing. A mechanical petrol pump is fitted.

Engine cooling is by centrifugal-pump circulation, with ample-surfaced radiator and fan, driven by Vee-belt from the crankshaft pulley; this belt also drives the dynamo. The water capacity of the complete cooling system is $1\frac{3}{4}$ gallons.

The engine, gear box, and differential form a single unit, mounted at two points to the body shell by the "floating power" method of suspension (Fig. 130).

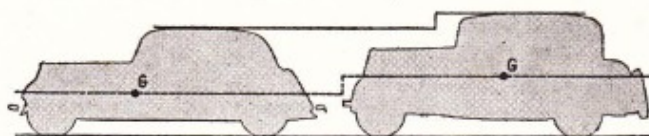
Attached to the engine unit, as previously stated, are: the gear box and differential, the drive being taken through the gear box by means of helical gears with synchronised gear change on second and third speeds, and back through the differential by Gleason helical gears (Fig. 133).

The forward part of the body shell is specially shaped to take the complete engine and transmission unit, which is mounted by floating-power method of suspension (Fig. 132).

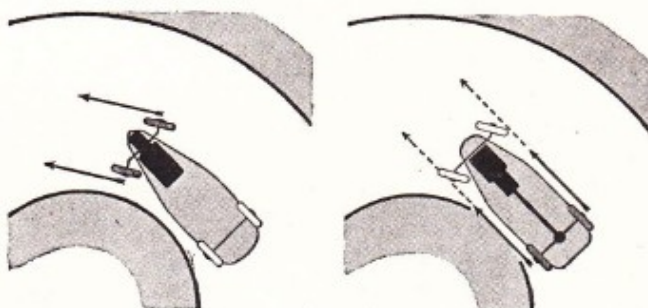
The differential is connected to each of the front wheels by cardan shafts, which have needle universal joints at the differential ends, and constant-velocity couplings centred on the pivotal axis of the wheels, ensuring a universal movement being transmitted to both front wheels, irrespective of the angle of steering lock.



Front wheel traction permits of a perfectly flat undershield



a very low centre of gravity



safety when cornering.

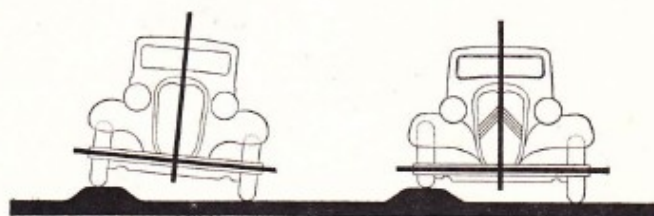


Fig. 128.—Illustrating some Advantages of the Citroën Front-drive Car.

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The suspension is improved by the torsion-bar system, described in Chapter 3, Volume II, of this work; this remains constant under all conditions, and does not become harsh like a leaf-spring suspension, the lubrication of which is seldom attended to, for these torsion bars require no lubrication. Damping is effected by specially designed shock absorbers, friction type being used at the front and hydraulic at the rear.

With the new method of construction, the rigidity of the car is sixteen times greater than that of the conventional car fitted with the orthodox chassis frame, and the road-holding properties have been greatly improved

