



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citroclubvic.org.au

March 2020

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MEMBERSHIP RATE

Metropolitan including printed newsletter \$ 70.00
 Country including printed newsletter \$ 55.00
 Electronic only newsletter for above \$ 50.00 / \$ 35.00
 For 2nd & subsequent members \$ 15.00

CCCV GENERAL MEETINGS

8.00 PM 3rd Thursday of the month except Jan. At
 8/41 Norcal Road Nunawading Mel 48 / G11

CCCV COMMITTEE MEETINGS

Meetings are held monthly in locations decided each month.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

BANK: Bendigo Bank - BSB: 633 000—ACCOUNT: 120 127 907

ATTENTION: TO THOSE GOING ON THE PRE-CITIN RUN IN 2020

Helen's Happy Holiday to Cowra 2020

To support Mallacoota after the bushfires we have slightly revised the itinerary for the tour to this year's Cit-in in Cowra by including a night's stay there. To do this we have robbed a night from Eden and slotted Mallacoota between Lakes Entrance and Eden, as per the attached spreadsheet.

Helen's Happy Holiday to Cowra - April 2020					
Day	Day of Wk	Date	From/To	Approx Kms	Suggested Accommodation
1	Saturday	4-Apr	Melbourne to Lakes Entrance	319	Echo Beach Tourist Park
2	Sunday	5-Apr	Lakes Entrance to Mallacoota	230	Shady Gully C/van Pk & Cabins
3	Monday	6-Apr	Mallacoota to Eden	60	Eden Gateway Holiday Park
4	Tuesday	7-Apr	Eden to Batemans Bay	153	Clyde View Holiday Park
5	Wednesday	8-Apr	Batemans Bay to Canberra	149	Quality Hotel Dickson
6	Thursday	9-Apr	Canberra (free day)		As above
7	Friday	10-Apr	Canberra to Cowra	193	Your Cit-In Accommodation

Departure Point in Melbourne: Casey Council Building Car Park, Cnr Magid Drive & Patrick Northeast Drive, Narre Warren, VIC 3805

Accommodation

Details	Dates IN/OUT	Accommodation Name	Website Address	Phone No.
Lakes Entrance	04 Apr/05 Apr	Echo Beach Tourist Park	www.echobeachpark.com	(03) 5155 2238
Malacoota	05 Apr/06 Apr	Shady Gully Caravan Park	www.mallacootacaravanpark.com	(03) 5158 0362
Eden	06 Apr/07 Apr	Eden Gateway Holiday Park	www.edengateway.com.au	(02) 6496 1798
Batemans Bay	07 Apr/08 Apr	Clyde View Holiday Park	www.clydeview.com.au	(02) 4472 4224
Canberra	08 Apr/10 Apr	Quality Hotel Dickson	www.qualityhoteldickson.com.au	(02) 6247 4744



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CCCV PO Box 122
Nunawading Victoria 3131
ACN A29766N
The CCCV Newsletter
ISSN 2207-7197

President's Message March 2020

Well it has been a busy time for me with a flying visit to Venus Bay to see how the happy campers were and also to another Club's car show. One thing that both events have in common is the desire to restore classic cars and to drive them regularly, some as daily transport. As time goes on, the cars we admired as kids are now getting very rare and hard to find. You only need to pick up a copy of Unique Cars to see how much we like to preserve old cars and motorbikes so that they don't end up as static displays in a museum or just a photo in a book. No matter what the car is, some of us are lucky enough to have our own "special" car in the garage to care for and to drive around. I suppose it is a link to a time in our life that means a lot to us.

The world is rapidly changing with some countries planning to phase out fossil fuels altogether in a relative short time. We now wait to see what is going to be the fuel of the future as that will likely determine what the cars our grandchildren will look like and be driving. There is a battle going on between battery power versus hydrogen fuel cells that is very reminiscent of the old Beta versus VHS video formats. The marketing companies will influence the outcome again no doubt, but what we don't know what is being developed behind closed doors waiting for the right time to be unveiled.

One thing I do know is that there are plenty of passionate Citroën owners about to keep them on the road for many years to come.

FRONT COVER

Is this a new 2CV SUV?

Seen at Don & Dee's home in Venus Bay

MIDDLE PAGES

Venus bay weekend in pictures

BACK COVER

"He'll never make it" said Molly (the dog) as Graeme Dennes tried his hand at Lawn Croquet.

*The Newsletter proudly printed by Snap Printing
Factory 2, 8 Enterprise Avenue; Berwick.*

Bruno Tonizzo
President CCCV Inc.

DISCLAIMER

This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your

CCCV NEWSLETTER COPY DEADLINE: Sunday night, after the 2nd Wednesday of the month.



NOTICE BOARD



CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to www.citcarclubvic.org.au and enter the password supplied by email sent to you.

Club password for the month: Members will receive an email each month, advising the new password to access Club Site.

New Members . CCCV welcomes the following new members to our family: Martin Ulyatt and Charles Sloan. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per litre. ([see p/26 for your closest rep](#))

LDS OIL available at club rooms on club nights only at \$25.00 per litre.

Events Calendar 2019		Draft Activities Program	2020	
January	NO CLUB NIGHT		March	12 Run to Portsea Quarantine Stn
February	9	Picnic @ Hanging Rock (1,000s of cars)		19 Club night
	20	Club night.		22 Kalorama Rally Kal/Memor/Res
	22-23	Venus Bay	April	4 Jamieson Autumn Festival
	23	British & European Motoring show @ Yarra Glen Racecourse.		10-13 CITIN COWRA
				16 Club night
				19 BBQ @ Phil Cotrill's, Tyabb
			May	16-17 Trentham w/end
				21 Club night- Post Citin talk & supper.
			June	18 Club night
			July	16 Club night
				17-18 Bastille Day Federation Sq.
				19 Bastille Day-French Community.
			Aug	16 Daylesford Pub Run
				18 Club night
				20 Club night
			Sep	13 Tech Koo Wee Rup
				17 Club night

NOTE: Club nights are held in our club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 at 8pm ON THE THIRD THURSDAY IN THE MONTH.

Monthly 1st- Chit-Chat Tuesday Mc Crae Provedore, Mc Crae Plaza 739 Pt Nepean Rd. Mc Crae (crn Lonsdale) Melways 158 J12 from 10.30am. CCOCA & CCCV event for coffee & chat.

Monthly BOY'S DAY OUT-Port Arlington Golf Club
WHEN: The fourth Thursday each month and the third Thursday in December (*See p/7*) 10.30 am for 11.30 departure & leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate.
CCOCA & CCCV event for coffee & chat.

