

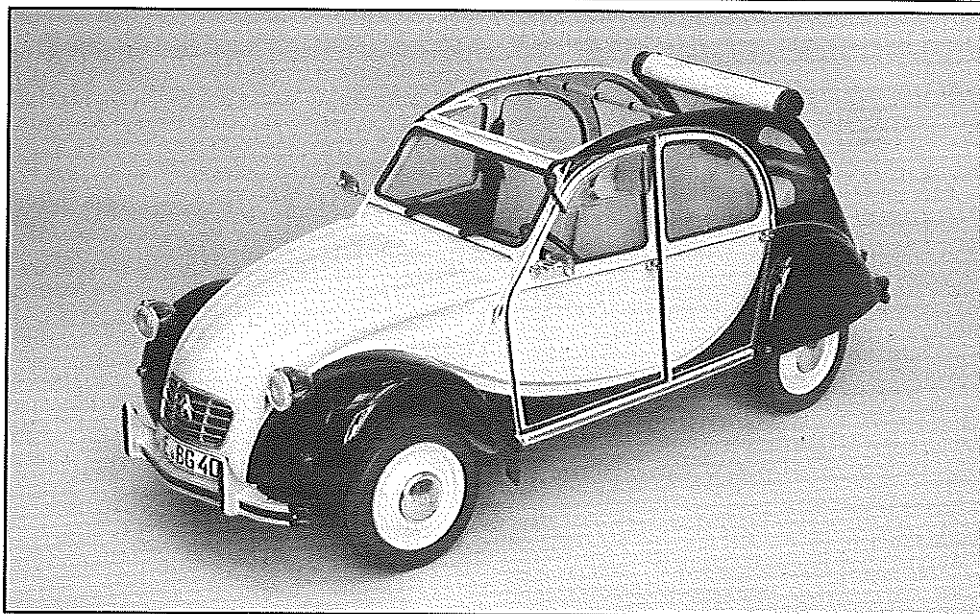


# Citroën 2CV Charleston

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## Citroën 2CV Charleston

Schon Mitte der 30er Jahre ließ der damalige Citroën Direktor, Pierre Boulanger, einen puristischen, vor allem preiswerten Kleinwagen entwerfen, der vorwiegend für die Landbevölkerung gedacht war. Boulanger nannte das Projekt TPV (= Toute Petite Voiture – ganz kleines Auto), das den Anforderungen genügen sollte, vier Fahrgäste aufzunehmen, nur drei Liter auf 100 Kilometer zu verbrauchen, einen Sack Kartoffeln oder alternativ einen Glasballon Wein zu befördern, auf der Rücksitzbank Platz für einen mit einem Korb gefüllten Eiern zu bieten, die während der Fahrt nicht beschädigt werden durften, sowie 60 Stundenkilometer fahren zu können. Der Wagen sollte selbst schlechteste Wegstrecken bewältigen können, zugleich aber von jedermann bedienbar, sehr erschwinglich und zudem bequem sein. Citroën visierte somit ein robustes Massenfahrzeug für das Volk an und berücksichtigte das dünn ausgebaute, von Feldwegen dominierte Straßennetz, das eine entsprechend gute Federung erforderte. Schönheit spielte keine Rolle. Zweckmäßig, preiswert und einfach zu handhaben sollte der Wagen sein. Bis 1939 wurden 250 Prototypen gebaut, die zur Gewichtsersparnis nur einen Frontscheinwerfer, Segeltuch als Rückenlehnen und ein reines Stoffdach besaßen. Kriegsbedingt wurde der Wagen nicht der Öffentlichkeit vorgestellt, die Produktion anderer Fahrzeuge erhielt Priorität. Doch trotz staatlichen Verbotes wurde in den Kriegsjahren an der weiteren Entwicklung des Wagens gearbeitet. So wurde die Interaktionsfederung des TPV ausgedehnt erprobt. Dabei sind die Räder einer Achse nicht verbunden. Die Räder hängen an separaten Schwingarmen, die am Ende über Trägheitsdämpfer verfügen und somit jegliche Radbewegungen auf sehr holperigen Feldwegen ausgleichen und somit einen vorzüglich Federungskomfort bieten. Auch Flaminio Bertoni, Designer im Hause Citroën, nimmt sich des Wagens an und sorgt für ein gefälligeres Äußeres. Im Oktober 1948 wird der jetzt 2CV genannte, weniger als 500 Kilogramm leichte und deutlich veränderte Wagen auf dem Pariser Automobilsalon der Öffentlichkeit präsentiert. Von der Presse kritisch beäugt, begann der Citroën, auch dank seiner einfachen Technik, schon bald seinen Siegeszug. Der von einem luftgekühlten, 9 PS starken 0,4-Liter-Zweizylinder-Boxermotor angetriebene Wagen überzeugte vor allem durch seine robuste, einfache Technik. Ende der 50er Jahre, als Jean-Paul Belmondo und Brigitte Bardot den 2 CV fahren, beginnt auch der Export in die Bundesrepublik. Im Laufe der Jahre erlebt der Citroën einige Veränderungen. Unter anderem ändert sich das Lenkrad ebenso wie das Armaturenbrett, ein drittes Seitenfenster kommt hinzu, seit Mitte der 60er Jahre gibt es hydraulische Stoßdämpfer. 1980 wird eine zweifarbige Sonderversion, der 2 CV 6 Charleston (Motor mit jetzt 602 ccm Hubraum – nach deutscher Steuerformel 597 ccm – und 29 PS Leistung) als Sondermodell vorgestellt. Die hohe Nachfrage der weinrot-schwarzen Ausführung führt dazu, den Wagen von 1981 bis 1990 in die Serienfertigung zu nehmen. Ab September 1982 kommt für ein Jahr eine gelb-schwarze Ausführung hinzu, ebenfalls mit verchromten Scheinwerfern und verchromten Radkappen. Die „Ente“, schon längst als preiswertes Fortbewegungsmittel nicht nur bei Studenten beliebt, technisch aber auch inzwischen in die Jahre gekommen, erlebt dank der Charleston-Serienversion einen neuen Aufschwung. Ursprünglich für maximal 20 Jahre geplant, entschied die Nachfrage und Popularität eine fortlaufende Produktion des 2 CV. Erst 1990 endete die Fertigung des in die Jahre gekommenen 2 CV – nach über 40 Jahren und über 3,8 Millionen gefertigten Exemplaren.

## Citroën 2CV Charleston

By the mid 1930s the then Citroën Director, Pierre Boulanger, had a puristic and above all economical small car designed that was primarily aimed at the rural population. Boulanger called the project the TPV (= Toute Petite Voiture – tiny little car). The specification required that it should only consume three litres per 100 km while carrying four passengers, a sack of potatoes or a demijohn of wine, with space on the back seat for a person with a full basket of eggs that should not be damaged in transit, and be capable of travelling at 60 km/h. The car should be equal to running over the very worst tracks, at the same as being drivable by anyone, very affordable and also comfortable. Citroën were thus aiming at a robust mass-produced people's car and took into account the sparsely developed road network dominated by rough tracks that required appropriate suspension. Beauty was not a consideration. The car should be functional, economical and easy to manage. By 1939, 250 prototypes had been built, which, to save weight, had only one front headlamp, canvas seat backs and a plain fabric top. Due to the war the car was not presented to the public; priority was given to the production of other vehicles. However, despite a government prohibition, further development of the car continued during the war years, so that the interactive suspension of the TPV was thoroughly tested. Thus the wheels on the same axle are not linked. The wheels hang from separate radius arms which have inertia shock absorbers at the ends, so as to even out all wheel movements on the bumpiest of tracks and thus offer the comfort of excellent suspension. Flaminio Bertoni, the Citroën in-house designer, also took up the car and worked to give it a more attractive external appearance. In October 1948, the car now called the 2CV, weighing only 500 kg and very much changed, was presented to the public at the Paris Motor Show. Despite the critical eyes of the press, thanks to its simple technology, the Citroën soon started on its triumphal progress. The car, powered by an air-cooled, 9 hp 0.4 litre two-cylinder, horizontally opposed engine, triumphed due to its robust, simple technology. At the end of the 1950s, when Jean-Paul Belmondo and Brigitte Bardot drove the 2CV, exports to the Federal Republic of Germany started. Over the years the Citroën underwent some modifications. Among these were changes to the steering wheel and the dashboard and the addition of a third side window. Since the mid 1960s it has had hydraulic shock absorbers. In 1980 a special two-colour version, the 2CV 6 Charleston, (now with a 29 hp 602 cc engine) was launched as a special model. The high demand for the red and black version resulted in the car going into series production from 1981 to 1990. From September 1982 a yellow and black version, likewise with chrome headlamps and wheel hubs was added for a year. The "Duck", that had already enjoyed long-term popularity as a cheap means of transport and not only with students, but that technically had also aged over the years, received a new impetus thanks to the Charleston production version. Originally planned for a maximum of 20 years, demand and popularity determined that it remained in production. Production of the ageing 2CV did not end until 1990 - after over 40 years and 3.8 million built.