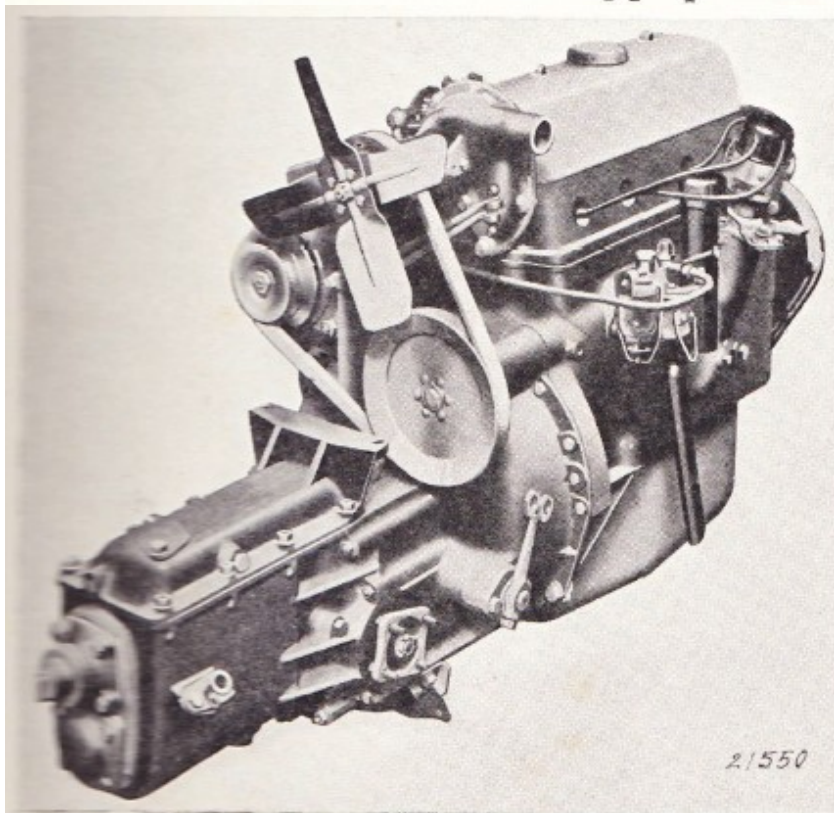


Fig. 130.—The Citroën Front-drive Power Unit.
M.C. IV—8

by the careful distribution of the weight masses and the combination of independent wheels at the front and semi-independent wheels at the rear. The centre of gravity is $22\frac{3}{4}$ inches from the ground, and the maximum tilting angle at road-holding limit does not exceed $7^{\circ} 30''$ as against 16° for an ordinary car under the same conditions.

The "All-steel Monoshell" is built up of light steel box members of girder construction. By this



method of manufacture, the same resistance to stresses is obtained as in the case of an ordinary chassis frame. In order to diminish the stresses

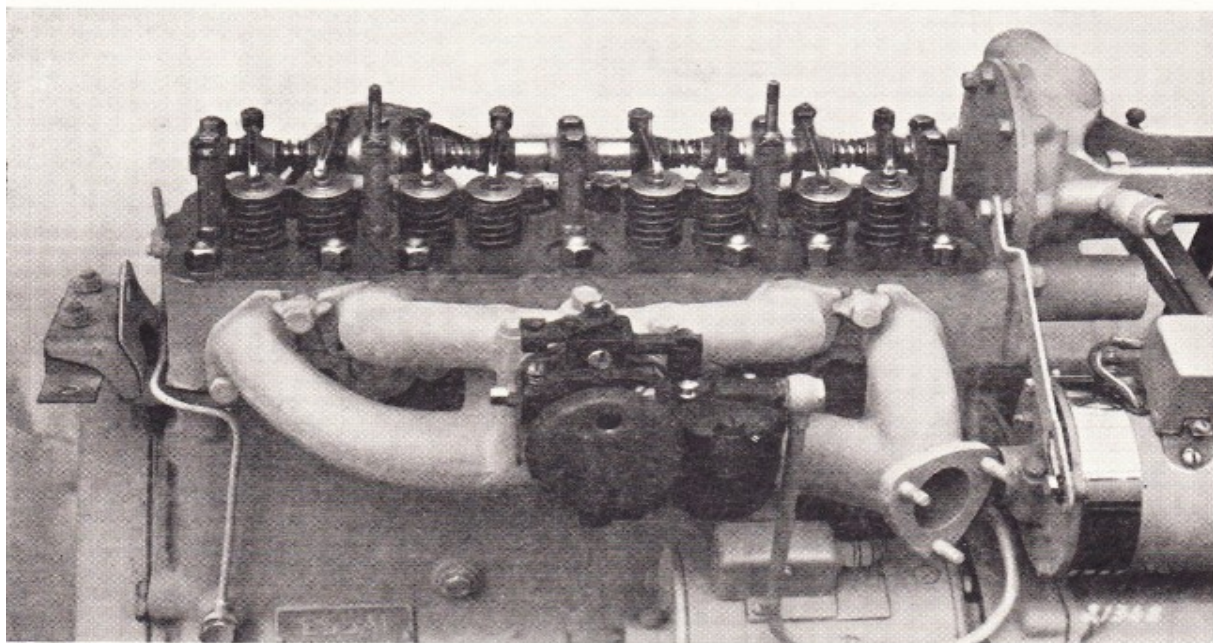


Fig. 131.—The Citroën Front-drive Four-cylinder Engine.

and distortion due to the efforts transmitted by the axles the torsion-bar suspension system above mentioned was adopted. The reaction points of these torsion bars have been brought as near as possible to the centre of the body shell.