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Dave Rogers	0422229484	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirk Kirkcaldy	9363 2464	XM & modern models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Contact CCCV		C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX/C5	Graeme McDonald	9781 1649			

Forthcoming Club Events

March 12th Thursday Portsea Quarantine Station

Mid-week run

MEET: 10.00AM
SHUTTLE BUS: 10.30AM
LUNCH: Portsea Hotel

Meet at the entrance gate at 10:00am and take the shuttle bus to the Quarantine station at approx. 10:30. As no vehicles are allowed into the park, a shuttle bus from the entrance to the quarantine station is provided. The shuttle bus cost is \$12:00 per person, concession tickets are \$8:00 per person. Following our visit we will lunch at the Portsea Hotel. Those wanting to go for a scenic drive afterwards can pick a route during lunch.

Contact if necessary: Bruno 0418 945 461
president@citcarclubvic.org.au



April 4th

For those members who are **not** going to Citin in Cowra NSW, then this is an alternative. Several members went last year including the editor, and it was a hoot. Good eats, and country atmosphere. Great accommodation in the local caravan park, which is a short distance from the main street where it all happens. This year they are supporting Drought Relief.

April 19 Sunday

BBQ lunch at Phil Cottrill's home in Tyabb

10.00am Meet at the Packing House Antique shop 14 Mornington-Tyabb Rd. Numbers are limited to 50 people.

NOTE: BBQ is BYO everything.

Phil's address is 4/92 Boes Rd Tyabb.
 RSVP to Bruno Tonizzo is essential.

RSVP – president@citcarclubvic.org.au or 048 945 461.



GRANDPROFILE.COM

2CV ENGINE PROBLEMS GUIDANCE

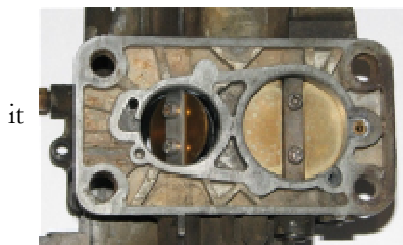
By Graeme Dennes

This is a collection of some problems that can beset the starting and running of a 2CV. The most likely solutions are suggested. The 2CV is getting older, and the chances of something failing increases with time. The key to minimising problems is *periodic preventative maintenance*. Be vigilant about it. For example, do you know the age of the diaphragm in your fuel pump? It's much more convenient to replace items in the comfort of home before they fail rather than suffer the potentially huge inconvenience caused by items failing when away from home!

Use this information as a guide only. It is not a substitute for a formal diagnosis. Although the entries are in groups, they are not in any particular order, and some entries can appear in more than one group.

General Running Issues:

1. When the engine has warmed up, check that idle speed and idle mixture are adjusted for a smooth idle at 800-825 RPM. This is the standard idle setting for the 2CV. An inductive pickup tachometer makes the operation simple.
2. The idle mixture screw doesn't effect much change. Unscrew and remove the idle mixture screw and ensure its needle tip is not damaged, or broken off and lodged in the seat from over-tightening. More follows.
3. Engine has a rough idle that can't be smoothed out with the idle mixture screw. Check the adjustment of the secondary choke butterfly.
4. Engine idle speed too high and can't be set to 800-825 RPM. Check the adjustment of the secondary choke butterfly.
5. Instant hesitation on throttle operation. Coil breakdown. Check using a good coil.
6. Hesitation at speed. Fuel starvation. Ensure small mesh fuel filter under cap at front of carburettor is clean.
7. Hesitation at speed. Fuel starvation. Replace fuel filter.
8. Hesitation at speed. Fuel starvation. Check fuel pump delivery. If insufficient, replace fuel pump diaphragm.
9. Ensure carb float hinge does not have excessive play, allowing floats to bind. If too much play, tighten the hinge tangs a little to prevent any looseness of the float.
10. Ensure carb floats do not bind on the side faces of the float chambers. Adjust them if they do.
11. Fuel mixture problem. Ensure the carburettor floats are at the correct height with the carburettor cover gasket in place.
12. Ensure both carb butterflies are *fully* open at full throttle (to feel the dizzying power surge of the 2CV!).
13. Check both carb butterflies do not go past centre at full throttle.
14. Ensure ignition timing is correct at 800-825 RPM, using a strobe timing light and tachometer. An inductive pickup timing light makes the operation simple.
15. Engine backfiring. Check valve clearances and ignition timing.



16. Engine stalls on throttle operation. Ensure the carb's (larger) secondary choke butterfly does not start to open before the (smaller) primary choke butterfly is about half-way through its rotation as in Photo 1 at left. If it does, there's a problem with the linkages connecting the two butterflies.
17. Fuel leaking from carb. Float height incorrect or floats binding. Adjust floats.
18. Fuel leaking from carb. Float valve not shutting off. Replace float valve.
19. Slight oil leaks around engine seals. Check that the oil breather is providing more than 50mm WG (Water Gauge) of crankcase **vacuum** at idle speed as specified by Citroen. If it's less than 50mm, replace the oil breather. (My new 602cc engines produce about 250mm WG at idle.) This very small crankcase vacuum (50mm WG vacuum \approx -0.07 PSI) is critical to the operation of the 2CV engine. Ensure it is correct. Citroen also states the crankcase vacuum should never drop to zero at any engine speed. If it does, replace the oil breather.

continued →

General Starting Difficulties:

1. Follow the starting procedure stated by Citroen in the 2CV Owner's Manual. When cold, choke and no accelerator. At other times, full accelerator and no choke.
2. Spark plugs. Replace. Gap to 0.7mm. Remove only when cold.
3. Points and capacitor (if fitted). Replace (or fit electronic ignition).
4. Ignition timing. Check with strobe timing light and tachometer at 800-825 RPM.
5. Weak ignition coil (weak spark). Check using a known good coil.
6. Backfiring. Can be caused by a weak coil. Check using a known good coil.
7. A faulty points capacitor. Can cause the points faces to burn, migrate metal and bond together.

Cold Starting Difficulties:

1. Plug leads. Replace with genuine Bougicord 3166 leads. These are resistive leads with a resistance of 3000 ohms each as specified by Citroen. Don't use standard plug leads which can be 8000 to 15000 ohms each, making starting much harder for the 2CV and potentially causing damage to the coil.
2. Cracked fibre spacer at base of carburettor. This can also cause backfiring on start up. Replace spacer, fitting a paper gasket each side.

Hot Starting Difficulties:

1. Faulty ignition coil. Shorted turns in secondary winding lowers the turns ratio and reduces spark voltage, potentially preventing the plugs from firing. The shorted turns also reduce the spark *energy* (volts-time) available at the spark plugs because of damping of the secondary winding. Try another coil to check.
2. Coil runs hot. Shorted turns in primary winding increases the average primary current which raises the temperature of the coil. The shorted turns also reduces the spark *energy* available at the spark plugs because of damping of the primary winding. Replace coil. A *serviceable* coil does *not* run hot! It wasn't designed that way! *If it's hot, it's faulty*. However, it may run warm given its location.
3. Valve clearances closed up. Reduces air and fuel drawn into cylinders. Reset the valve clearances.
4. Rich mixture. Check float height and idle mixture settings.
5. Ensure choke butterfly is fully open when choke is off.