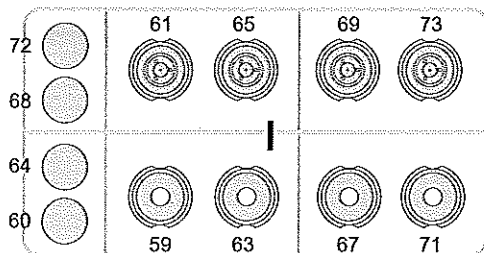
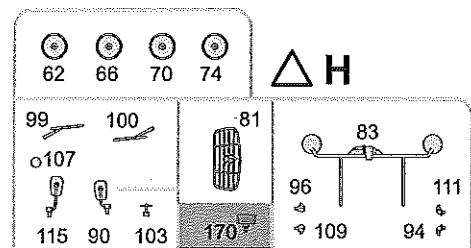
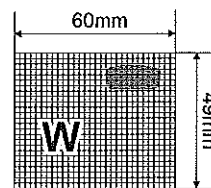
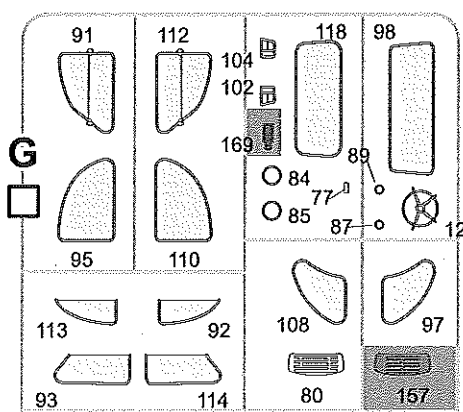
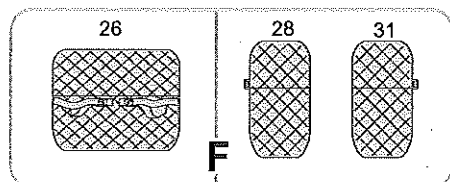
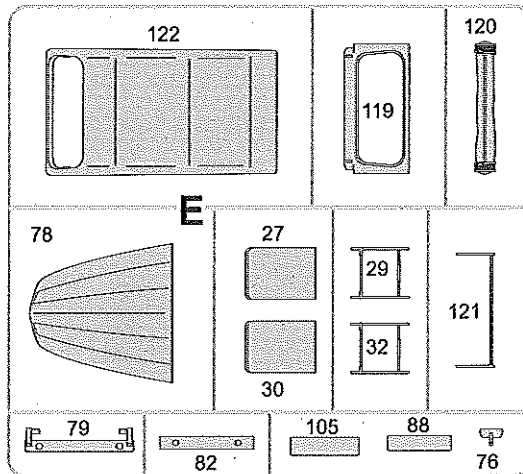
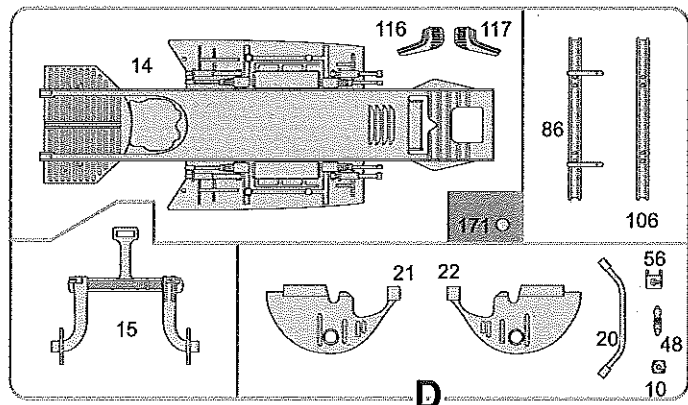
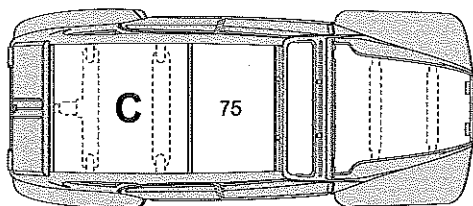
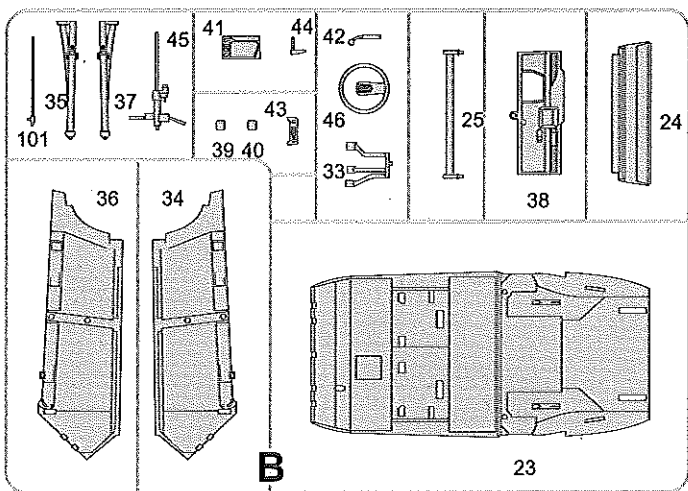
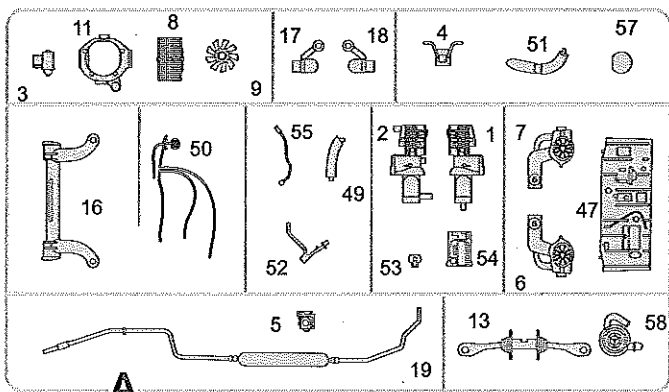
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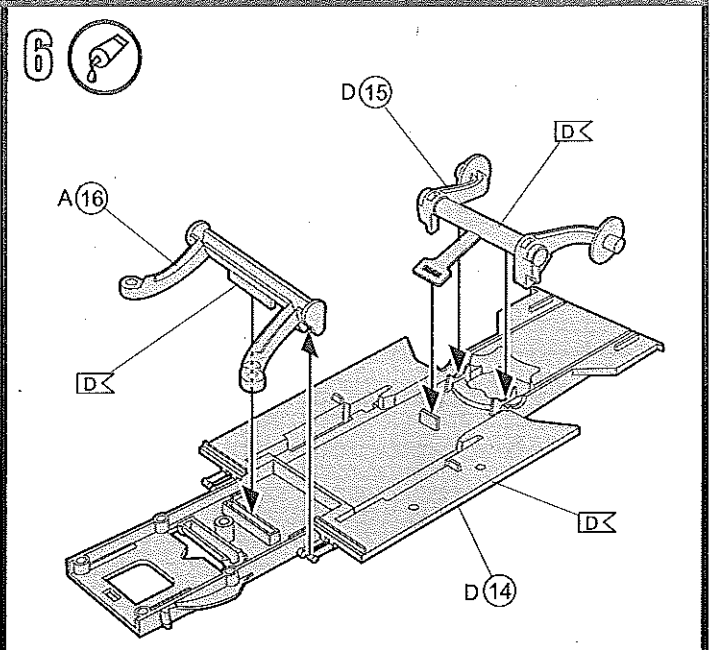
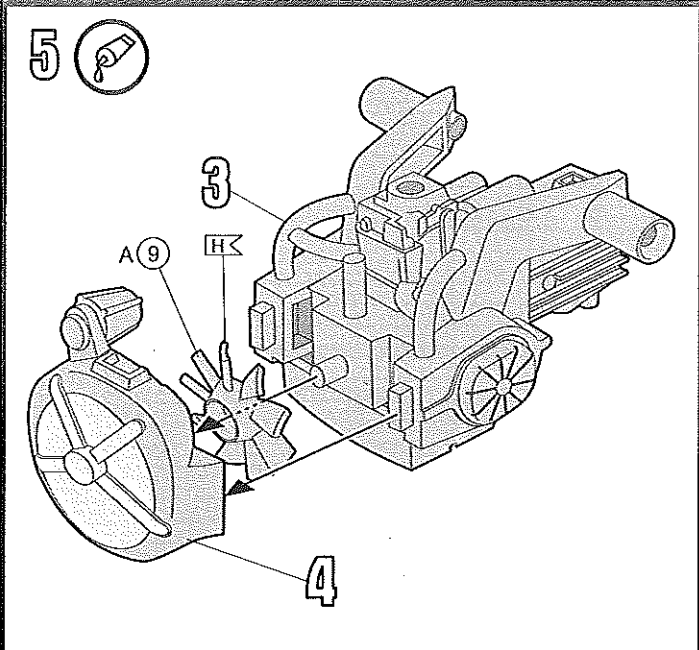
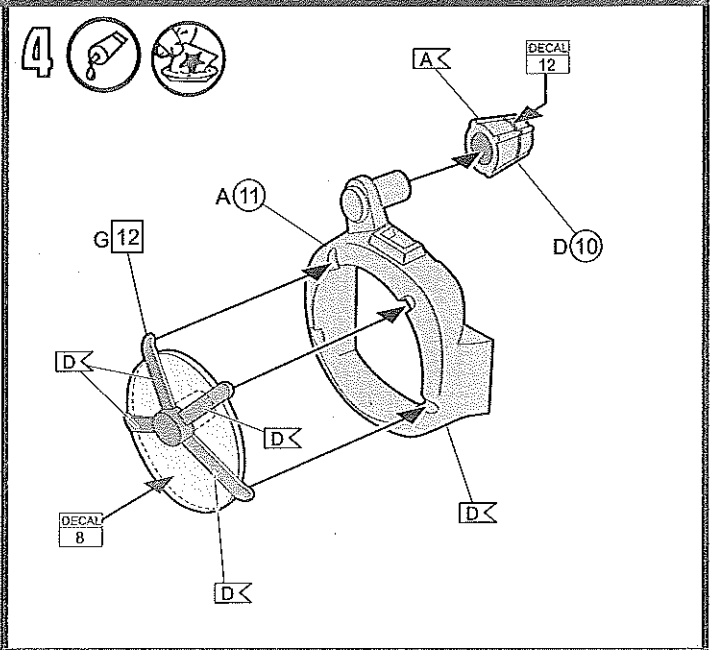
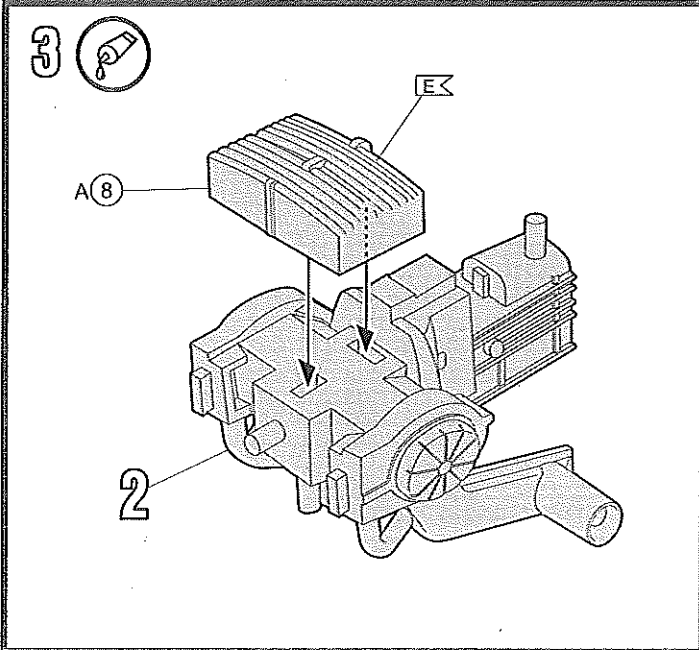
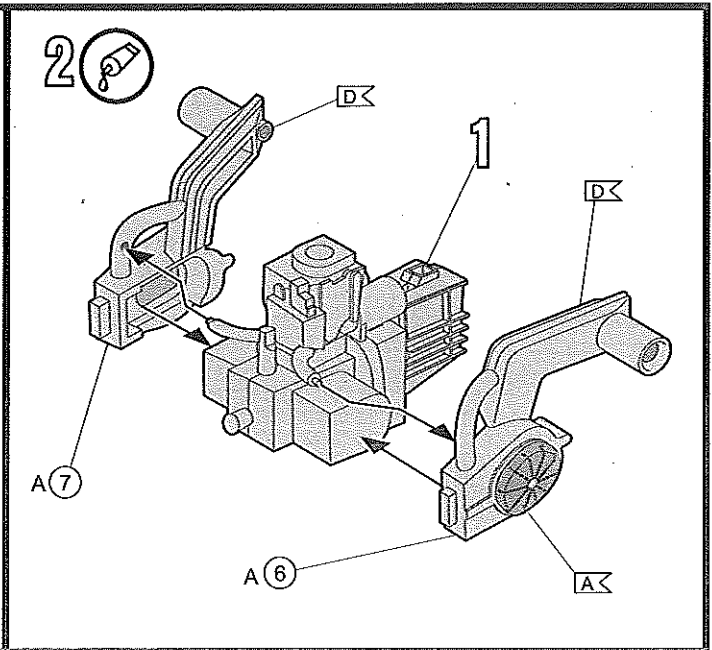
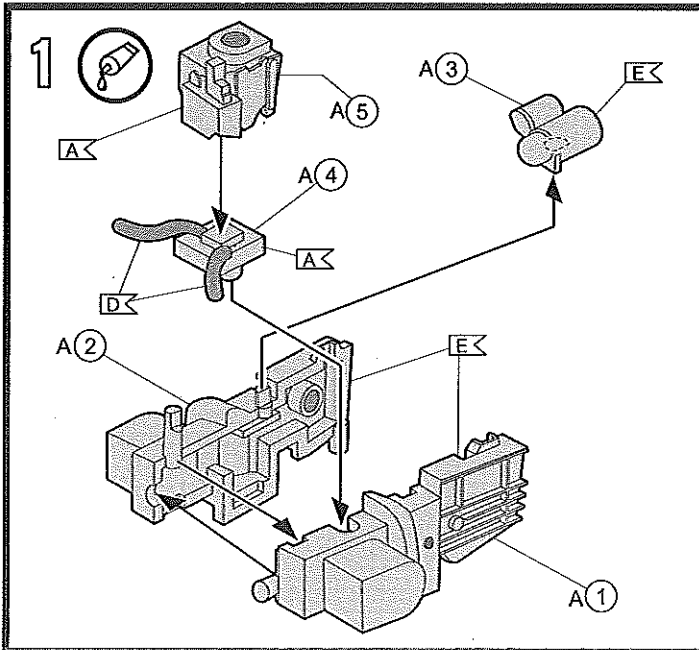




