

**THE**



# NEWSLETTER

*THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.*

**October 2022**

*Internet: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)*



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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

## CCC GENERAL MEETINGS

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

## CCC COMMITTEE MEETINGS

Meetings are held monthly in locations decided each month.

## CLUB BANKING DETAILS FOR SUBSCRIPTIONS

## AND PAYMENTS





Hello to all our club members and special warm welcome to our new members.

I am pleased to report that we had a great turnout at the Healey Factory which was a visit in place of the September club meeting in our rooms. I hope all that attended enjoyed it as much as I did. It included a visit to the three key areas of restoration – PANEL & PAINTING, MECHANICAL, AND DESIGN/ ASSEMBLY. It is truly marvellous what can be done to bring an old car back to better than new – the work they do is truly meticulous. While the cost of this work is most likely well beyond many of our budgets, they were very generous with the tricks and tips you need to consider to get a great outcome yourself. I know I learned a lot.

The October Annual General Meeting is coming up in October. I have already sent out an email on this, but if you would like to attend, please RSVP direct to me at [peterm@crosstrees.com.au](mailto:peterm@crosstrees.com.au). These AGM nights are always well attended by both members and their partners and we provide a BBQ meal together with desert for all those that come – please join us if you can, any dietary needs will have to be addressed in your RSVP to me

As I write this, I am crossing the Nullabor with another Citroën to add to my collection. I picked it up in Perth after having bought it sight unseen, Caveat Emptor I say as I understood it would be pristine. OH well, I just hope it gets us home with a bit of extra care.

Finally, we were hoping to get a Saturday slot for members at Motorclassica in October – they have unfortunately been very hard to lock down so at the date of writing we still do not have anything organised – for those that are interested look out for an email if we have any success

In the meantime stay well and I hope to see as many of you as I can in October. If you are a new member please come along and we will make sure you are well cared for.

Peter Moloney  
President.

### FRONT COVER

The Healy Factory visit by CCCV members.  
One of the cars for sale.

### BACK COVER

A range of models they rebuild or restore.

*The Newsletter proudly printed by Snap Printing  
Factory 2, 8 Enterprise Avenue; Berwick.  
[berwick@snap.com.au](mailto:berwick@snap.com.au)*

### 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 insurance company. The editors, authors, CCCV Inc. Committee and Members decline any responsibility for any transactions begun through contacts made in the CCCV.*

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



# NOTICE BOARD



**Club password for the month:** This has now been deleted and by simply logging on to the CCCV website: [www.Citcarclubvic.org.au](http://www.Citcarclubvic.org.au) you can view all sections including the newsletter without having to remember a monthly password.

**New Members .** CCCV welcomes the new members to our family: :- Darren Saunders, Gurmit Chadha and Peter Olerhead., also Patrick Kerwin, Simon Marshal and Kenneth Bradley White, Kate Ferguson, John and Sharon Webb. 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 now \$18.00 per litre as at 10/11/21 (see p/27 for your closest rep) Unfortunately we have had to increase this charge because of rising purchase cost to the club. It is still well below retail price.

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

## Events Calendar

2022

**Draft Activities Program**

2022

**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** Chit-Chat Tuesdays will be at Laneway Espresso Café – next door to Dromana Hotel – from 10 am onwards. This is a low-key “DIY” event for likeminded Citroen owners to meet and chat. Contact: Warwick Spinaze 0407 016 719 **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 leaving from 1/29 Everist Rd, Ocean industrial Estate. **CCOCA & CCCV coffee & chat.**

<b>Sep</b>	<b>10</b>	Tech day at Ted Cross shed.
	<b>14</b>	The Healy Factory. Book/essential.
	<b>15</b>	<u>No club night this month in lieu of our visit to the Healy Factory the previous night.</u>
<b>Oct</b>	<b>07-09</b>	Motorclassica
	<b>16</b>	French Car Festival Cruden Farm Langwarrin see p/6
	<b>20</b>	Club night, <b>AGM</b> & catered dinner in the clubrooms, <b>starting at 6.00PM</b>
<b>Nov</b>	<b>12-13</b>	Bendigo Swap Meet
	<b>17</b>	Club night
<b>Dec</b>	<b>11</b>	Combined CCOCA & CCCV Christmas Spit Roast. Frog Hollow Reserve 25 Fordham Ave, Camberwell VIC See p/7

## [AOMC NEWSLETTER](https://static1.squarespace.com/static/579ae8c9725e25911c587e32/t/62d104713c49c87bc43b2453/1657865362112/AOMC+News+156++July+++2022.pdf)

<https://static1.squarespace.com/static/579ae8c9725e25911c587e32/t/62d104713c49c87bc43b2453/1657865362112/AOMC+News+156++July+++2022.pdf>

For more details on club events contact : Dave Rogers..