Recommended Annual Service Steps:

1. Change engine oil and oil filter.
2. Replace fuel filter.
3. Clean carburettor small mesh filter. Ensure not damaged.
4. Replace spark plugs. Set to 0.7mm gap. Remove only when cold.
5. Clean air filter assembly and air filter housing then squeeze a little engine oil or foam filter oil through the filter element. Remember, it's the oil that traps the dirt, not the foam filter. The filter is simply the carrier for the oil.
6. When engine has warmed up, adjust idle speed and idle mixture for 800-825 RPM and a smooth idle.
7. Grease kingpins and drive shafts with a high shock-loading grease for kingpins and sliding shafts such as Castrol Spheerol LMM. You may choose to grease these more than once each year, depending upon kilometres driven and road types driven on. Grease kingpins with the wheels off the ground (ie, unloaded).
8. If points fitted, set points gap or dwell angle, then set timing with a strobe timing light and tachometer at 800-825 RPM.
Easiest of all? Install electronic ignition, set the timing, then forget all about it!
9. Check/set handbrake lever adjustment. More follows.
10. Check/set vehicle height.
11. Check clutch cable is correctly adjusted.
12. Check throttle cable is correctly adjusted.
13. Check choke cable is correctly adjusted.
14. Disconnect, thoroughly clean and reconnect all cabling at the battery terminals. Ensure battery, battery tray and firewall area is clean.
15. Ensure starter motor and alternator wiring connections are clean and tight.

continued →

16. Check the integrity of the nylon and rubber fuel line sections between the tank and the carburettor. Rubber hoses should be soft and pliable. If the rubber hoses show signs of wear, stiffening, cracking or splitting, replace them. Use *fuel* hose with an inside diameter of 5.5mm (7/32"). Use hose clips which do not damage the rubber, such as Norma Mini 12/9W4.
17. Ensure the air tubes are correctly positioned and secure.
18. If points fitted, replace points and capacitor every two years.
19. Change gearbox oil every two years.
20. Set valve clearances every two years.
21. If front drum brakes fitted, replace DOT brake fluid and bleed the brake system every two years.
22. If front disc brakes fitted, replace LHM brake fluid and bleed the brake system every three years.
23. Replace rubber fuel hoses every three years.
24. Replace plug leads every three years.
25. Replace fuel pump diaphragm every five years.
26. Replace carb float valve every five years.

Longer Term Maintenance Steps:

1. Lubrication of knife edges.
2. Lubrication of spring pots.
3. Lubrication of steering ball joints.
4. Drum brakes adjustment.

Other Items:

1. Even when the heater temperature control lever in the Cold position, hot air may still leak into the cabin through the feet-level heater outlet ducts in the firewall. This happens because of poor sealing of the metal flapper valves inside the heat exchangers on the engine exhaust pipes. This can become very uncomfortable in the summer period. You may wish to seal off the floor ducts during summer to keep the hot air leakage away from feet and legs. An old foam rubber car wash sponge can be sacrificed to make two rubber bungs to insert in the floor ducts to close them off. Job done.

WARNING: If you do fit the rubber bungs, DON'T move the temperature control lever from the full Cold position. Doing so will reduce the air flowing through the engine cooling fins, causing the engine to overheat and potentially destroy itself. In fact, at the full Hot position, when all the engine air flow would normally enter the cabin, there will be NO air flowing through the engine cooling fins if the bungs are in place. It will only be a matter of time before the engine seizes!!! Not good.

My technically-sophisticated solution? Tie a small loop of string around the temperature control lever and the heater panel to ensure the temperature control lever remains on full Cold, acting as a reminder not to move it off Cold until the bungs are removed! That normally takes place after summer has passed.

My rule? Fit the bungs. Fit the string! Remove the bungs. Remove the string!

2. If wheel bearings are replaced, don't use Loctite on the threads of the bearing retaining rings! You may have difficulty removing them next time.
3. Handbrake adjustment. Citroen states that a correctly adjusted handbrake should pull out five audible clicks otherwise it needs adjustment. If it's less than five clicks, there may still be tension on brake components, creating unnecessary wear. If it's more than five clicks, the handbrake lever is in danger of being withdrawn too far, when it will require mechanical intervention for its release!
4. Rocker cover retaining nuts. Seat them by hand, then tighten a further one and one-half turns with a spanner per Burton's advice.

5. The operating position of the gear lever shaft in the gear lever tube is adjustable. It's controlled by a small bolt at the gearbox actuating arm. With the gearbox in neutral, loosen the small bolt, then adjust the position of the gear lever so the knurled ring on the gear lever shaft is *just* fully visible at the front of the gear lever tube, then tighten the bolt. The knurled ring in that position is your quick confirmation that the gearbox is in neutral. It also ensures the correct operating relationship exists between the gear lever shaft, the gearbox actuation arm and the small rubber-metal link which connects them together.



6. Never overtighten the idle mixture adjustment screw on the front of the carburettor. Refer to Photo 2 at left. In fact, it should never be screwed in clockwise to where it becomes tight. Doing so can result in either damage to the needle point and the seat, or else cause the tip of the needle to break off, leaving it in the bottom of the seat. Apply the *smallest* of force to the screwdriver to alter the adjustment screw, so in case it does reach the seat, it will only *just touch* the seat and not incur damage. You'll be able to feel when it touches the seat and be able to stop turning!

A suggestion. Prior to making any adjustment to the idle mixture screw, it may assist to know, for your reference, how many turns it is *currently* screwed out (counter-clockwise) from its seat, so you can always return it to its current position. To do this, count the number of *clockwise* turns required to position the idle mixture screw at its seat, ie to where the screw *just* contacts its seat. Record the number of turns. It may be, for example, three and a quarter turns. Then turn the idle mixture screw counter-clockwise by this same number of turns to return it to its previous position..

You may also choose to unscrew and completely remove the idle mixture screw to examine the needle point for damage. Be aware it is accompanied by a small spring and a fibre and metal washer. It may have a small plastic cover over it, but this can be removed.