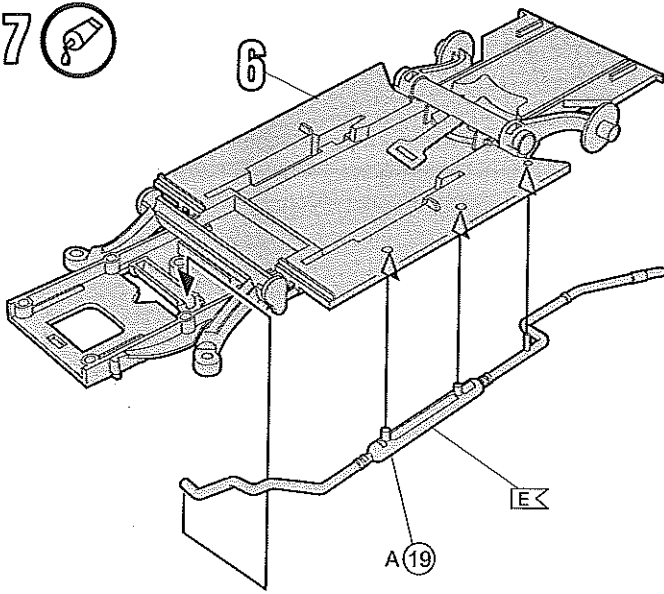




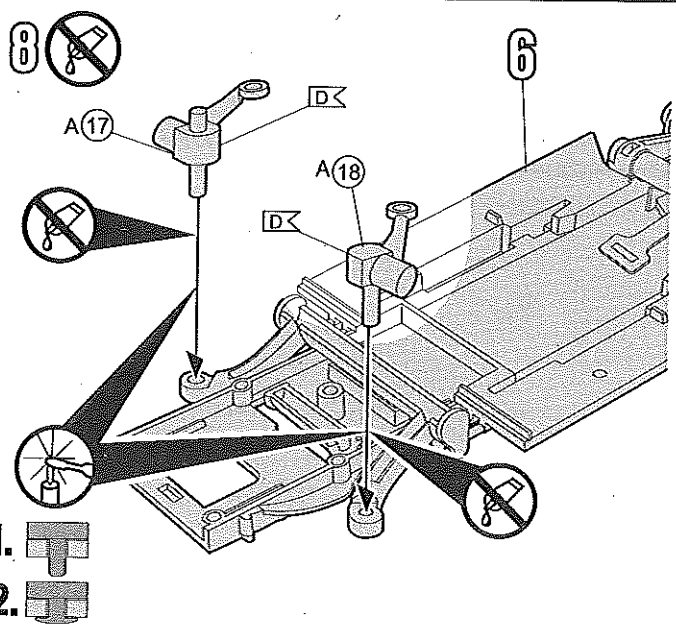

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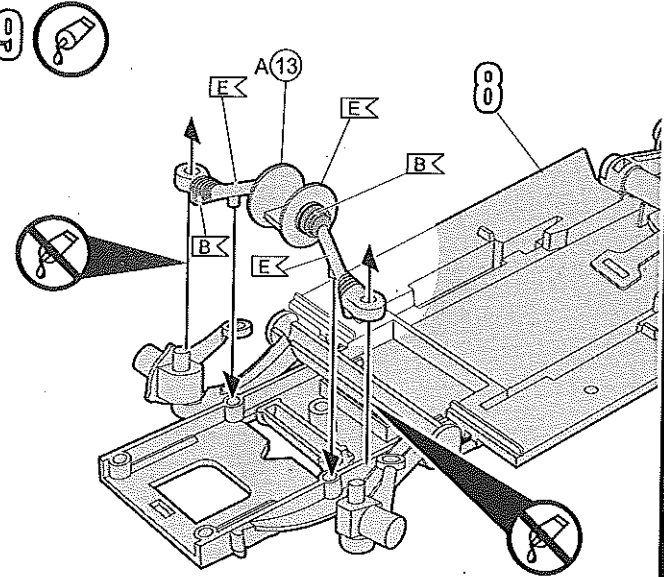
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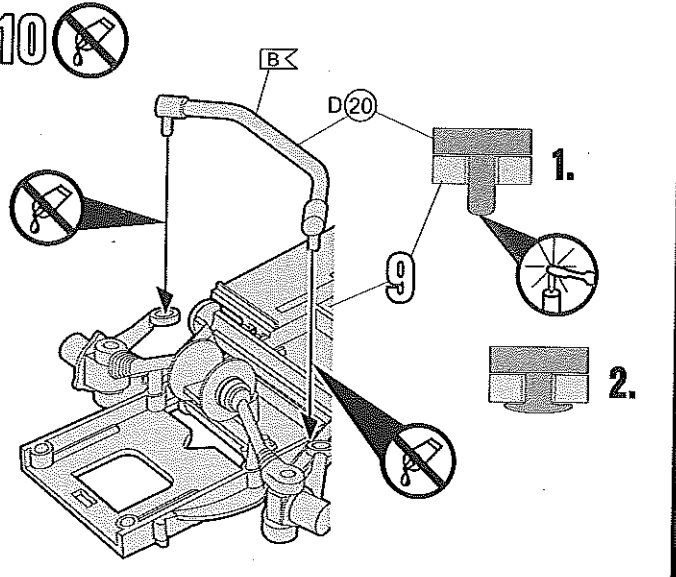
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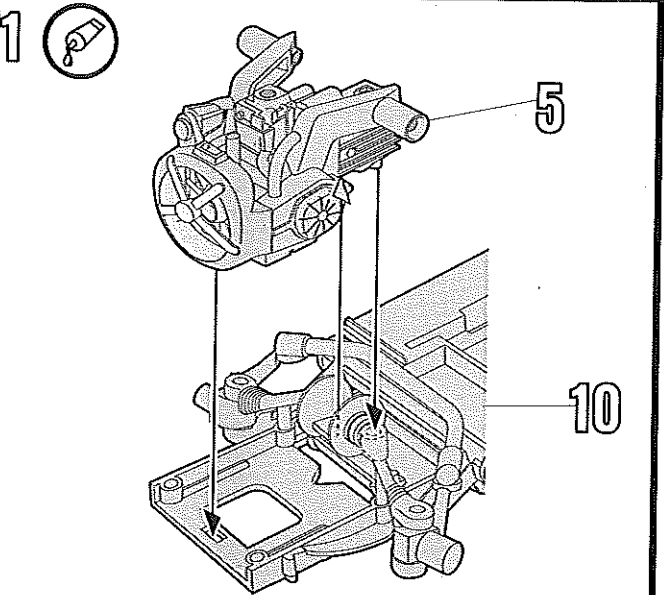
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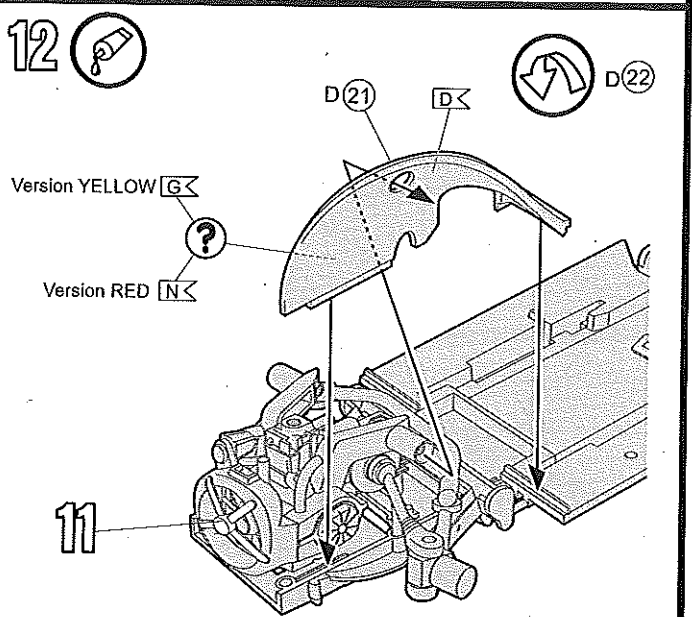
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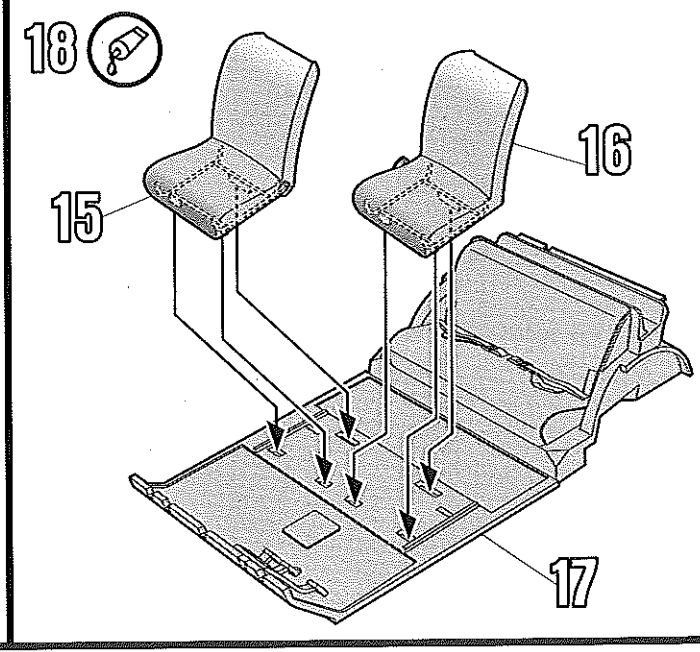
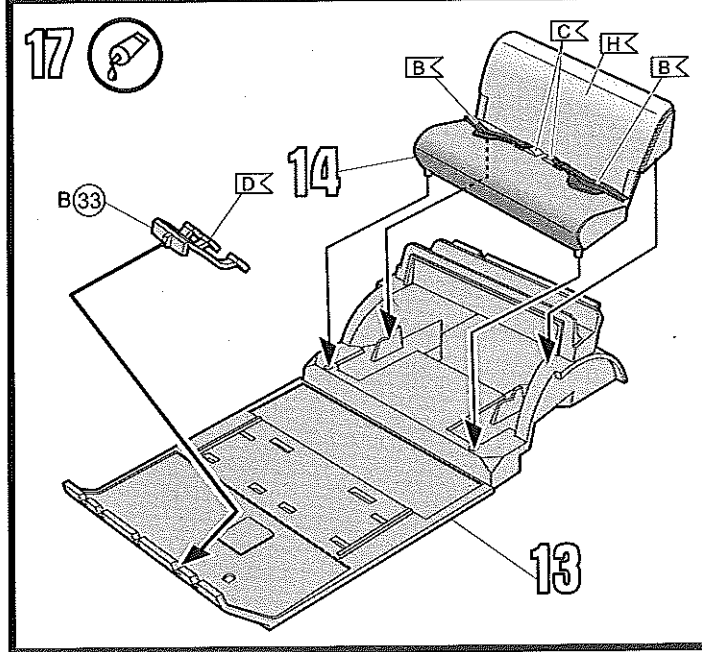
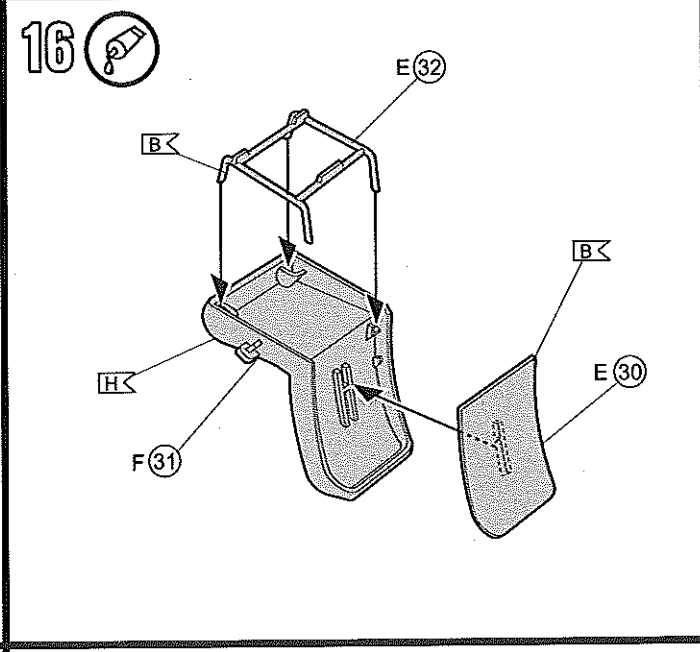
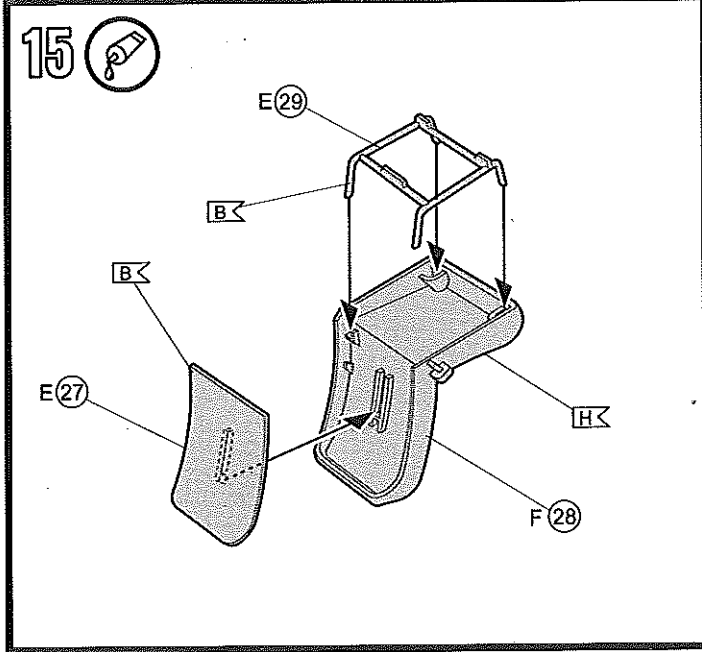
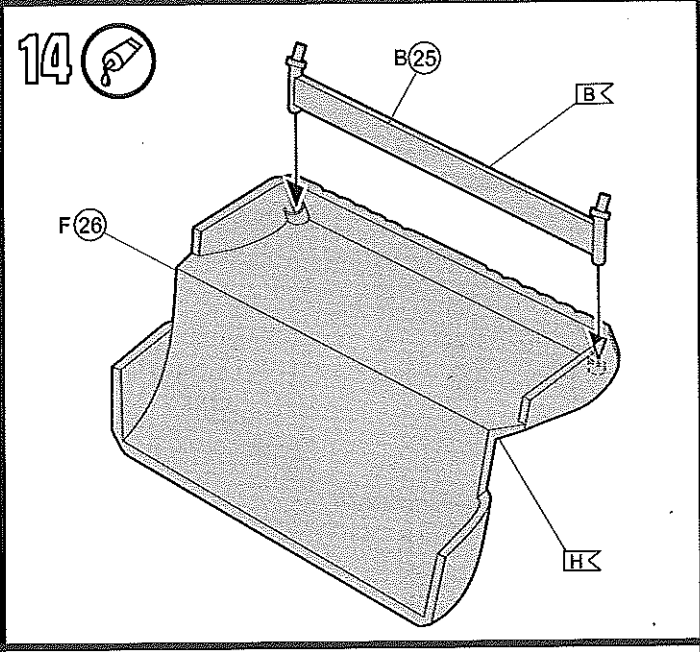
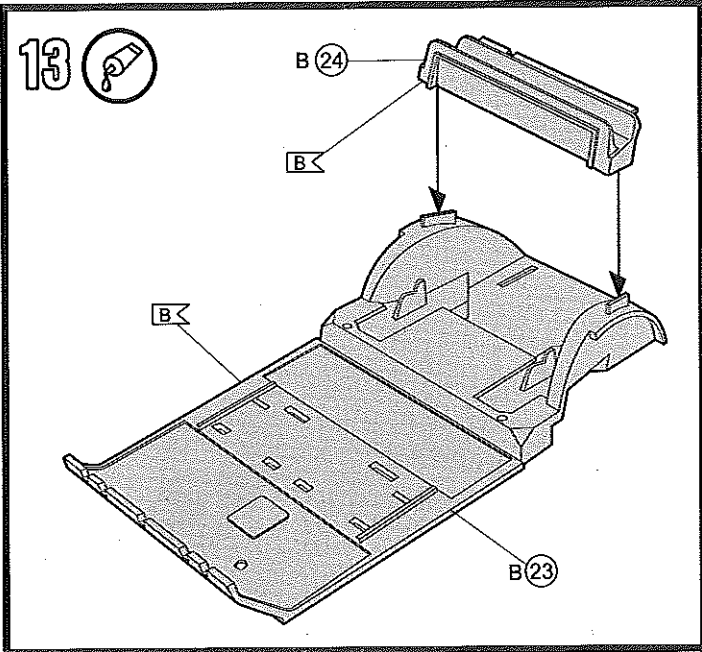