### 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	Salman Chaudhry	0410 040 505
GS/GSA	Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Contact CCCV		C6	John Fedorko	0438 597384
BX	John Wyers	9787 6280			
CX/C5	Graeme McDonald	9781 1649			



# MOTOR CLASSICA 2022

**Motorclassica 2022**  
**Fri 7 – Sun 9 Oct**  
**Royal Exhibition Building, 9 Nicholson St**  
**Carlton VIC**

Sunday 16th October

**FRENCH CAR FESTIVAL**  
**CRUDEN FARM LANGWARREN**

See page 6

Thursday October 20th

**CLUB NIGHT & AGM**

**TIME 6.00PM**

**CATERED DINNER - PARTNERS WELCOMED**

**RSVP essential to Peter Moloney by October 13th.**


In your RSVP, can you please name the attendees and any dietary requirements you may have. RSVP should be to me at [peterm@crosstrees.com.au](mailto:peterm@crosstrees.com.au)





# 2022 French Car Festival

## *Cruden Farm, Langwarrin*


### SUNDAY 16TH OCTOBER



- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9.00. Judging commences at 11.00
- Display car entry \$10 (includes a garden pass wrist band for the driver). Garden passes for the passengers of display cars can be purchased for \$10 each
- General admission to Cruden Farm gardens is via the car park off Cranhaven Rd. The entrance fee is \$10

Presented by the Peugeot Car Club of Victoria in association with  
Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia



[www.pccv.org](http://www.pccv.org)  
For further details contact PCCV 0427 203 206 or Andrew Orum 0418 441 555 [aorum@gmail.com](mailto:aorum@gmail.com)

Display cars will enter through the **Mc Clelland Drive gate** located approximately 600 metres South from the Cranbourne Frankston Rd and Mc Clelland Drive intersection. You won't miss the entrance just keep your eyes out for a big red tractor flying the French Flag! If you see North Rd to the left, you have gone too far!

Milton and Noelene Grant from the Peugeot Car Club will meet you. Display vehicles arriving at the Mc Clelland Drive gate will be charged \$10.00 each. This includes one Cruden Farm Garden entry wrist band pass for the driver. Additional Cruden Farm Garden passes can be purchase for \$10.00 at the gate or from the Peugeot marquee. Passengers in display vehicles just visiting the car festival, not wanting to view the Cruden Farm gardens do not have to purchase a pass.

Visitors not displaying a vehicle please use the car park off Cranhaven Rd. Cruden Farm is run be a charitable trust. Cruden Farm charges a \$10.00 entry fee.

Melways reference 103 G6



## Combined CCOCA & CCCV Christmas Spit Roast

This year your Club will be subsidising a spit roast lunch for you to enjoy at our end of year gathering.

There will be a selection of roast meats and salads along with all the trimmings.

Dessert will also be provided.

Special Dietary Requirements will be catered for. (See Registration Form)



WHEN: Sunday 11 December 2022

TIME: 12.00pm

WHERE: Frog Hollow Reserve

25 Fordham Ave, Camberwell VIC

COST: \$10 per person

RSVP: Essential Thursday 1 December

BOOKINGS:



<https://form.jotform.com/222422874900857>



<https://form.jotform.com/222423144770853>

BRING: Tables, chairs, glasses, BYO drinks and nibbles

FURTHER INFO: Lee Dennes

[l.dennes@bigpond.net.au](mailto:l.dennes@bigpond.net.au)

# So Frenchy So Chic

Written by [Adena Maier](#) Tuesday 6 September 2022—TIMEOUT



**The fabulous Francophile festival is back this summer to serve up tunes, food, wine and joie de vivre on tap. DATE: Sun, 15 Jan 2023**

Calling all Francophiles: this annual summer party replete with French food, wine and music is celebrating its 12th anniversary next year, and you've been invited. On January 15, 2023, head to Werribee Mansion to snack on French cheeses, raise a glass of Champagne and dance the day away to a diverse line-up of French musicians.