In view of the fact that the orthodox chassis frame has been dispensed with, the body shell supports the mechanical components, and consequently its unique construction is of particular interest. The front, made up of two well-braced caissons, reinforced with four horizontal tubes, supports the complete engine unit and independent front-wheel assembly. The caissons are solidly welded to form one mass with the dash, which is made of ribbed sheet steel, and

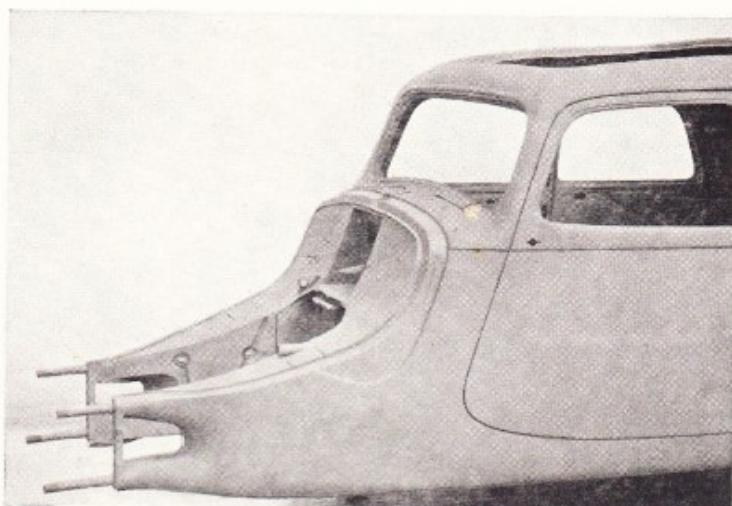


Fig. 132.—Method of Attaching Power Unit to Monoshell Body.



special care has been taken in the joining of these parts to avoid any possibility of fatigue arising. The dash, which forms a steel bulkhead between the engine and the body, is well braced and lined with a sheet-steel plate, making it extremely rigid and free from distortion. To this is attached the perfectly flat sheet-steel flooring, two lower steel box-shaped units which form the side members, and two upper box-shaped units which pass over the top of the doors and follow the line of the roof. The lower box-shaped units are braced by two box-shaped cross members, one being positioned under the front seats, and the other under the rear

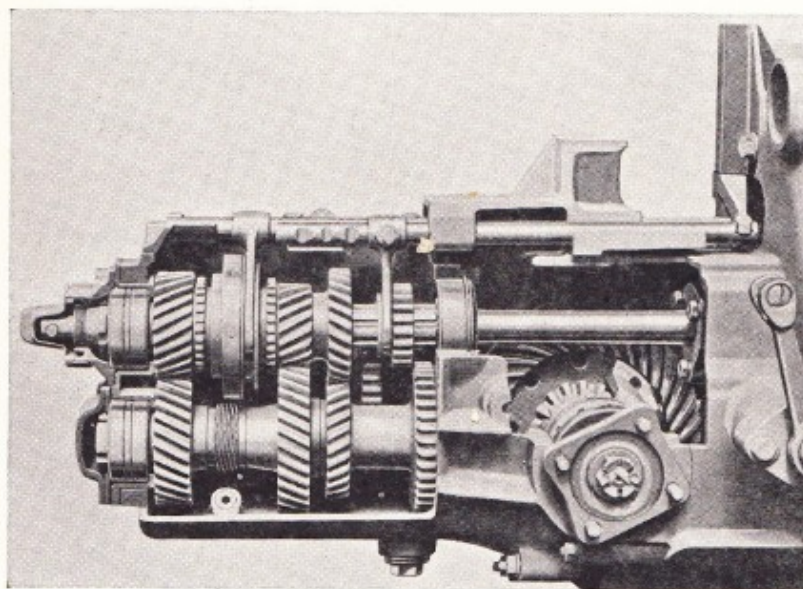


Fig. 133.—The Gear Box and Differential Unit.

seats. The outer panels are electrically welded to the body shell, with the result that a complete and extremely rigid assembly is obtained, which acts as a girder between the front and rear axles and supports the whole of the suspended weight. By this means, noises due to vibration between parts which are bolted are entirely eliminated, and the periodical tightening of the body bolts is entirely dispensed with.