7. Ensure fuse holders and fuse end caps are spotlessly clean to ensure a strong electrical connection. Should they be corroded, burned or loose, replace them. Ensure the fuse holders have a good grip on the fuses. Bend the fuse holder clips slightly inwards if necessary. We need to achieve very low-resistance, high-current connections.
8. Ensure all ground-connected wiring is disassembled, wire-brushed and cleaned to remove oxides and corrosion products, then tightly reassembled. The cause of most electrical problems in the 2CV is high-resistance ground connections. Methodically attend to all ground connections this way, from the front bumper to the rear bumper!
9. Ensure all "bullet" electrical connectors, such as those used for the headlight wiring, are separated, thoroughly brushed clean, the sockets pinched *slightly* tighter and then the two parts reconnected. They are a poor connector for the job because the spring force between the two parts is quite weak. You may choose to repeat this action every year, given that it only takes a few minutes. The "bullet" connections on the switch contacts at the rear of the ignition key and those behind the instrument panel don't seem to require as much cleaning, no doubt because they are not in the engine bay where heat and dirt are the norm.
10. Ignition coil high-voltage breakdown. Coils are generally very rugged and reliable devices, but they can fail for a variety of reasons. Heat and vibration can damage the coil's windings and insulation, causing shorts or opens in the primary or secondary windings. But the number one killer of ignition coils is high-voltage breakdown (arc-over) between the primary and secondary windings. This is caused by spark plug gaps being too wide or spark plug wires having excessive resistance. These prevent the plugs from firing until the spark voltage has built up to a much higher value than normal. The voltage can rise to the point, before the plugs fire, where it arcs across the coil's internal insulation between the primary and secondary windings, usually creating a short or carbon track between the two windings. Once this happens, the coil's output voltage may be reduced and cause misfiring under load, or the coil may cease to operate altogether, preventing the engine from starting or running. Either way, once high-voltage arc-over has taken place within a coil, the coil must be replaced. It can't be repaired.

2CV OIL BREATHER OPERATION

By Graeme Dennes

The 2CV engine is a horizontal flat twin-cylinder engine in the “boxer” configuration. This means the two pistons are at top dead centre together and at bottom dead centre together. Because of this, a partial *vacuum* is built up in the crankcase space as the pistons move outwards from the crankshaft (towards the heads) because of the effective increase in crankcase volume, while a partial *pressure* is built up in the crankcase as the pistons move inwards towards the crankshaft (away from the heads) because of the effective decrease in crankcase volume. (This is about the air space *below* the pistons — within the crankcase.)

This results in a pulsating, cyclical sequence of $+/-$ pressure changes in the crankcase — a small vacuum followed by a small pressure — for each revolution of the crankshaft. This is a characteristic of the twin-cylinder boxer engine. (A four-cylinder boxer design doesn’t suffer the cyclical $+/-$ pressure changes because it can be arranged so that when two pistons of a pair are at top dead centre, the two pistons of the other pair are at bottom dead centre, resulting in net zero pressure in the crankcase.)

Now, here’s the major issue for twin-cylinder boxer engines. Positive pressure must *never* be allowed to build-up in the crankcase because it *will* cause the engine oil to be pushed out of every possible crankcase orifice. Steps must be taken to ensure this does not happen. How do we stop it?

The 2CV engine accommodates this in a very simple and reliable manner — using the oil breather (crankcase ventilation) system. It contains a one-way rubber valve. Consider the pistons are moving in towards the crankshaft (away from the heads). The resulting decrease in crankcase volume will create a small partial *pressure* in the crankcase. This (small) pressure causes the rubber valve in the oil breather to be immediately pushed open, allowing the crankcase pressure to be released via the outlet pipe in the side of the oil breather (for transfer to the air filter via the rubber hose). By this means, the crankcase never experiences positive pressure, so oil is never pushed out of the engine.

Now consider the pistons are moving out towards the heads (ie, away from the crankshaft). The resulting increase in crankcase volume will create a partial vacuum in the crankcase. This partial vacuum “pulls” on the rubber valve in the oil breather, causing it to be held closed, effectively trapping the partial vacuum inside the crankcase.

Thus, during 2CV engine operation, the crankcase pressure cycles between negative pressure (vacuum) and zero pressure. The result is that the (viscous) engine oil experiences a small net negative pressure in the crankcase of a value somewhere between those two limits. This small vacuum ensures the 2CV boxer engine doesn’t push its oil out through its engine seals.



Disassembled 2CV oil breather. Photo courtesy of Burton's

It’s cunning and very simple. It’s also why the crankcase vacuum is critical to the operation of the 2CV, and why Citroen provided specifications for its measure. Citroen specifies the crankcase vacuum at idle is to be not less than 50mm WG (Water Gauge), and that it should never fall to zero vacuum at any engine speed. Now, 50mm WG vacuum ≈ -0.07 PSI, a very small, almost insignificant figure which requires measurement by a water manometer connected to the engine dip stick tube.

←
Note: Be careful not to allow water to be ingested into the engine via the dip stick tube, otherwise an oil and filter change will be the next *immediate* task required after the engine is quickly switched off!

In conclusion, over the life of the 2CV, the rubber valve in the oil breather may eventually lose its resilience and stiffen to the point where it no longer properly seals and is unable to retain the small vacuum required by the engine. If this vacuum level is absent, or worse still, becomes positive, oil leaks will be starting very soon in a 2CV near you!

Sometimes we hear of engine seals being replaced because of oil leaks. If new engine seals don't stop the seepage, it may be caused by the oil breather no longer doing its job as discussed here because its rubber valve has reached the end of its useful life. The easiest solution is to replace the oil breather, being that it's a sealed unit never intended by Citroen to be repaired, or even to last this long! Der Franzone sells a new oil breather as their part number 10031. The writer fitted this unit to the new engines in his two 2CVs. Perfect results. Burton's sell a repair kit for the oil breather as their part number A1-4456.

Look after that vacuum in your 2CV! Is yours working correctly? A simple check will tell you.

CITROEN TOOLS AVAILABLE TO MEMBERS

Tool No.	Model	Application
GS/GSA		
1694T	“	Crank Shaft Seal Fitting Tool front
1695T	“	Adapter
1696T	“	Crank Shaft Seal Fitting Tool rear
1697T	“	Cam Shaft Seal Fitting Tool
1892T	“	Ball Joint Removal short arm
2069T	“	Rear Suspension Arm Removal
3093T	“	Ignition Setting Gauge
3184T BIS	“	Gear Box Adjustment
3184TF	“	Gear Box Adjustment
3304T	“	Front Bearing Removal & Fitting (3320T)
3320T	“	Front Bearing Removal & Fitting
3321T	“	Front Bearing Removal & Fitting
6001T	CX	Oil Filter Removal
6302T x 2	“	Rear Height Control
6303T	“	Front Lower Arm Removal
6304T	“	Anti Roll Bar Link
6306T	“	Lower Arm Shaft Extractor
6310 T	“	Hub Brace
6321T	“	?
6351 T /1671T	“	Drive Shaft Removal
6401T x 2	“	Anti Roll Bar Bearing Pre Load
64511x2	“	Front Upper Arm
CX Timing Pulley Brace	“	Cam Shaft Pulley Brace (MR 630-11 / 26) also for GS/ GSA

THE 2CV IGNITION COIL

By Graeme Dennes

Background:

The Kettering-based inductive-discharge ignition coil is generally a very rugged and reliable device. It's a small electrical transformer made up of two windings – a primary winding of a few hundred turns and a secondary winding of many thousands of turns, with a typical step-up turns ratio of up to 100:1. Although this coil has been used almost universally in vehicle ignition systems for more than a century, they can fail for a variety of reasons. Heat and vibration can damage the coil's windings and insulation, causing short-circuits or open-circuits in the primary or secondary winding. Multiple turns or multiple layers of turns in either winding can become shorted because of insulation breaking down. Shorted primary turns or shorted secondary turns reduce the spark energy, and shorted primary turns causes the coil to run hot because of increased average primary current. (A serviceable coil does not run hot!) For coils using bakelite insulation, the material can crack, allowing moisture and airborne contaminants to enter, promoting corrosion of the windings. Photo below is of 2CV ignition coil. Courtesy of Burton's.