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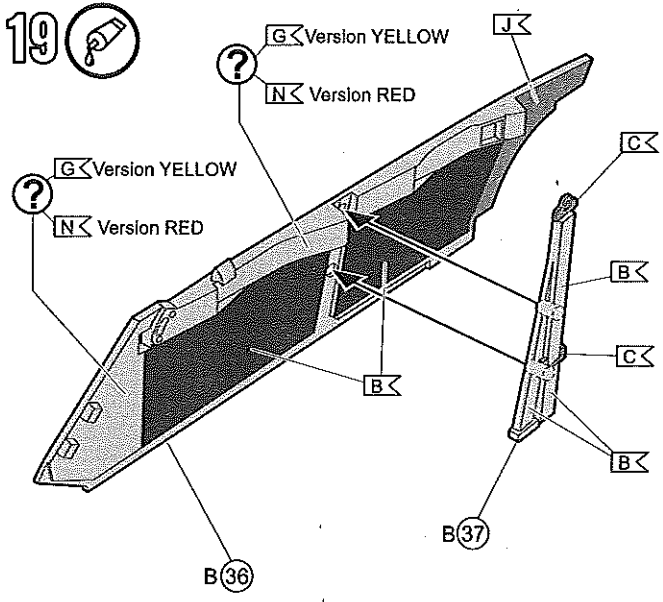
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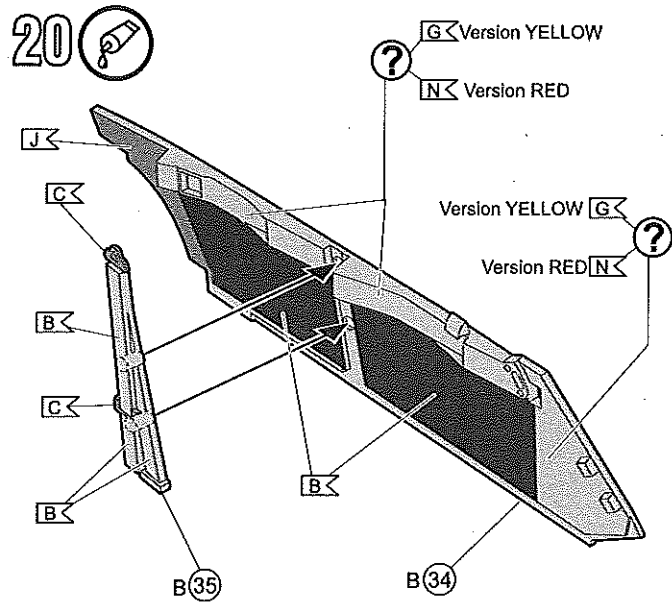




