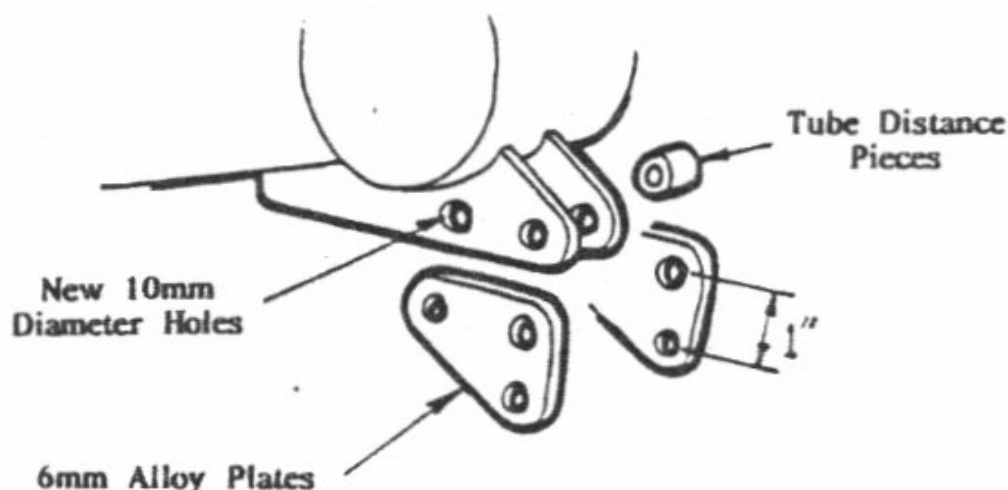


From John Read:

Stiffer Rear End

Re: John Hughes' enquiry about the "classic soft rear end". To avoid the finality of welding, I made two triangular 6mm alloy plates to bolt each side of the existing shock absorber mountings on the two rear arms, and drop the distance from the arm centre by 1" - ie: increase leverage and travel. I haven't done the sums but this increases the damping by 100%



Two snags - plates and part of the shocks are just visible below body and the plates have hit high kerbs. I think the anti-roll bar type connectors between the two arms is too weak. A flanged tube through the middle would be better - bolting to front arm cover plate would be OK but it would need nuts welded peripherally like the front arm to locate and secure.

(Two other well detailed methods of linked rear suspension through the crosstube can be obtained for 60p + SAE from the club's 'Hints & Tips' file - see inside cover for address to write to - ED.)

Rear Suspension Stiffening - A Suggestion

Re: John Hughes soft rear end. If his swinging arm is higher than the centre of chassis, I think he could try cutting up an old inner tube into strips of table length and about 1" wide. These are then wrapped around the chassis leg and the arm. This is infinitely variable and costs nothing. Speedway bikes used this method on the front forks and it could be altered as required.

From Graham Webb:

Simple Rear Suspension Modifications

Having read many articles and talked with many folks about suspension and anti-roll bar mods., I would like to offer a simple and quick solution. Like many CSC owners, my Ami/Dyane based Lomax 223 had the classic roll and soft rear end. Life can be 'exciting', and not just when pressing the loud pedal, so something had to change !

Though my first profession was engineer, I try to look for simple solutions to problems. By making two 'phone calls, a small hole in my wallet (OK, £60) and five minutes' fitting time, I have seriously improved my Lomax's handling. The solution is to buy a SPAX gas adjustable rear damper for a 2CV. As well as not mushing up and down, it seems to have changed the balance of the car, reloading the rear anti-roll bar so that it can do its job. Being adjustable, you can tweak the shock until you get a ride you like (especially around your favourite bends). I originally considered buying a pair of matching front shocks too, but feel it unnecessary. So for the non-engineers, those without the tools, the time, or just hate grubbing around the scrappie - think about it. The only difficulty is that SPAX only keep a few on the shelf and only sell through suspension specialists such as Demon Tweaks etc. However, if you lay some money down, I expect they will make to order.

Having used AVO dampers on my Buckland B3, I approached 'Dampertech' for some for the Lambda. They duly arrived but the front ones would not fit without resorting to modification to allow for clearance. I forwarded a 2CV damper to them, with a sketch explaining the problem to them, and a few days later I had a call from Dave Ainsworth of 'Dampertech' saying they had looked into the problem and found their original AVO drawing was wrong. He is going to send a pair on to me as soon as they are manufactured, so I'll keep you informed. (These dampers have 24 settings).

Bob Raikes

REAR ARM STRENGTHENING

To strengthen the rear arm on three wheelers you may like to try the following idea. If you have linked the rear suspension, you have somewhere in you odds and ends the part of the swinging arm cut or across the square section, the part with bearings in is now being used to connect to the spring canisters and damper.

Take your angle grinder fitted with a cutting disc match up the curvature of the useiess part of the cut swinging arm mark with marker pen above the weld about an inch and as far down towards the hub as you can, maybe about four inches from the brake anchor plate. With your angle grinder, don't forget the goggles, cut out the part that you have marked, fit this part to the top of the swing arm, clamp up with G clamps, and weld. I have done this and it looks neat and strong.

Peter Davey