However, high-voltage flash-over from voltage overload is the number one cause of failure of vehicle ignition coils. All ignition coils are susceptible to damage from flash-over. *It can be caused by bad spark plugs, bad spark plug leads, or simply by having a spark plug lead disconnected!!* Yes, siree, Bob! (Geez, who let him in?) If the spark plug lead resistances become high enough or if the spark plug gaps become wide enough, the spark plugs will be unable to fire. Should this happen, the ignition coil's output voltage will continue to rise to a point where it may ultimately flash across (burn through) the ignition coil's internal insulation between the primary and secondary windings. This usually creates a short-circuit or carbon track along the discharge path between the windings. The coil is then kaput! Yes, siree, Bob! (Crikey, get him out of here.)

In summary, if for any reason the coil's spark voltage is unable to discharge externally, ie outside the coil, it will usually discharge internally within the coil, potentially causing damage to the coil from the resulting flash-over. Flash-over occurs when the spark voltage rises to a figure which exceeds the insulation breakdown voltage between the coil windings. This applies to all inductive-discharge ignition coils, including the 2CV black coil, *and to old and new coils!*

And it's goodnight from him:

At the very moment of the high-voltage flash-over, the coil's damage can be in different forms. Insulation breakdown and carbon tracking between the two windings can enable the two windings to become shorted or cause shorted turns in the fine wire of the secondary winding. This reduces the spark output voltage, which can cause misfiring under load. Backfiring may also occur. The coil may cease to operate altogether, preventing the engine from starting or running. If any such starting or running symptoms appear, the coil may have been damaged from high-voltage flash-over. It only requires the discharge of *one* single spark to occur inside the coil for the coil to be destroyed. When it happens, the coil must be replaced, as it can't be repaired. Yes, siree, Bob! Ok, I'm gone!

The reality:

While most of us have at least a general familiarity with the need to replace spark plugs on a periodic basis, the writer suspects such a view isn't generally held in regard to plug leads, and *that's the prime underlying cause behind flash-over failures*. Lack of attention to the resistances of the plug leads ensure they remain "out of sight, out of mind" for perhaps an unknown number of years, until such time as they reach a point of sufficiently high resistance to cause starting or running difficulties, by which time the coil may already have been damaged from high-voltage flash-over. Do you know the age of your plug leads? Do you know their resistance?

How do we stop coil damage?

To ensure the coil is protected against high-voltage flash-over damage, replace spark plugs every 12 months and replace



plug leads when the resistance of any one lead reaches say 5000 ohms. More follows. After the plugs have been in the car for a year, the plug gaps will have *barely* changed, so the plugs won't be responsible for coil flash-over. If the resistances of the plug leads remain below say 5000 ohms, they won't be responsible for coil flash-over. By adhering to these simple maintenance steps, the coil will be protected from high-voltage flash-over damage.

A note: If the offending high-resistance plug leads remain in the vehicle *after* the damaged coil has been replaced, *the new coil may instantly suffer the same fate!* \$\$Ouch!

The Citroen-Specified 2CV plug leads:

Fit the Citroen-specified Bougicord 3166 plug leads to your 2CV. These leads have a resistance of 3000 ohms each when new. Check the plug lead resistance at least *every 12 months at the annual service*. If either one reaches 5000 ohms, replace them. As one source, the Bougicord leads are available from Der Franzose with part number 14306.

Always *gently* handle plug leads, especially when disconnecting them from the spark plugs. Never pull directly on the leads or you will indeed hasten their failure. Treat them very carefully as they are a critical part of the 2CV engine operation.

Unsuitable plug leads:

Don't use common plug leads from standard auto-parts suppliers. These typically have a resistance of around 6000 to 15000 ohms each, making starting much harder for the 2CV and possibly causing permanent damage to the coil from high-voltage flash-over, the very thing we seek to avoid.

If you experience a coil failure in your 2CV and the plug gaps and plug lead resistances are fine, then it's the result of bad luck, and there's nothing that could have been done to stop it. The only option is to replace the coil. As noted in the opening paragraph, ignition coils can fail for various reasons – be they modern or old. It won't be because "it's a 2CV coil"!

The evidence:

The 2CV black coil seems to come in for an unwarranted pasting in some circles. Why is this so? For every black coil which has failed, the writer would be interested to know the resistances of the plug leads being used or the circumstances surrounding the failure.

Summary:

The biggest killer of ignition coils is high-voltage flash-over. It results simply from a lack of maintenance of the plug leads, not because of any inherent weakness in the coil itself. Look after the plug leads and the coil will look after itself!

Internet forums sometimes discuss the failures of the 2CV black coil as being due to some intrinsic weakness within the black coil, arguing for their replacement with a modern "high-performance" coil. The writer would contend that those "punishing" the reputation of the standard black coil are unaware of the high-voltage flash-over mechanism and its underlying cause as discussed here!

There may also be economic imperatives at work which silently support the "punishing" of the black coil, even if the flash-over mechanism and its cause *is* known and understood...

Conclusion:

The standard 2CV black coil is in widespread use in the planet's 2CV population and is alive and well! In the writer's view, if your 2CV is properly maintained and it starts and runs well with the standard black coil, *the black coil is working perfectly*, exactly as Citroen intended, so there's *no operating or performance benefit achieved* in replacing it with an exotic, expensive coil. (If it ain't broke, don't fix it!). The writer's two 2CVs use the standard black coil and the world is very good. (That's not a proof.) The writer hasn't experienced a black coil failure, but if it occurs, it will simply be an isolated, bad luck event, as plug lead resistances are checked twice each year.

The final word: If a vehicle's coil is being substituted with a known good coil as a check, or if a new coil is being fitted, *always check the resistances of the plug leads before changing the coils!!!* Yes, siree, Bob!





Some members preferred their lunch indoors.

For this annual trip to Don and Dee's home in Venus Bay, we were firstly served up with two delightful days of sunny weather with moderate temperatures.

As usual, this was a mix of raising the tents for the night, relaxing under the trees as initially the sun was getting a bit warm, a convivial low key lunch around the umbrellas or indoors, heads under the bonnet for a few guys and celebrating a couple of birthday milestones.