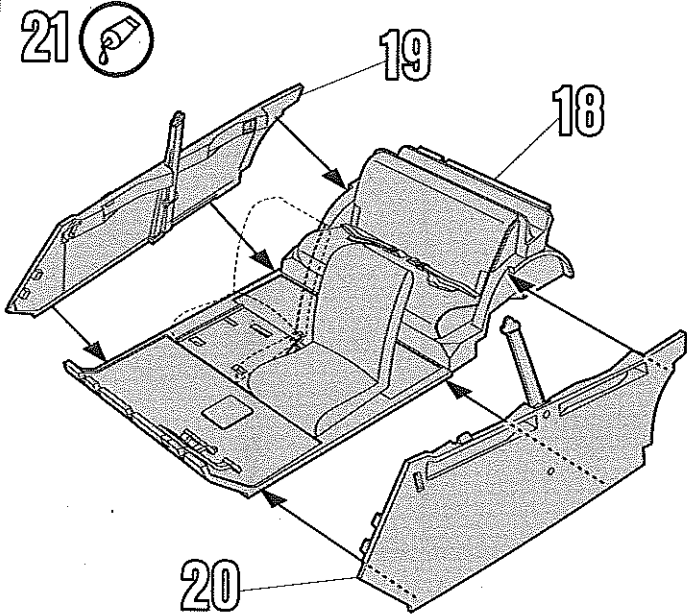
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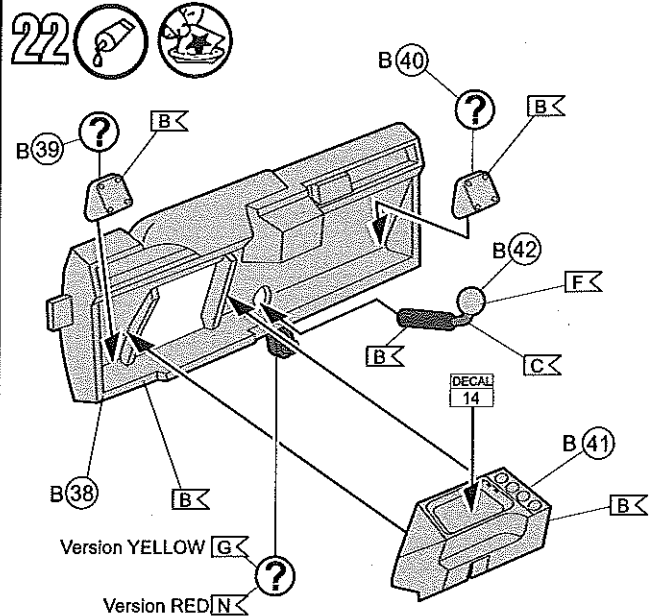
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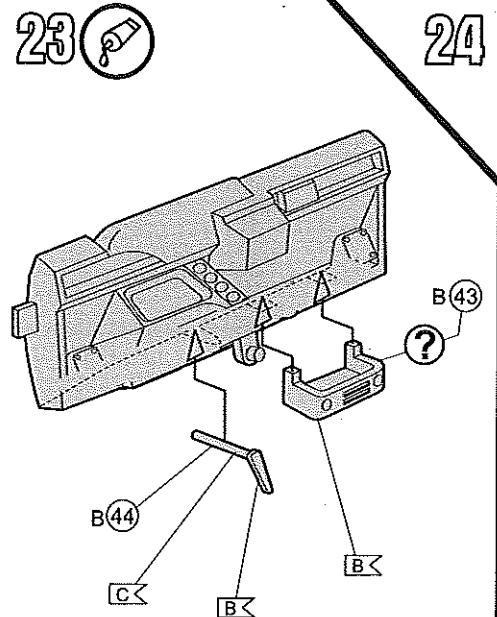
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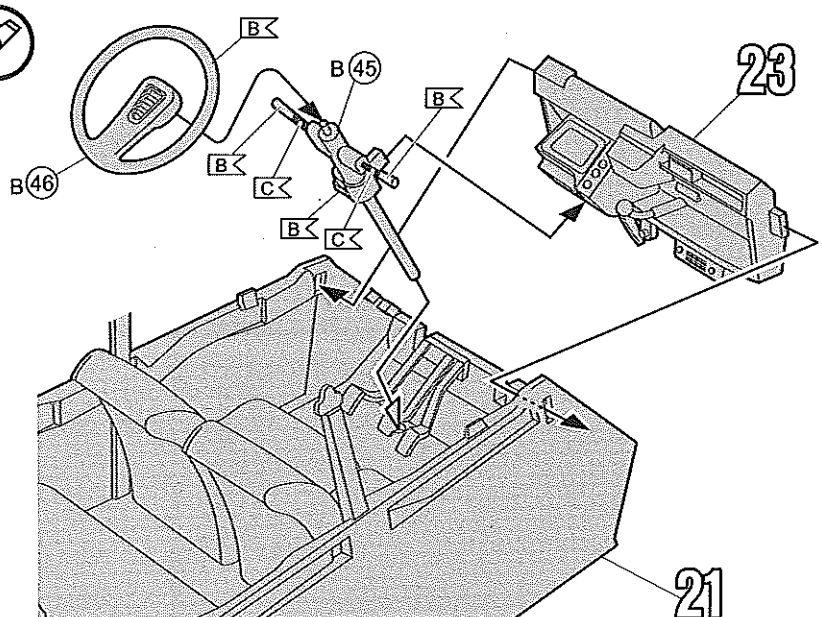
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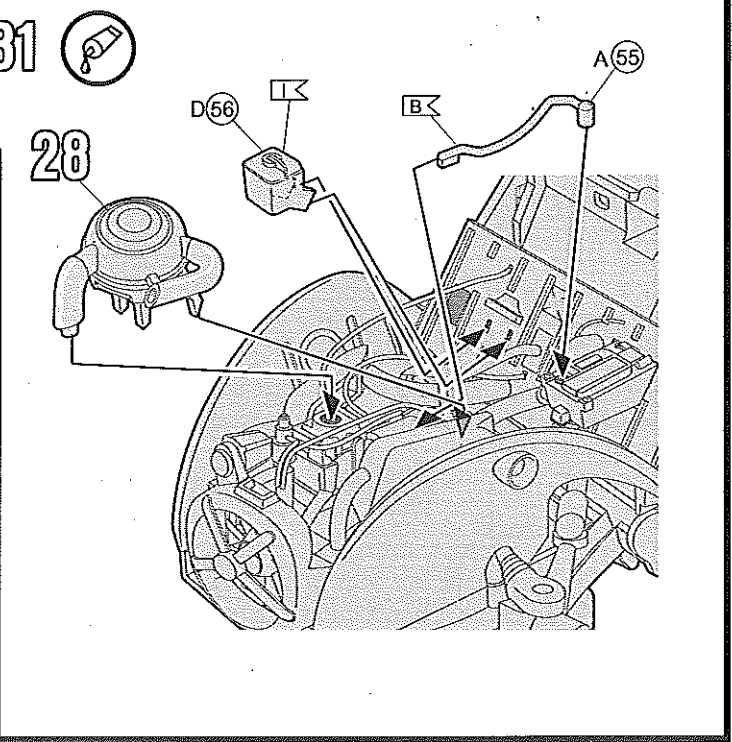
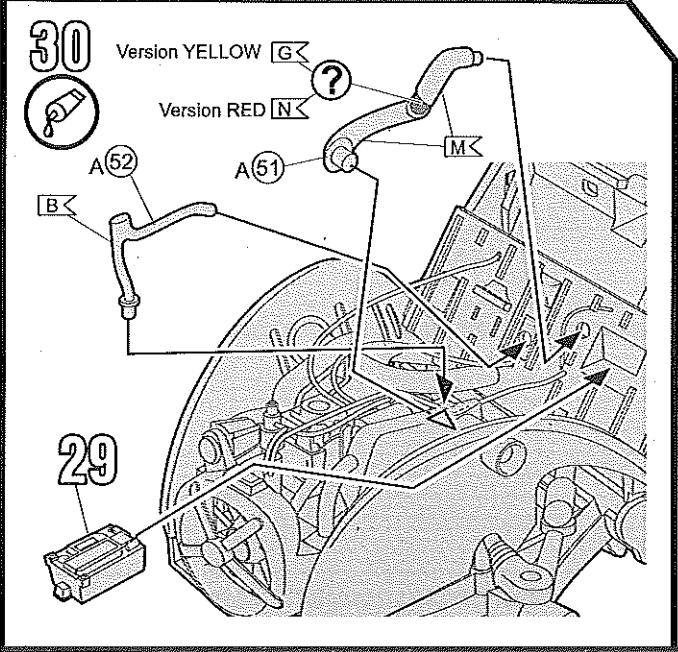
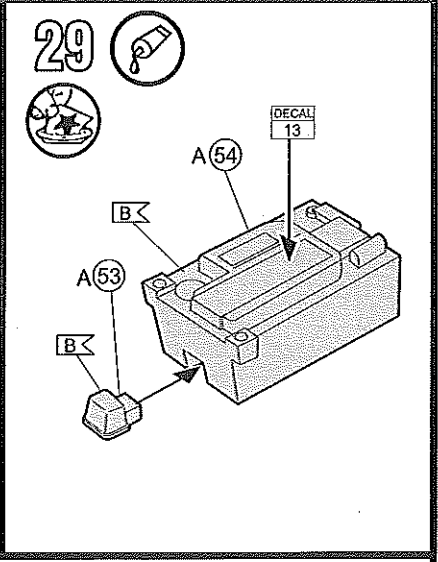
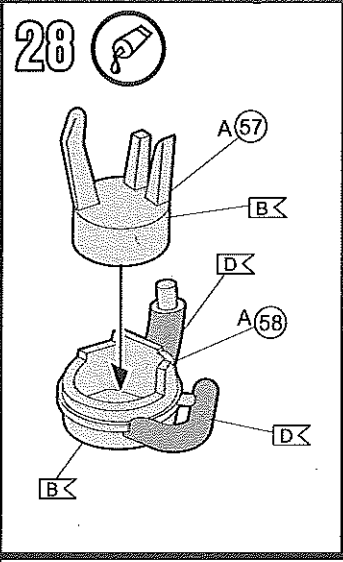
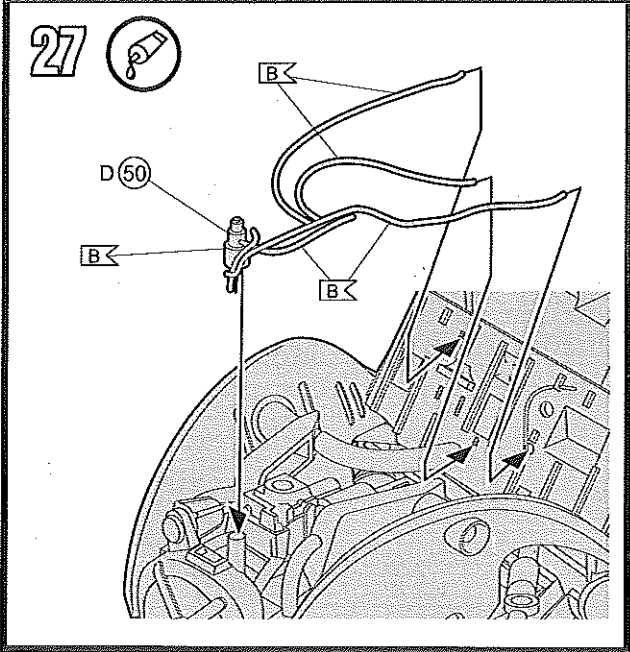
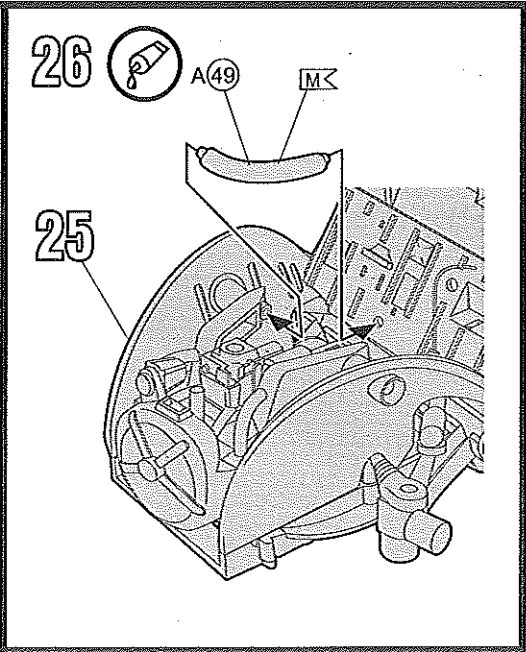
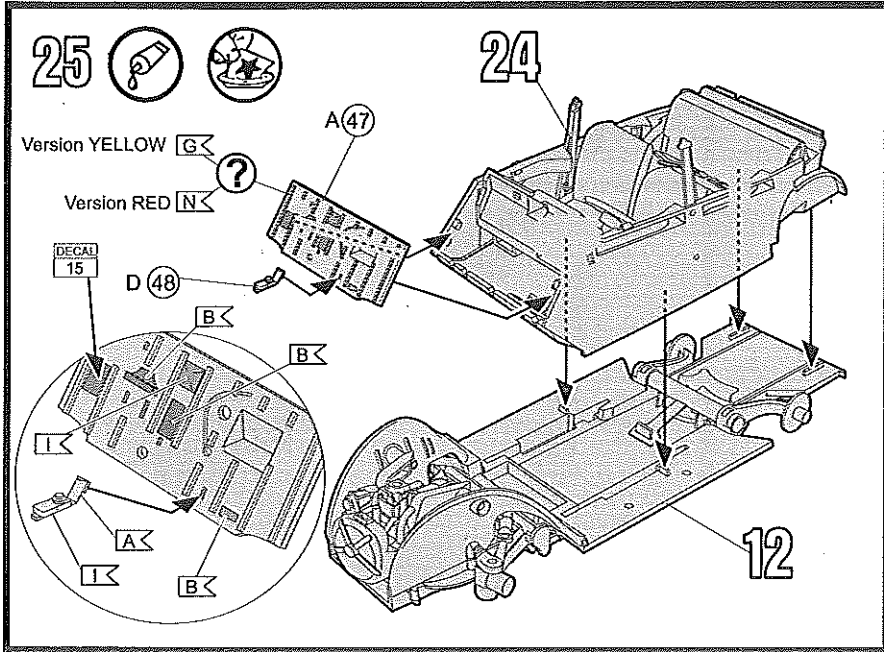