This year, the food will be provided by some of Melbourne's finest French institutions including [Frederic Bistro](#), fromagerie [Milk the Cow](#) and [L'Hôtel Gitan](#). There will also be food stalls on site, creating an 'ambiance de marché' and selling everything from oysters and lobster rolls to crème brûlée and sweetcorn madeleines. A selection of French wines and cocktails will be available, as well as Champagne by Champagne Lanson, one of the oldest Champagne Houses.

On the music side of things, for the first time since 2020, the festival is offering a full line-up of native French performers. France's best young trending and award-winning pop artists, including **Pi Ja Ma**, **Rover**, **Kalika** and **Suzane**, are flying down for exclusive performances.

SFSC will take place on January 15 at [Werribee Park Mansion](#), and tickets are available through [the website](#). <https://www.sofrenchysochic.com/>

**Address:** Werribee Park  
Werribee South  
Melbourne 3030

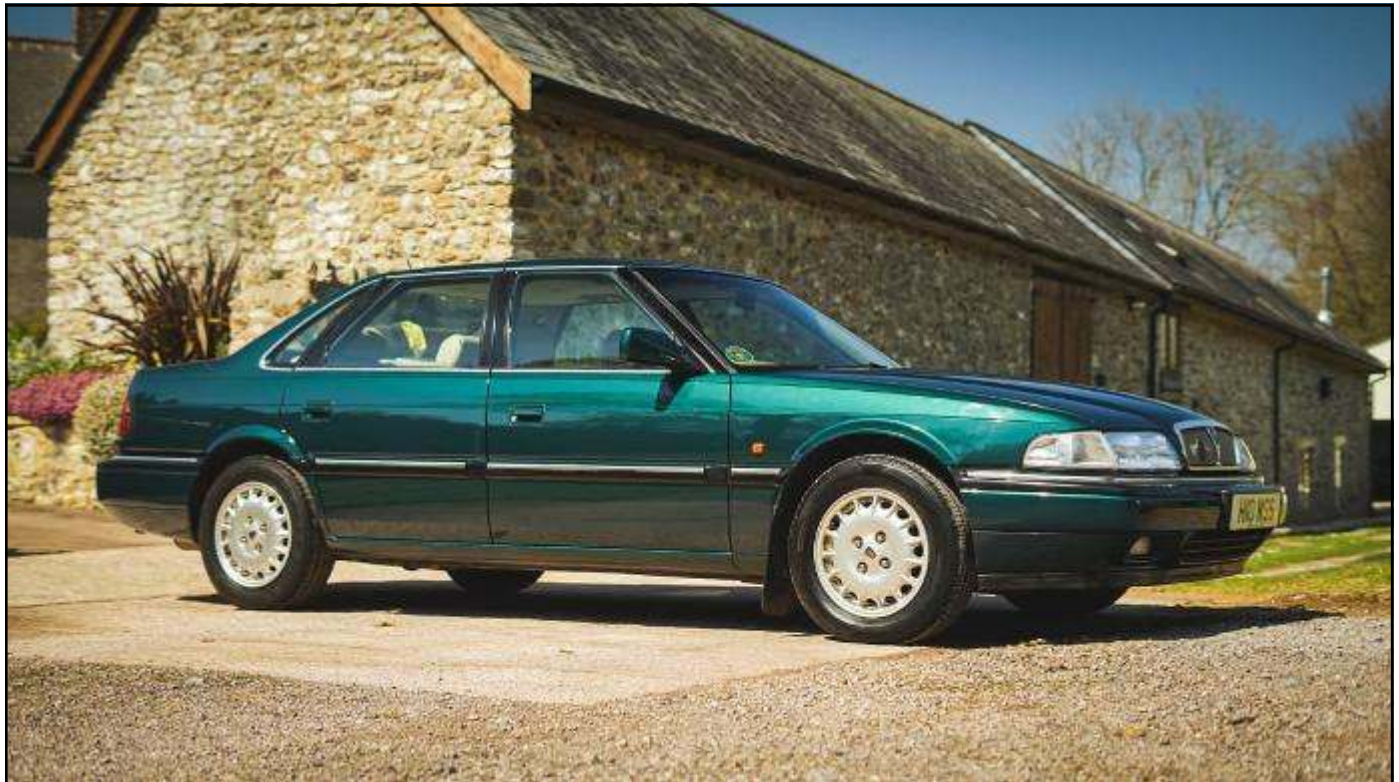
**Price:** from \$79.40  
**Opening hours:**  
Sun, 11.15am-8.30pm