Four people took Molly (the dog) for a walk along the beach to return in time for afternoon tea. Gee: This is a hard life!

Dinner was the usual BBQ spit around the beautifully set up area BBQ area, followed by a superb mixed fruit dessert with ice cream and then first rate barista coffee.

Who needs an increase in the pension when you can experience this among friends?



Don decided Molly (the dog) needed a walk along the beach, so he invited anyone else who would like to go. He was joined by two lades and the Ed. Here we meet up with a Great Dane large enough, that he could have been entered in the Melbourne Cup.



VENUS BA

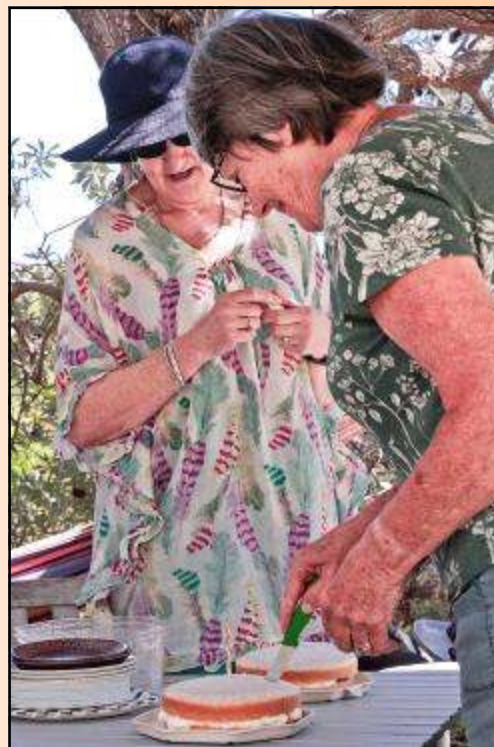
Lunch for some un



The Tree.



Don contemplat



Dee cuts one of two birthday cakes for two members celebrating their birthdays recently.

Y DELIGHT

der the umbrellas.



es his future.



Has it gone through or is it a foul? The great debate lasted several minutes until Don gave the definitive answer.



Croquet in a lovely garden setting.



Nothing like an electric knife to carve the roast.

Sales and Wants

C5 Estate 2006 2.2 diesel

3/20

I have owned my 2.2 diesel C5 Estate since I bought it new in January 2006 (it was built in October 2005) but am now looking to replace it with a 4WD camping vehicle. While I would like to keep the Citroen this is not really feasible. I am not being offered much on it as a trade-in and would like it to go to a good home so wanted to check to see if it is a vehicle that may be of interest to any CCCV members. It has done 173,000 kms and is running very well if you ignore the "de pollution system faulty" warning light that comes on all the time (despite replacement of the EGR valve and lots of long distance cruising). The car is very solid with no rattles, the body is in good nick and the car has never been in an accident though there are a few minor marks as you would expect. Everything works, including the big sunroof and I have all of the original documents and security info. Do you think anyone would be interested?

Ewan Taylor
0404 800 876 emackt@gmail.com

ADD TO BE CONFIRMED AFTER PAYMENT

A little bit of history

When France was occupied by the Germans in 1940, major French factories like Citroën were forced to produce equipment for the Nazis. Citroën president Pierre-Jules Boulanger knew he couldn't just refuse to produce anything, but he also knew there's no way in hell he's going to just roll over and build trucks for a bunch of Nazis. [Pierre had a plan.](#)

[John Reynold's book *Citroën p2CV*](#) describes Boulanger's sabotage efforts. Of course, he instructed workers to set a nice, leisurely pace when building trucks (likely Citroën T45 trucks) for the Wehrmacht, but that's fairly obvious. What was brilliant was Boulanger's idea to move the little notch on the trucks' oil dipsticks that indicated the proper level of oil down just a bit lower.

By moving the notch down, the trucks would not have enough oil, but German mechanics would have no idea, because, hey, the little notch on the dipstick says its just fine. Then, after the truck has been used for a while and is out deployed somewhere crucial, whammo, the engine seizes up, and you've got a lot of angry, stranded, vulnerable Nazis, balling up their little fists and madly barking curses in.

It's such a fantastic act of sabotage: it's extremely cheap to implement, it's subtle, there's no way to see something amiss is happening as the trucks are being built, and it delivers its blow away from the site of the sabotage and when it will cause the most inconvenience and trouble.

That's some mighty good sabotaging, Pierre.

Happy 100th Anniversary,
Citroën. The Free World thanks you



Citroen Memories and Coincidences

An earlier story in the CCCV Newsletter concerning Jack White and his RH Drive conversion of a DS stirred some earlier memories after the notification of his passing at age 101. The memories are vaguely connected to Jack and may be of interest to readers.

Sometime during 1956 or 1957, my neighbour's father took delivery of his long awaited FJ Holden. (He had been waiting about 18 months).

My friend called me over to admire the new machine and it was decided that we should go for a ride, so 2 adults and 4 kids piled in and off we went from Myrtleford to Mt Buffalo Chalet.

Upon arrival in the car park, a small group of people gathered to admire the shiny new FJ when suddenly, a Mooroon Spaceship with white fibreglass roof glided slowly into the car park and stopped beside the FJ. A crowd gathered as a distinguished gentleman with grey moustache alighted and proceeded to tell us all about the Citroen DS 19 and extolling the virtues of the Hydrophneumatic suspension which he ably demonstrated by operating the lever inside the passengers footwell. Much to the disgust of my friend's father, all interest was lost in the FJ. On the way home, my friend's father mumbled something about "those foreign cars aren't reliable you know!" and Holdens will last a lot longer.

Fast forward to the early 1960's when I started my apprenticeship in the Aircraft Industry.

On about the third day, I was standing about with a group of lads waiting for indoctrination

Instructions from our Supervisor when suddenly a Mooroon Spaceship with white fibreglass roof glided slowly through the main gate and disappeared behind the factory to the car park.

What was that? Exclaimed some of the group. Well being an expert having seen an identical vehicle some years earlier, I was able to impress my new found colleagues by stating, "That is a Citroen DS 19 with Hydrophneumatic suspension, made in France you know". But who was driving it? Our instructor said "that is your Boss, Mr Ron Walter, the Apprentice Master". Ron was a man held in awe by many and you usually only got to see him if you needed personal advice or had transgressed. I contented myself by admiring the DS in the car park during my lunchtimes and was particularly impressed with the walnut dash and the extra array of Aircraft Instruments he had fitted.

It had an Altimeter, Airspeed Indicator, Turn and Bank Indicator, Compass and Clock all out of a Beaufort Bomber which our Factory produced during WW2.

