

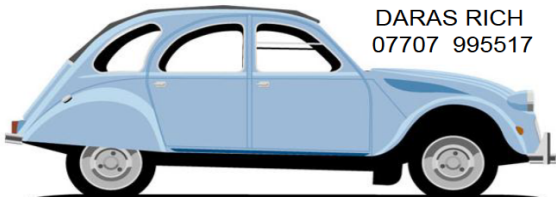
Jan 2024

# Les Slimes



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Member group of 2cvGB Articles and 2cv news always welcome.  
Please send copy and pics to John Chaplin ([biker1@btinternet.com](mailto:biker1@btinternet.com))

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A new theme for 2024....I will put my stock of mags to good use and each month I will pick at random something that catches my eye that you might like to read again.

June 2016  
Article from the  
SPOGman  
Dave Eden



**A**fter last month's SPOG Report explaining the business side of our future, it's back to normality with the reappearance of the star of the show, my mascot Taffy, he being rescued from a Charity Shop on the sea front at Porthcawl in 2004 when the 2cvGB National was last held in South Wales. This is the time when we tend to get our cars out from winter storage for a bit of summer fun. Although I run an '81 drummer on the road throughout the year (and the paintwork shows it!) other "better" vehicles only come out to play when the weather is more receptive. Over time though, I have found that such infrequent use does (with the "wonderful" fuel we have to use these days) cause our cars to suffer, particularly in the fuel pump and rubber fuel line department.

Rubber fuel lines – and I've tried all sorts – these tend to either become "fat", soft and useless or split at their unions with the pump, carburettor and in-line fuel filter.

Worse still, the rubber can perish with the outer surface becoming crazy paved to crack when any finger pressure applied. Fuel pumps, however, just stop working and one can wind away at the starter motor with nothing happening. Incredibly one of my 2cvs has had three new pumps in the last five years. Frustrating eh?

Consequently, I have become very proficient at checking the fuel pump and rubber fuel lines with frequent necessity to change one or other if not both at the same time. Indeed, testing the fuel pump itself is easy.

With the ignition off, I pull the fuel pipe away from where it fits onto the carburettor and stuff this free end into a small jam jar. Then I turn the engine on the starting handle to hopefully see liquid gold pour into the receiving glass container. Sadly, it doesn't always happen. Rubber fuel pipes themselves are similarly easy to visually examine along with a little pressure here and there betwixt thumb and forefinger to confirm quality. After



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all that is what the MOT Tester does as I've watched on so many occasions.

And being so conversant with fuel supply problems, I've had to become a master at fuel pump removal/replacement. But that is only after fitting SPOG item 120009 fuel pump studs as pictured. From then on the mechanic's game is a doddle as many of you, who have purchased and fitted these SPOG parts, can confirm.

For the few pounds this kit costs, it is small beer in comparison to potential problems that can ensue (and I've suffered here too) with cross-threaded bolts etc. What a struggle trying to locate the original fixing bolts when the fuel pump sits askew on its crank operating rod. I don't anymore, using a telescopic stick magnet to locate the necessary nuts and washers onto the studs.

Moving on, as you may have gathered I'm not a great fan of the 123 Ignition system.

Not because it isn't a very good alternative to standard points, quite the reverse, it is. But this arrangement can lull the enthusiast into the false belief that once this unit is fitted, the front end of the engine can be forgotten.

Not so. One needs to regularly check the fins of the oil cooler behind the fan to ensure they are not clogged up with the usual oily detritus. This structure really does need to be kept clean. Also the state of the fan belt should receive regular inspection, here being another little item whose deterioration (it will break) can be overlooked leading to unhappy consequences.

The fan itself, or more importantly the attached pulley wheel similarly requires a watchful eye. Just the other day I was casually looking over the frontal area of

below:



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an old second-hand 2cv engine and, after having removed the protective grille mesh, spotted something quite serious. The fan pulley near the central starting dog was cracked all the way round with similar damage in places on the reverse.

This reminded me of the rescue many years back regarding a fellow TROY Member when the fan pulley on his C Reg grey/grey Charleston had shattered in a Scunthorpe car park. Off I went with a spare fan to hand which duly replaced the remnants of the original. My friend was lucky, the pulley fragment had deeply scored the oil cooler down-pipes but they were still intact and the car, after we had fixed it, could be driven home with a new oil cooler to be fitted at a later date.

Other folk I'm told, have not been so fortunate, the broken pulley slashing through these aluminium pipes like a hot knife through butter. Engine oil everywhere etc. the vehicle then in need of official rescue.

This catastrophic failure seems to happen on later 2cvs with black fibre engine shrouds fitted around the cylinder heads as opposed to the earlier metal cowls. However, the very late 2cvs (probably G reg onwards) identified by having a fibre under-tray beneath the engine/gearbox, do not appear to suffer this

fate as their fans are rubber mounted. But if you are not the original owner of your A series and likewise do not know of its history (what has been changed in its lifetime?) then please take note of the above and beware.

There is no doubt that the cost of parts production to build 2cvs during its latter days of manufacture was allegedly trimmed to a minimum. Indeed, you can see from the photograph detailing the internal structure of a broken fan pulley that the previous brazing within its construction has now disappeared, the metal components simply a press fit. Could such a process ultimately lead to vibration metal fatigue? Who cares how it happens when your engine suddenly develops a huge rattle under the bonnet to spew its life blood on the floor?

These "faulty" fans can be repaired or strengthened as a preventative measure. My cracked example was further welded both back and front around the starting dog area before a reinforcing plate was attached right across the front surface. The other one pictured (no sign of damage here) had just the strengthening plate fixed into position.

If you fancy similar, then please contact Ken Hanna [slcchassis@btinternet.com](mailto:slcchassis@btinternet.com) and for a reasonable sum you too can have peace of mind.

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To finish, several of my fellow TROY Members and I had a fun day out with the Yorkshire Historic Vehicle Group on "Drive it Day" 24th April. We travelled amid a plethora of other Classis Cars from the Knavesmire beside York Race Course to Sherburn in Elmet Aero Club. The run was due to cross the River Wharfe in Tadcaster but a certain little storm at the end of last year killed that idea. However, I did see that the much supported Tour de Yorkshire Cycle Race had roared over the recently built temporary

bridge, this being strong enough for two wheels although sadly not four. Ah well ... there's always next year.

**David Eden SPOGman**



TROY supporting "Drive It Day"

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