# Sold! Queen Elizabeth's 1993 Rover Sterling a bargain! – UPDATE

**Sold! The 1993 Rover Sterling 827 once believed to have been owned by Queen Elizabeth II has sold for the bargain price of £6300 (A\$11k)**

[Rob Margeit](#) 10:49 09 September 2022



**UPDATE, Friday 9 September 2022:** With the news of HM Queen Elizabeth II's death today, *Drive* is revisiting a handful of stories about the Queen published over the years. Vale Her Majesty Queen Elizabeth II, 1926 – 2022.

**This article was originally published on 2 June 2022.**

*SOLD 5-June-2022 - after ten bids, the green Rover sold for £6300 (A\$11k). A royal bargain in anyone's language*

Celebrate Queen Elizabeth's Jubilee by buying her 1993 Rover Sterling  
A **1993 Rover Sterling 827** sold new to an undisclosed owner at **Buckingham Palace** – believed to be **Her Majesty Queen Elizabeth II** – is set to go under the hammer in the UK this weekend.

The car was sold by Buckingham Palace via a Royal-approved dealer to its current owner with the description “one previous lady owner”.



<https://club.autodoc.co.uk/manuals/brake-system/brake-pads/citroen>

Tackling replacement of the Brake Pads on your CITROËN will be a lot easier using the PDF instructions and video tutorials listed here. They were created by professional car mechanics. These manuals will help you deal with any issue you may encounter when changing the Brake Pads on your CITROËN. To quickly find the Brake System guide you need, simply select your car model.

Watch the video tutorial - How to replace Brake Pads in CITROËN



How to change brake pads on a car [AUTODOC TUTORIAL]  
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How to change front brake pads / front brake pad set on CITROËN C3 I (FC, FN) [TUTORIAL AUTODOC]  
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How to change front brake pads on CITROËN XSARA PICASSO (N68) [TUTORIAL AUTODOC]  
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How to change front brake pads / front brake pad set on CITROËN C1 (FM, PN) [TUTORIAL AUTODOC]  
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How to change front brake pads on CITROËN C3 II (SC) - replacement guide  
Free download PDF  
2.17 mb



**Club Citroen of SA  
17-20 March  
2023**

**2CV 75<sup>th</sup>  
Anniversary  
1948  
2023**



The River, the Lakes, the Coorong, the Hills, the Wineries, Monarto Zoo, The Bend, the clear night skies; the bustling rural town of Murray Bridge and its surroundings are well worth exploring.

The new Bridgeport Hotel in the centre of town overlooking the mighty River Murray will be the event's hub.

Our Cit-In Committee has been hard at work planning a diverse range of activities that are sure to keep you entertained!

Covid-willing, this 54th gathering of combined Australian Citroen Car Clubs will commemorate 75 years since the 2CV was launched in 1948 and continued in production until 1990 with more than 3.8 million 2CVs produced.

<https://www.clubcitroensa.org.au/cit-in-2023/>



### How to Manually Roll Up a Power Window and Get It Working Again

#### 1/ Make sure your child safety locks are off.

If the child safety lock was engaged by accident, this can prevent the window switch from working. Check to see that this isn't the case—it's a fairly common thing to happen!<sup>[1]</sup>

- If you're not sure or you can't tell, just click them on and off a few times, checking the window after each click to see if you notice anything different. If this solves the problem, just take a deep breath for now—you'll laugh about it later.

#### 2/ Try the switch on another door.

As long as the problem window is any window other than the driver's side window, there should be at least one other switch in your car that's meant to control that window.<sup>[2]</sup>

- For example, if you're using the switch on the passenger side door to roll up the passenger side window, try using the master switch on the driver's door.