I eventually got to meet Ron and related the story from several years earlier at Mt Buffalo. He smiled and said yes, that was me, it was the DS's first major outing after importing it from the UK; it was Slough built hence the Walnut Dash. I commented that up until this time, his was the only Citroen DS I had seen and he casually said, "I have an Engineer friend who works at TAA, he bought a French built DS and converted it to RH Drive as at the time, the authorities would not register LH drive vehicles in Victoria. His friend was Jack White. I never got to meet Jack but in later years a friend went to Antarctica for a season and on his return was telling me about an Engineer/Helicopter Pilot he had worked with, who had a passion for Citroens, yes, the very same Jack White.

The encounter with the DS and my interest in Hydraulics led me to buy my first Citroen in 1969, a 1962 ID 19, but that's another story.

Footnote

I recently took our DS to a local Swap-Meet/Show & Shine at the Myrtleford Showgrounds. After parking in the designated area, what should drive in and park beside me? An FJ Holden. Where did the crowd gather? Around the DS – I seem to recall a similar scenario about 60 years ago.

Brian Smart.

Sales and Wants

DS PARTS FOR SALE.

Air intake hose from bumper bar to cold air fan unit
Air intake hose from bumper bar to heater fan unit
Alternator 75 amps
Bonnet hinges
Bonnet closing pins.
Brake pads main and parking pads (with hard to find retaining spring clips)
Brake shoes new plus brake drums one pair.
Brake pedal rubbers plus clutch pedal rubbers
Bumper bar 3 pieces Front DS type
Bumper bar pre 1965 type complete
Bumper bar rear with Citroen mudflap fitted
Cooling system hoses
Cold air fan and housing
Clutch cable
Door glass and runners and winders
Door handles inside and out
Driving light globes
Exhaust pipe clamps
Flexible exhaust
Front guards
Front doors
Front indicators
Front suspension cylinder gators
Fuel pump
Gear change handle housing rubber
Headlight switch ID19 + DS21 /23
Headlight boxes complete with access door
Headlight glass + Perspex covers on suction cups
Headlights and driving lights
Heater radiator plus fan housing
Heater hose
Height Correctors
Hubcaps all types (early DS suit 1956 to 1965, D special from 1967 to 1975, late pallas type)
Metal radiator hose with heater outlet

Oil filter + gasket
Radiator
Rear doors
Rear guards
Rear window glass sedan
Rear window glass safari Perspex type
Rear guards (sedan)
Rear suspension bump stop
Rear suspension gators
Rear suspension ball bearing
Rear suspension ball bearing grease cups.
Spheres split types
Stainless steel trims (PALLAS) inner and outer
Starter motor
Tail lights
Thermostat
Turning headlight parts.
Water pump
Wheel rims 5 studs

CONTACT ROB: MOB 0439 798 079



Club Permit Scheme

For cars manufactured after 1948

CPS RENEWAL

The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.

The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.

The car owner should keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, the car will need to be processed as a new application.

CPS NEW APPLICATION

1. The car owner completes and provide to CPS Secretary a **Club Permit Application** along with an **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**. (See downloadable form links at the bottom of the page).

2. If the car has modifications beyond those normally allowed under **VSI 33** (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised), **VSI 8** (Guide to Modifications for Motor Vehicles) and **Schedule 2 – Road Safety (Vehicles) Regulations 2009** (vehicle standards as at manufacture date), then the car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**.

3. Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.

4. As proof of ownership the car owner must provide **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number

5. On completion of registration process, car owner advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by Vicroads.

See also [the VicRoads CPS changes from 31 Jan 2015](#)

6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorising signatures are used and that the permit is assigned to the correct club.

Note: Please contact our CPS Secretaries before sending papers for signature to avoid the possibility of them sitting in the club's PO box for several weeks. (A stamped, self-addressed envelope would be appreciated)

Ferdi Saliba (Deer Park) :	0409 384 977
Dave Rogers (Frankston) :	0422 229 484
Tom Gruzca (Nunawading) :	0431 396 277
Bruno Tonizzo (Endeavour Hills) :	0418 945 461
Peter Moloney (Ashburton) :	0411 869 705

Postal Address: CCCV-CPS c/- PO Box 122 Nunawading Victoria 3131

For pre-1949 vehicles, CCCV will conduct its own safety inspection (which may be a certificate of roadworthiness or a club safety inspection based on VicRoads' guidelines).

For more information see this [VicRoads Website](#) link

Download the [Club Permit Application Form](#)

Download the [Vehicle Eligibility Form](#)

IMPORTANT ADVICE

It is vital that CPS plated car owners maintain their financial membership with the club.

If memberships are not renewed on time the CPS permit is immediately invalid.

It has insurance implications and potentially legal consequences.

The same applies if you use your car whilst the permit has expired.

Sales and Wants

Citroen 2cv6 club 1983

3/20

Red body with black guards and boot lid. 86700miles, I have owned this car for 14 years and travelled approx. 6000 miles. Work done during that period, Replace clutch, steering relay arms and guild ring in rack, brake discs and pads, muffler x 2 and wheel bearings etc. Recent work, recon alternator and full service, peen collar in gearbox and new tyres fitted. On club plates so not transferable, will supply VIC or NSW RWC. Genuine car, never had rust in floors, original chassis in GC. Paint in GC and presents and drives well. Location: Albury.

Vin NB.VF7AZKA009IKA96O1 and the price is \$17,900.00



Phone Geoff 0408431990

1951 Citroen Traction Avant Big-6

3/20

Almost complete restoration.

I am putting this vehicle on the market, because after 46 years, I realized I will never finish what I started. The job got too big for me, and I will not be able to enjoy the finished product as I thought I may. My body has become too inflexible.

Short story, I have not touched the old girl for about 10 years now. Car has been garaged and covered since purchased in 1974.

The original registration number was VK-977, last registered 16 / 11 / 1970. The engine serial number is PM04597. All the upholstery, is new fully replaced cowhide, never been sat on, head lining also replaced. Most of the expensive and awkward work has been done.

Things still outstanding:

- Brake cylinders have all new rubbers and shoes, sealed with brake rubber grease, and left untouched since serviced, missing a couple of nuts??
- Full exhaust system, from manifold to rear of vehicle. Have manifold attachment flanges, made of stainless steel
- A good radiator man to look at where an electric fan was to be mounted with bolts through core
- Fuel tank will need removal to ensure all is clean and substantial (fuel evaporated over the forty years.
- There is an alternator there, off Holden? and mounting bracket, if you go ahead, do in conjunction with radiator person.
- About 50 % of the wiring will need terminating, all secured in place, have all the bits to complete this, though probably not enough old type terminals.
- There is no carpet on the boot floor, lost it somewhere. Paint is IMPERIAL BURGUNDY spraying enamel 40 yrs ago.
- The suspension is all set at minimum torsion, and she has sat on jack stands on underside strong panels while I've had her.
- When first acquired the car had been up a gutter, had to rework one wheel, so did all rims to make wheels fit current tyre size that is a little fatter than standard (may have to have a bit of toe in adjustment). All tyres were brand new 20 years ago, no flat spots, never on ground

Cockpit wiring is not completed though all components are present.