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


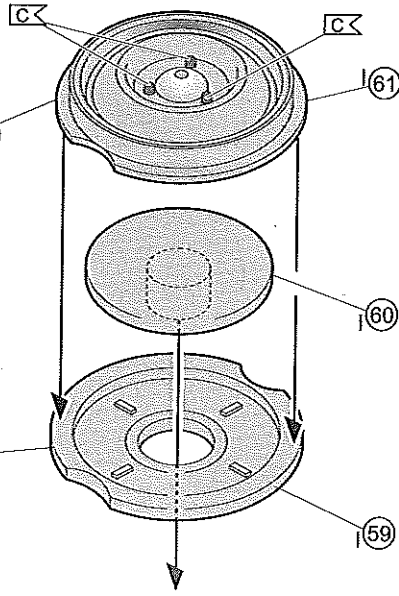
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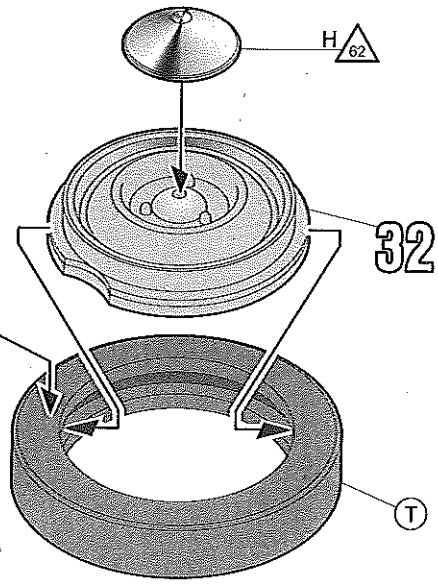
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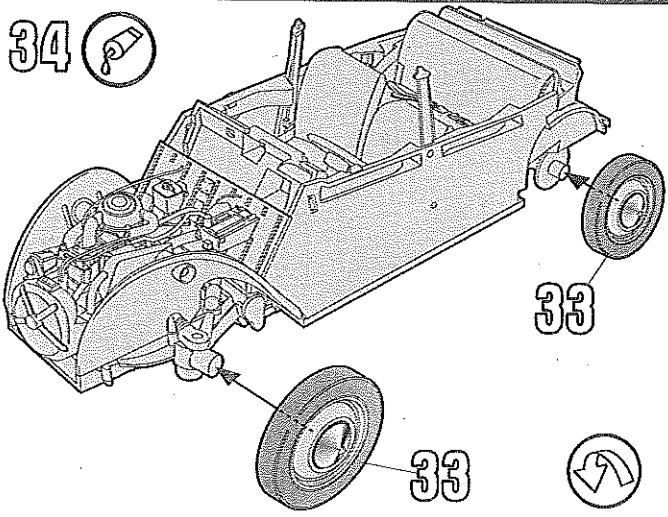
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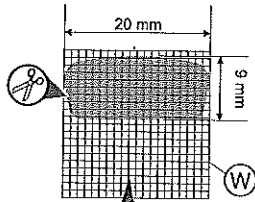
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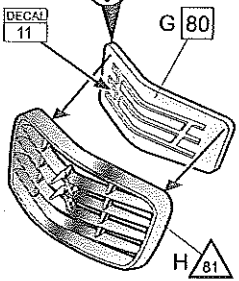
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


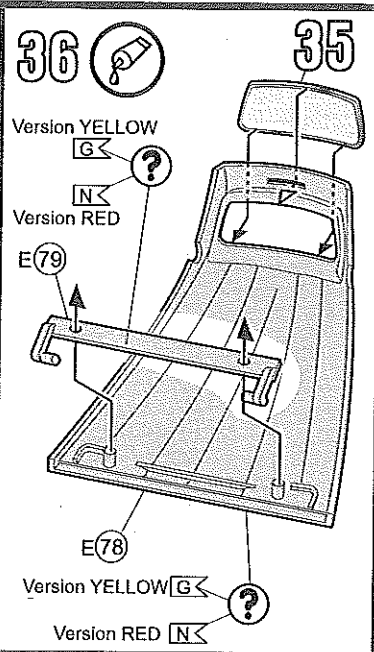
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

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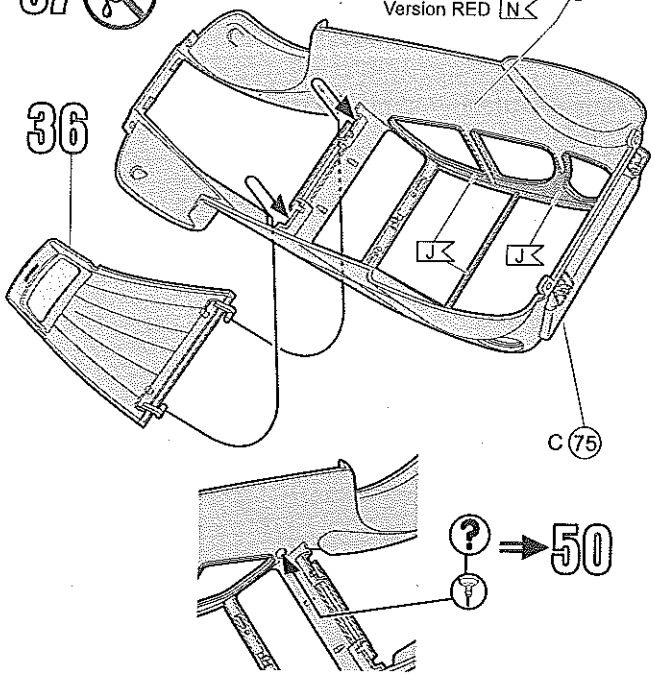
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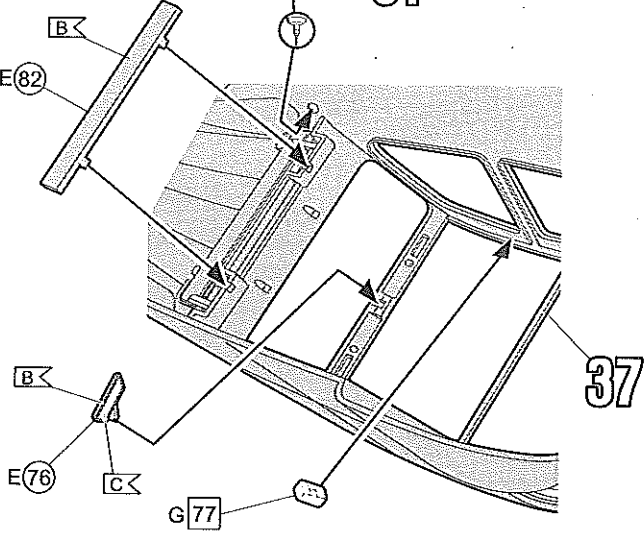
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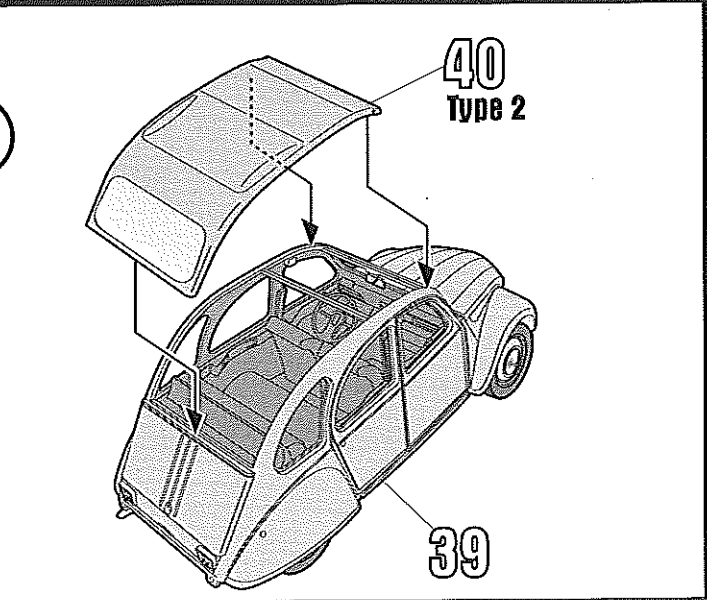
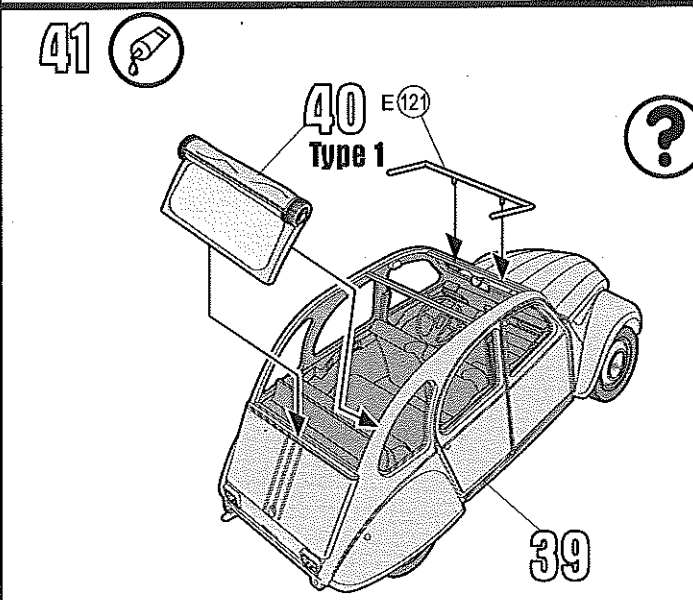
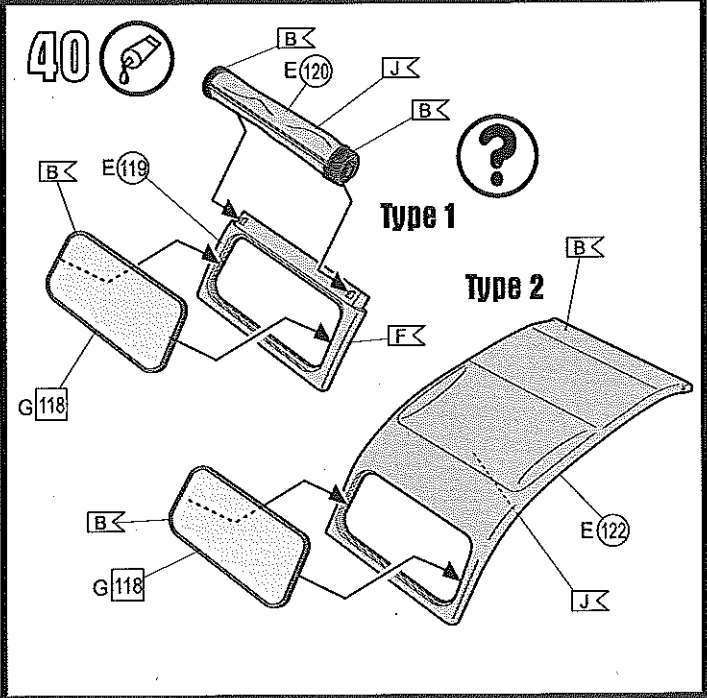
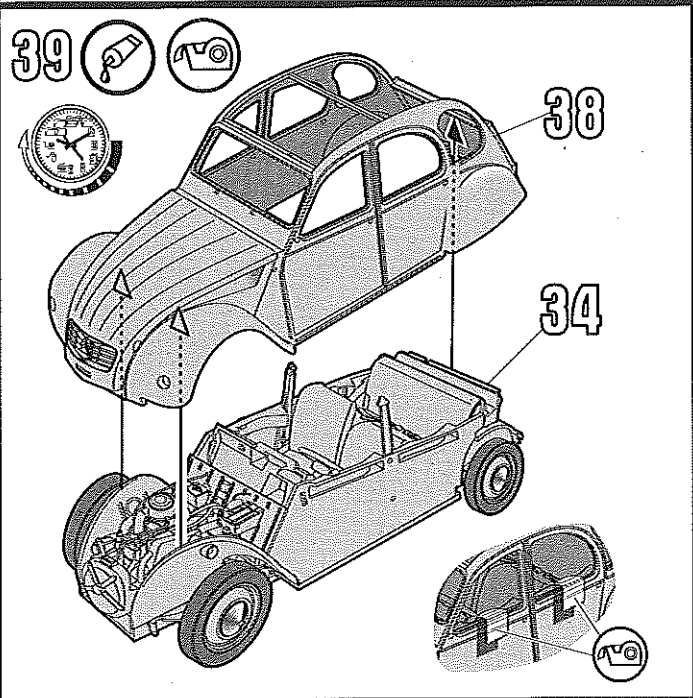
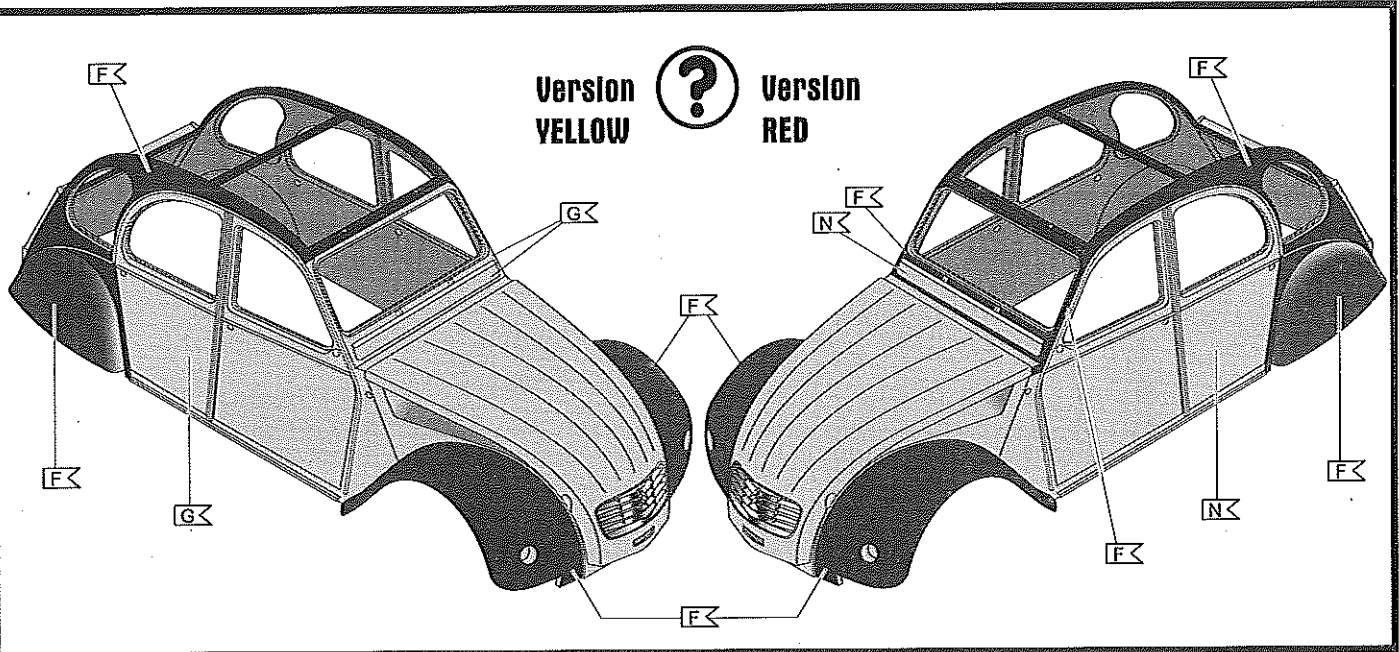