Very special attention has been given to the streamlining of the car, the latest known method of aerodynamics having been adopted with an important feature in the shape of the car undershield; this has been made perfectly flat, and, in consequence, the wind resistance is reduced by as much as 15 per cent. to 20 per cent.

The wheel bases of the 12 h.p. and 15 h.p. models are 9 feet 6½ inches and 10 feet 1½ inches respectively, and the tracks 4 feet 4 inches and 4 feet 8 inches. The weights of the two standard saloon models are 20 and 23¼ cwt. respectively. The turning circles are 46 feet and 45 feet respectively.

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Invite Details

**If we are timed out just re join the meeting using
the same details**

Topic: Escargots Club Meeting

Time: May 21, 2020 08:30 PM London

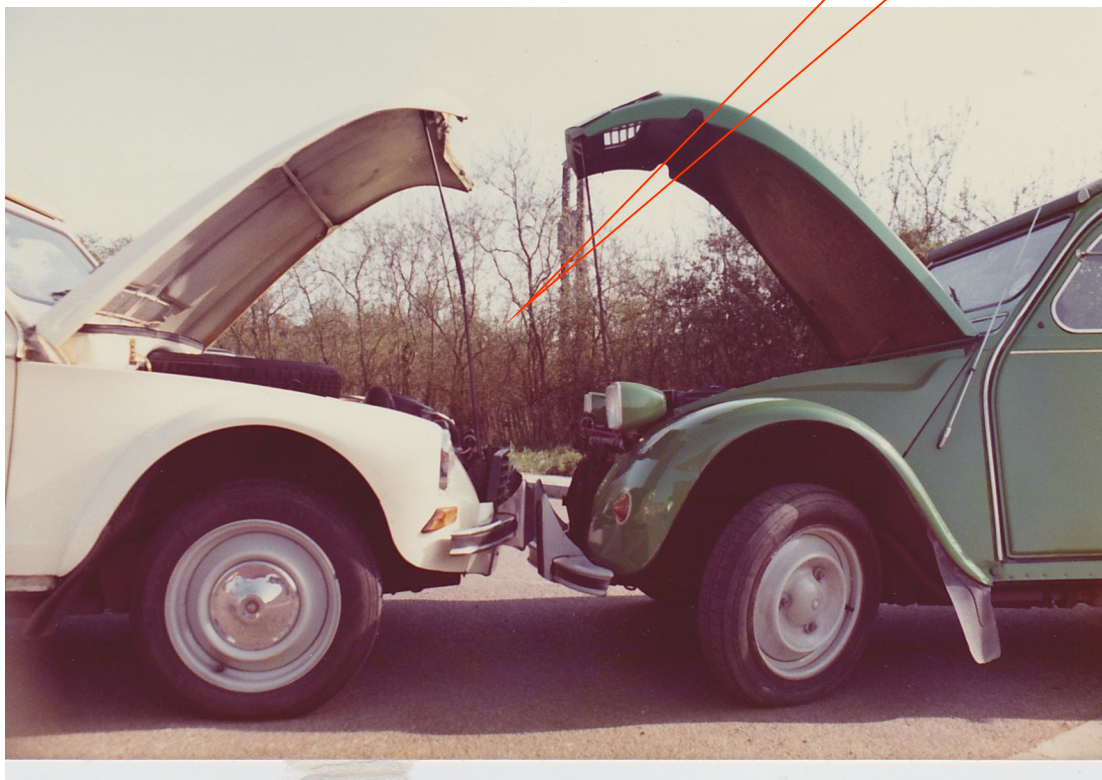
Join Zoom Meeting

**[https://us04web.zoom.us/j/6157353898?](https://us04web.zoom.us/j/6157353898?pwd=QnZMY2Z3d0dpd3J2RWJzaTBwWXp2QT09)
[pwd=QnZMY2Z3d0dpd3J2RWJzaTBwWXp2QT09](https://us04web.zoom.us/j/6157353898?pwd=QnZMY2Z3d0dpd3J2RWJzaTBwWXp2QT09)**

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Password: 148055

**Good to
chat**



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