I have a heater box that will probably fit to the ducting and some other bits and pieces that may be of use.

No tyre kickers, no test drivers, no time wasters. Let my name and phone number loose at the CITROEN CLUB, or where ever all the Citroen lovers hang.

It is a true "barn find" that I reckon is a real bargain at \$14,000, or make a sensible offer, neither Jan (Wife) nor myself think 14K is enough, so offer more and it's yours.

Contact Phillip John Hibberd of Lara, Victoria. Phone: 03 52823059

Sales and Wants

CITROEN 2CV ADVERTISEMENT.

1984 Charleston model 602cc \$33,5000 (12/19)

VIN number is: 0906006238

Warning. When motoring in this cute and quirky Charleston 2CV, be prepared for admiring waves and smiles from fellow motorists and pedestrians!

Featuring maroon and black paint, the 1984 French built/UK import Deux Chevaux achieved Australian compliance in April 1998.

With an odometer reading of 58,257 miles (supporting UK paperwork indicating original mileage), it presents in excellent body and trim condition and good mechanical order.



A comprehensive service history since arriving in Australia is available.

Ready for leisurely roof-back summer cruising and with nothing to spend, the 2CV is currently registered with non-transferable Victorian club plates. A road-worthy certificate can be supplied if sold in Victoria.

This 2CV Charleston is located in Melbourne and is regrettably being offered for sale due to a deceased estate.

CONTACT: Paul beranger@bigpond.com.au
Phone: 0418 318 756.

GS 1220 CLUB

2/20

I have a GS1200 that drives and has a few spares, that I want to give away because the wife wont let me leave it on the front lawn anymore. I don't want to see it destroyed. Does somebody want it for nothing?

Michael 0437973007 michael watson <mickwat@bigpond.net.au>

CX - 3 steel wheel rims - no charge

3/20

I have a set of three CX steel (not alloy) wheel rims if someone can make use of them.
No charge.

Contact Leigh Snell snelll@bigpond.net.au or phone 0427 812 945 or (03) 97721810



For Sale

11/19

Set of 4 factory fitted nineteen inch alloy wheels for current Citroen C5, includes nuts, centre badges and nut covers. Suit 245/40 R 19 tyres. \$650.00 negotiable.

Contact Barry Oliver in Geelong ph 52431752. email helenxoliver@gmail.com

Sales and Wants

Email the wording you would like in the advert. If a vehicle is to be sold please include details including year, condition, history etc. VicRoads require the registration number (or VIN/engine number) and asking price. Limited number of photos may be included. Where the car is located is also useful.

The one-off payment of \$20 applies. When payment is confirmed the advert will be posted. If you are a CCCV member there is no charge. The ad will also appear in our next club magazine and will run for three editions, or longer by arrangement.

Email ad to: editor@citcarclubvic.org.au or ring (03) 97285526

Please send cheque, or money order, made out to "Citroen Car Club of Victoria" (include a note saying what the payment is for.)

Send to

**The Treasurer
CCCV
PO Box 122
Nunawading
Vic 3131**

Payment can also be made by direct debit.

Account Name Citroen Car Club of Vic Inc.
BSB 633-000
Acct 120127907

Include your name as reference eg Smith Adv

All "for sale" advertisements are accepted in good faith and the Editor or CCCV committee members accept no responsibility for the accuracy or otherwise of their content.

MEMBERS:

When you have sold or disposed of the article you have advertised here, would you please advise the editor ASAP at photoimage2001@yahoo.com.au that you have done so, otherwise as we normally leave it in for three months prior to removing we run the risk of the newsletter ending up containing a number of "dead" ads; and consequently you will receive a number of unwanted calls. Thank you.

1985 Citroen 2CV Charleston

12/19

This has the biggest and highest output motor, the 602cc, couple with a 4 speed box, very cool shifting from the dashboard, has the disc brakes, the two-tone famous Charleston colours of red and maroon, new tyres. This is in great condition (bar a \$500-1000 fix to a drivers door scratch that we haven't fixed and have priced accordingly – maybe it doesn't bother you like it doesn't bother us) inside and out and underneath and under bonnet. Interior has been restored and mechanicals redone just before we bought it 5 years ago. Paint and glass and rubber are in good condition. The retractable roof was a bit worn and we replaced that with a brand new black factory piece specially ordered from Europe and had it fitted by a reputable auto upholsterer (Lee Bros, Albion) a few years back and is still in fabulous condition having been kept under cover since. This starts first pop every



time, has had the battery replaced in our time, stops well, runs well, steers well, cruises well. It is watertight with the new roof and the interior very nice. Under the bonnet has been fastidiously redone before our time.

Like a Kombi or an old Mini everyone loves the "deux chevaux" or "two horses" and you will get many admirers and comments when cruising. There is video via YouTube by clicking this link into your web browser.

<https://www.youtube.com/watch?v=3nhvtJrUjbE>

The car is in Brisbane and asking price is \$18,500.

Car is currently registered in Qld and VIN is VF7AZKA00KA0790017. Reg No: 967-VKV

Contact is welcome to john@edicustoms.com.au or phoning 0417 733 057



Sales and Wants

CLUB MEMBERS NOTE: SPHERE RE-GASSING SERVICE NOW AVAILABLE FOR \$25-00

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



1992 Citroen AX GTi

12/19

Citroen's first green car.

Designed for ECO 2000 – French Government/Citroen project 1981

Brief: Dover to Barcelona 'on a single tank of fuel'

DESIGN – Bertone/Citroen – Trevor Fiore – Carl Olsen

WEIGHT – 640 kg

DRAG COEFFICIENT – 0.31

FUEL – 2.7 litres /100 Km (Guiness Book of Records)

DELIVERY – Single point fuel injection

POWER – 190 bhp (75 kw -100 ps)

TOP SPEED – 119 kph

VIN- VF7ZAZW0000ZW6533

Engine No. 1FS2R751514

REGISTRATION – 1QM 2BS

Asking \$7000

Contact Andrew Hepburn: andrewh@internode.on.net

Click on the link below to see photos.

[AXGTi for sale!](#)



For sale **Restoration project a 1967 D21** , often referred to as the one to have... " *the holy grail of D's* ". This D has the sloping dash, LHM (green fluid) and BVH (hydraulic gear change).

The car is located in Adelaide and has not been driven for > 25years and as such is in need of full restoration, but its pretty much all there.



The car's details are:

Engine number: DX3160438860

Chassis Number: A43306757

Contact is welcome to email: lee.scholte@gmail.com or phoning 0407150038.

02/20



BEAUTY IS IN THE EYE OF THE BEHOLDER

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

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