#### 3/ Give the car door a good slam to get the window back on its track.

You can usually tell if a window has gone off the track—you'll hear the regulator whirring but nothing happens. Sometimes, simply slamming the door is enough to jar that window back on track where it's supposed to be.<sup>[3]</sup>

- If you can, try to slam the car door *while* pressing the switch to roll the window up.
- This can also help jolt the motor back to life if it's starting to go. It doesn't fix the motor, but it might just get that window back up.

#### 4/ Strike the centre of the door if slamming it doesn't work.

Using the palm or heel of your hand, give your door a good, hard whack. This is just another way to knock that window back onto the track so the motor can roll it up. Keep the switch pressed up while you do this. <sup>[4]</sup>

- You might also try striking along the top of the door panel next to the window. If something was stuck there, this can sometimes jar it loose.
- You might also try giving the door a firm whack roughly where the window motor is located (it's usually near the bottom). If the motor's sluggish, that can sometimes do the trick to get it moving.

<https://www.wikihow.com/Manually-Roll-Up-a-Power-Window>

#### 5/ Grip the window between your palms and slide it up.

Stand at the end of the open door and place one palm on the outside of the window and the other palm facing it on the inside of the window. Pressing the glass firmly between your palms, slowly move your hands up to raise the window.<sup>[5]</sup>

- If there's not much of the window sticking up, try to pull it up a little with your fingers so you can get your palms on it.
- Move very slowly and be careful—if the motor engages and the window starts moving on its own, you could end up with some smashed fingers!

#### Repairing a Stuck Power Window

##### 1/ Pop out dents in your door that are keeping the window from moving.

A small dent in the wrong place might be putting pressure on your window. You can usually [pop a small dent out yourself](#). The impact also could have knocked the window off its track so the motor can't move it.<sup>[7]</sup>

- To get your window back on its track, try slamming the car door while holding the window switch in the "up" position. If that doesn't work, you might have to take the door panel off so you can slot it back into place.

##### 2/ Replace a blown fuse if none of your windows are working.<sup>[8]</sup>

The fuse box is usually behind a little panel accessible from the driver's side of the car. Your car's manual has a diagram that tells you which fuse is for what. Open the panel door and inspect the fuse associated with your windows—if the wire element is melted or burned, it's blown. Head to your local auto parts store and you can usually [replace it](#) for a few dollars.<sup>[9]</sup>

- Fuses are super easy to replace. Just pop the old one out, stick the new one back in, and you're good to go. This is *not* something you need to call a mechanic for.

##### 3/ Try a hard battery reset to reset your electrical system.

Disconnect the negative lead first, then the positive lead. Remove the battery from your car completely and set it to the side. Then, clamp the positive and negative leads together. Keep them in constant contact for at least 30 minutes. Separate the leads and [re-install your battery](#). This resets your electronic system and might resolve your window issue.<sup>[10]</sup>

- Since the leads were originally clamped to your battery, they should clamp to each other just fine. If they're too short to reach, you can use jumper cables as a sort of extension cord.

Always remove your battery completely from your car. If you simply disconnect it but leave it in place, the battery leads could slip and touch the battery, frying your system.



# FLORENCE THOMSON *Tour*

**FRIDAY 28<sup>th</sup> - SUNDAY 30<sup>th</sup>  
APRIL 2023**

Based around Wangaratta

Is proudly brought to you by the  
Association of Motoring Clubs (AOMC) on behalf of the RACV

To celebrate the pioneering spirit and  
contribution of Women to Australian motoring

*So, Ladies, please put the date in your diary so you don't miss out*

Enquiries to  
[florencethomsontour@gmail.com](mailto:florencethomsontour@gmail.com)







CCCV visited The Healey Factory in September, and this was one of the many cars currently available for sale.



Designed by Leonardo Fioravanti of Pininfarina to both replace the 206/246 Dino (of his design) and sit alongside Bertone's 308 GT4 the Ferrari 308 GTB was Introduced at the 1975 Paris Motor Show, with the 308 GTS to follow two years later at the Frankfurt Motor Show.



**The Factory**  
**CAR SPECIALISTS**



Although our reputation for Concours quality restoration is widely known, there is much more to the restoration side of our business than just trophy winning cars.