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? => 51



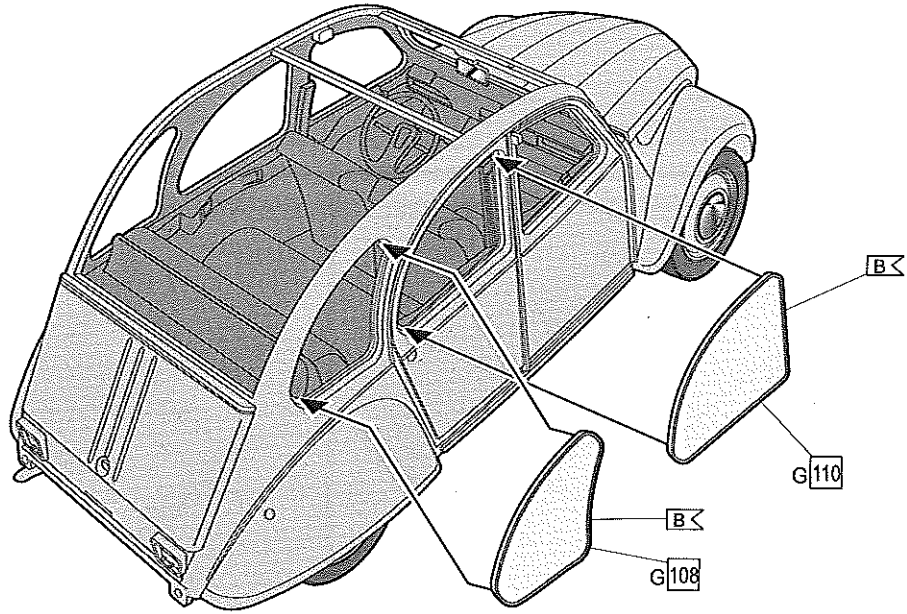


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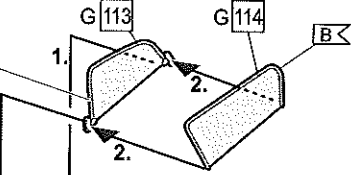
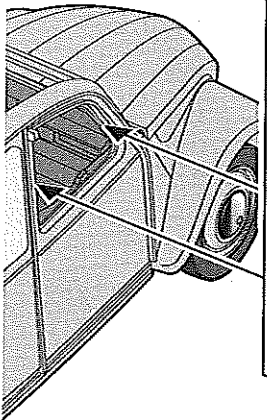