The chassis, sub frame, panel repair and fit up department has extensive body working equipment, tig, mig and oxy welding facilities and specific jigs and templates for body related components.

# 2CV MAINTENANCE

By Graeme Dennes


## Revision 9

### Recommended Annual Service Steps:

1. Set valve clearances when engine is cold to 0.2mm.
2. Change spark plugs, but only when engine is cold. Set gap to 0.7mm.
3. Change engine oil and oil filter.
4. Change fuel filter.
5. Clean carburettor small mesh filter. Ensure not damaged. (Don't damage it when refitting!)
6. Clean air filter 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. The foam element is simply the carrier for the oil. Clean more often depending on conditions.
7. Grease kingpins, drive shafts and knife edges with a high-shock-loading grease such as Castrol Spheerol LMM. Grease with the wheels off the ground. You may choose to grease kingpins more than once per year depending upon kilometres driven and road types driven on.
8. If points are fitted, set points gap or dwell angle, then set timing with a strobe timing light and tachometer at 800–850 RPM. Easiest of all? Install electronic ignition, set the timing once then promptly forget all about it! This increases engine reliability and removes a maintenance task!
9. When engine has warmed up, adjust idle speed and idle mixture at 800–850 RPM and a smooth idle.
10. Adjust handbrake for five “clicks” when fully activated. More follows.
11. Check/set vehicle height. More follows.
12. Check clutch cable is correctly adjusted. Set for 1 to 2 mm of “looseness” of adjuster.
13. Check throttle cable is correctly adjusted.
14. Check choke cable is correctly adjusted and choke plate is fully “off” when the choke is pushed fully in.
15. Disconnect, thoroughly clean and reconnect all cabling at the battery terminals. Ensure battery, posts, terminals, battery tray and firewall areas are clean of corrosion.
16. Ensure starter motor and alternator wiring connections are clean and tight.
17. Inspect the integrity and security of the fuel line components between the fuel tank and the carburettor. Rubber hoses should be soft and pliable. If a rubber hose shows signs of wear, stiffening, cracking or splitting, replace it urgently. Use fuel hose with an inside diameter of 5.5 mm (7/32"). Use hose clips which do not damage the rubber, such as ABA Mini 12/9W4.
18. Ensure the engine's air tubes are correctly positioned and supported. You don't want them coming into contact with hot exhaust components.
19. Inspect the integrity of the three engine/gearbox mounts – two at the front of the engine below the fan cowling and one at the rear of the gearbox. These are critical to safety and any wear or looseness should be addressed immediately!

### Other Recommended Service Steps:

1. If points are fitted, replace points and capacitor every two years.
2. Change gearbox oil every two years.
3. If your 2CV has drum brakes at the front, replace the DOT brake fluid every two years, being that DOT fluid is hygroscopic.

- 
4. If your 2CV has disc brakes at the front, replace the LHM brake fluid every three years.  
LHM fluid is not hygroscopic.
  5. Replace spark plug leads every three years. Treat them gently!
  6. Adjust drum brakes every three years.
  7. Replace all rubber fuel hoses every five years. Include the fuel tank hose.
  8. Replace fuel pump diaphragm every five years.
  9. Replace the grease in the steering track-rod end ball joints every five years with a high-shock-loading grease such as Castrol Spheerol LMM. More follows.

## OTHER MAINTENANCE ITEMS

1. When the heater temperature control lever is in the Cold position, hot air may still make its way into the cabin through the air vents 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 make for very uncomfortable travel 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 vents to close them off. Job done.

WARNING: If you do fit the rubber bungs, NEVER move the temperature control lever from the full Cold position while the engine is operating. Doing so will reduce the air flow through the engine cowling and the engine heads and barrels, causing the engine to overheat and potentially destroy itself. In fact, at the full Hot position, when all the engine air flow would normally be directed into the cabin, then if the rubber bungs are in place, there will be NO, repeat NO air flowing over the engine barrels and heads to cool the engine. It will only be a short time before the engine seriously overheats and very likely seizes. The writer's hugely technical 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! The 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 retainers and don't peen the bearing retainers into the hub assemblies! You may have great difficulty removing them next time.