G 97

G 95



43



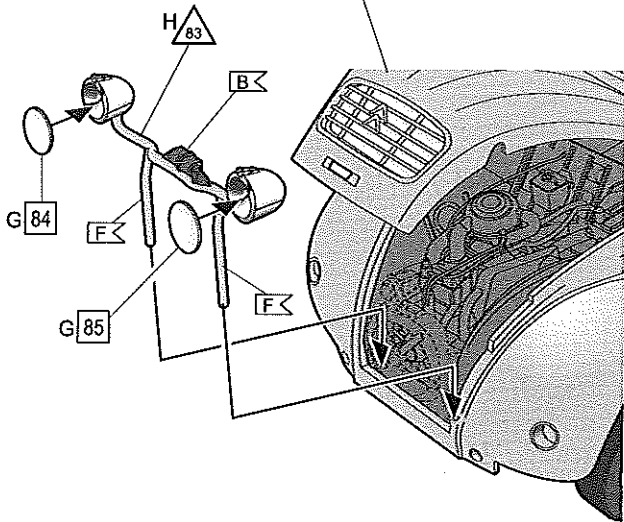
G 91



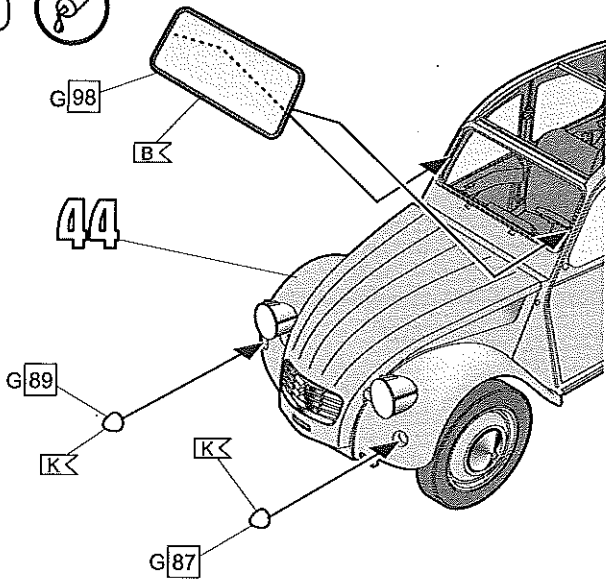
G 92 G 93

G 112

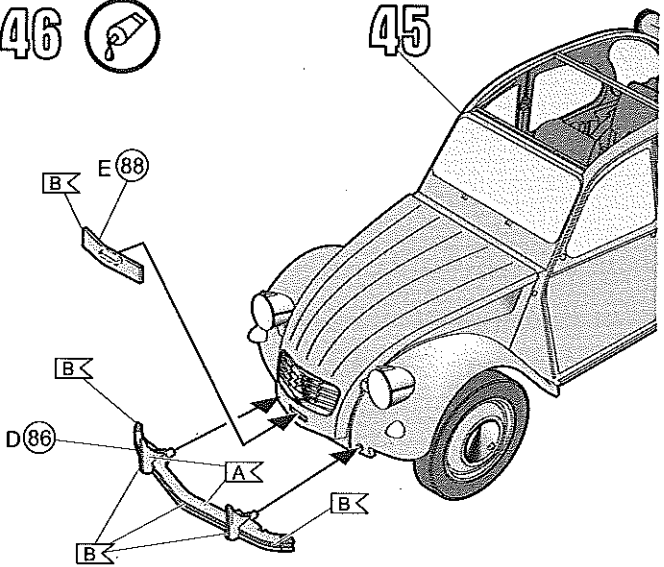
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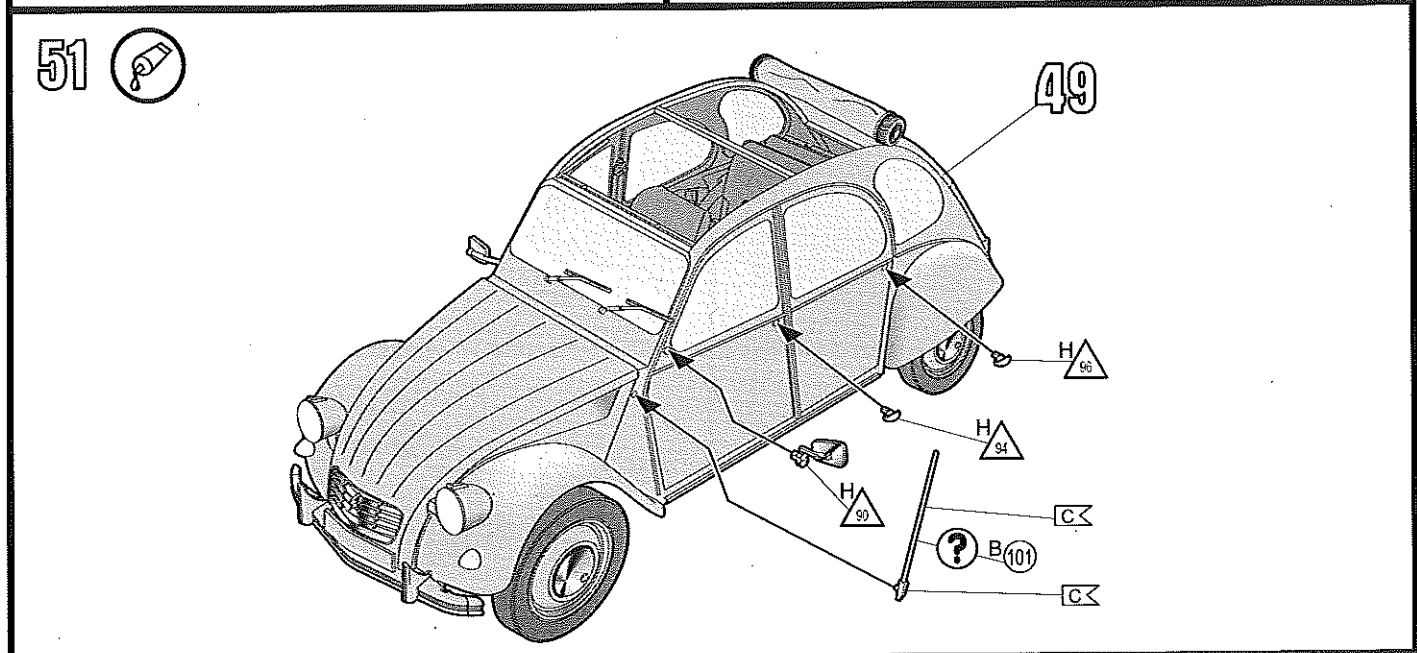
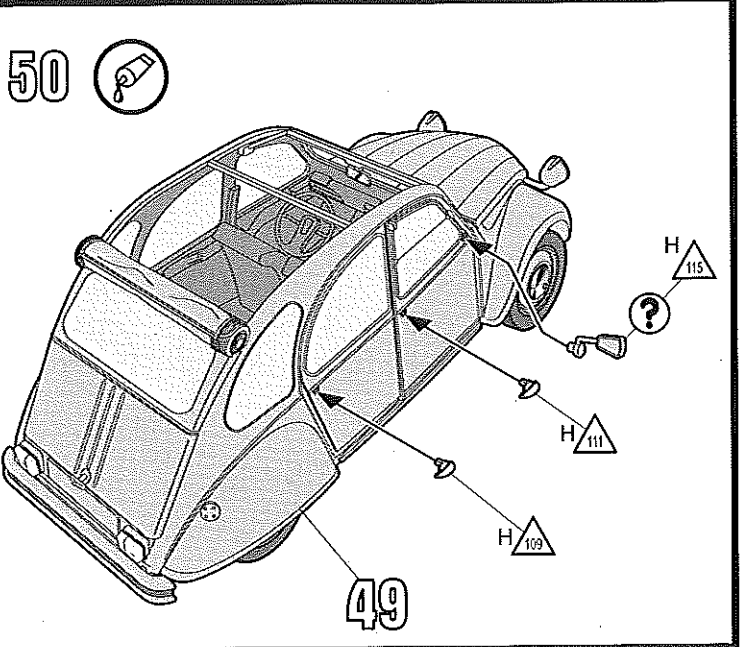
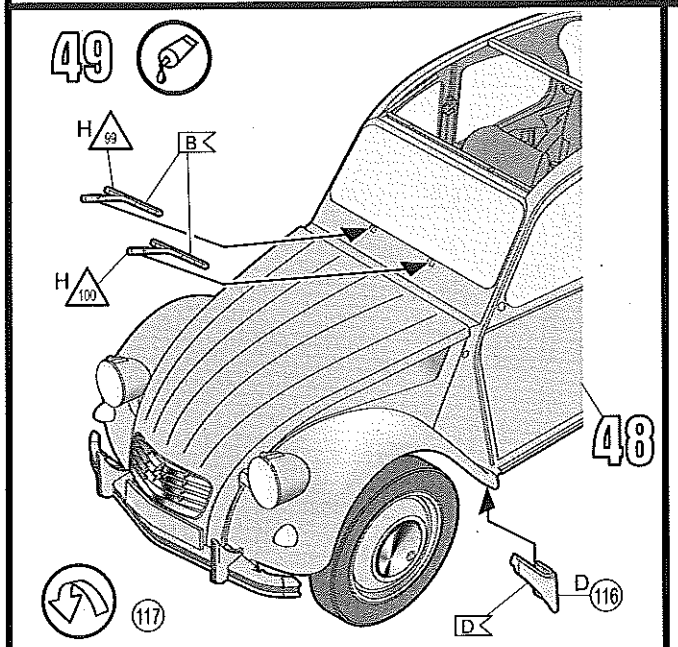
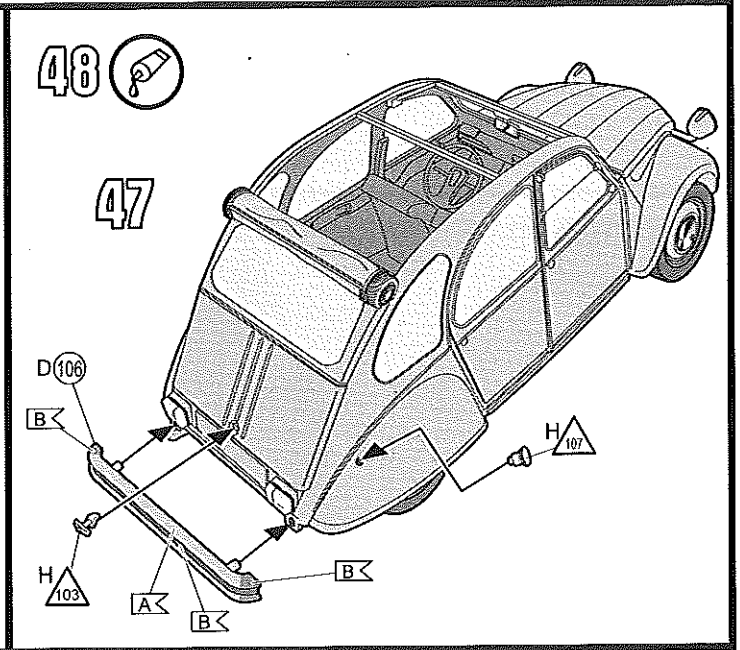
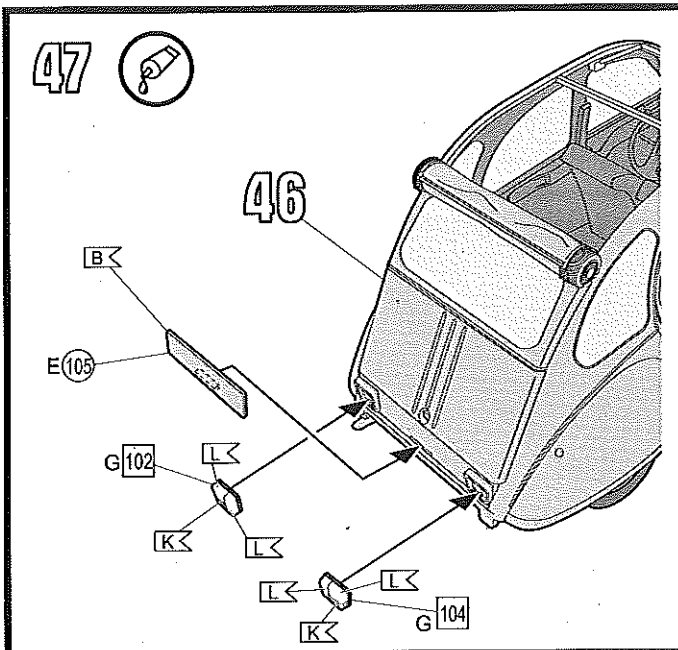


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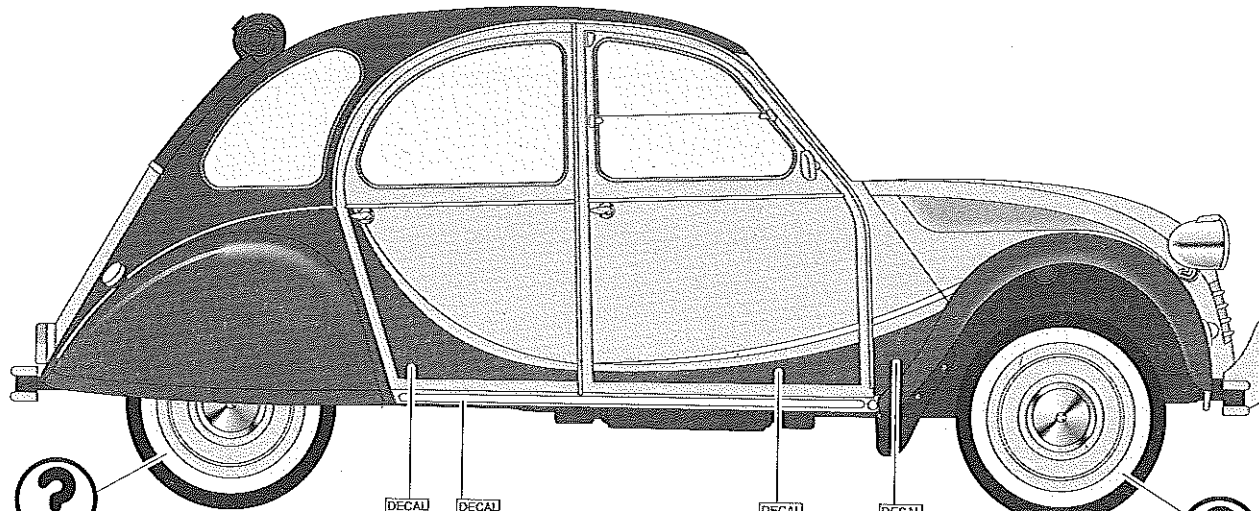


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51



DECAL 10  
DECAL 10



DECAL 17  
DECAL 16

DECAL 6  
DECAL 6



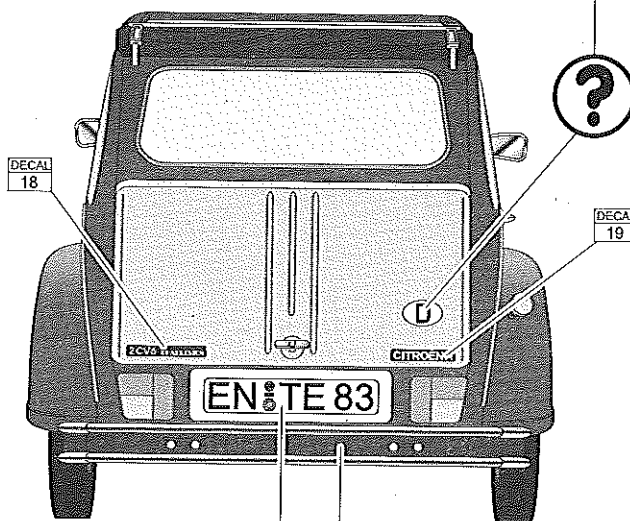
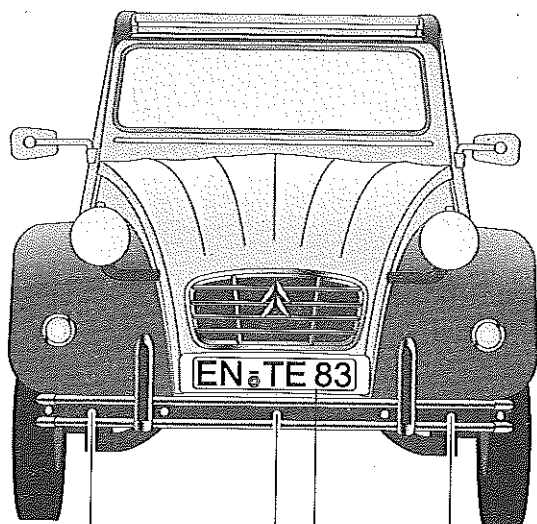
DECAL 9  
DECAL 7

DECAL 2  
DECAL 1



DECAL 10  
DECAL 10

DECAL 27	DECAL 32
DECAL 33	DECAL 36
DECAL 39	DECAL 42
DECAL 45	



DECAL 3

DECAL 4

DECAL 5

DECAL 18

DECAL 19

DECAL 20



DECAL 22	DECAL 24	DECAL 26	DECAL 29	DECAL 31
DECAL 35	DECAL 38	DECAL 40	DECAL 44	DECAL 47

DECAL 21	DECAL 23	DECAL 25	DECAL 28	DECAL 30
DECAL 34	DECAL 37	DECAL 41	DECAL 43	DECAL 46