3. Handbrake adjustment. Citroen states that when the handbrake is correctly adjusted, both front wheels should begin to tighten when the handbrake is activated to the third audible click and both brakes should be locked at the fifth audible click. The handbrake should not pull out more than five clicks. If it pulls out more than five clicks, the handbrake is in danger of being withdrawn too far, when it will require mechanical intervention for its release to enable you to drive off!

If it pulls out less than five clicks, there may still be tension on handbrake components when the handbrake is off, creating unnecessary wear. Five clicks is the magic number! No more, no less.





## Adjusting the Handbrake on Disc-Brake Models:

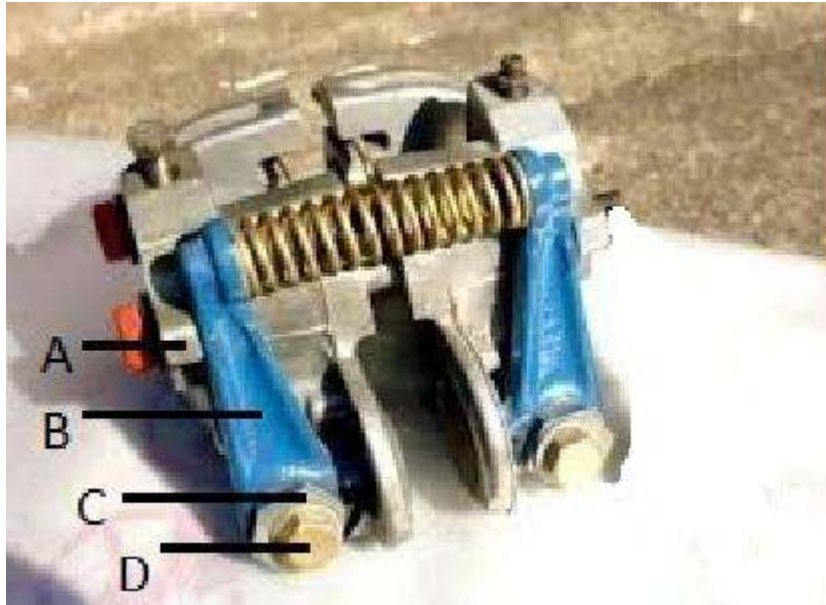


Photo 12 above shows a 2CV disc brake calliper and:

- A: Actuating arm end stop (x2)
- B: Actuating arm (x2)
- C: Eccentric cam (x2)
- D: Eccentric cam lock bolt (x2)




Photo 13 above shows the tool for adjusting the handbrake eccentrics.

The handbrake adjustment is done in five stages, based on Citroen's advice. Like many such adjustments, it's more complex to describe than it is to demonstrate!

Stage 1: Initial steps:

1. Chock the rear wheels.
2. Place the gear lever in Neutral.
3. Release the handbrake.
4. Lift the front of the chassis so both front wheels are off the ground. Fit jack stands.



Stage 2: Do for each calliper:

1. Loosen the locking nut and adjustment nut on the brake cable adjuster to remove all tension on the cable. The adjuster and cable should be loose.
2. Loosen the two eccentric lock bolts about one quarter turn each, just enough to allow the eccentrics to be turned with the adjusting tool. (We want minimum looseness here).

Stage 3: Do for each calliper:

3. Adjust the eccentrics in turn so each handbrake pad produces a slight drag on the brake disc when the wheel is rotated by hand while turning the eccentric adjusting tool inwards towards the disc with the disc at its highest runout position (i.e., with the disc at a position nearest to the pad being adjusted).
4. Adjust the brake cable adjuster so there is 1 mm of clearance between one of the actuating arms and its end stop (doesn't matter which actuating arm). This is to ensure all slackness in the handbrake cable is removed.
5. Repeat steps 3 and 4 until both adjustments are correct.

Stage 4: Check the handbrake:

6. Apply and release the handbrake 5-6 times, pulling out a maximum of six clicks.
7. If the handbrake pulls out more than five clicks (don't pull it out more than six!), repeat from Stage 3, adjusting the eccentrics to add slightly more pressure on the handbrake pads, so the wheel feels slightly tighter to turn by hand. If it pulls out less than five clicks, repeat from Stage 3, adjusting the eccentrics for slightly less pressure on the handbrake pads so the wheel turns a little easier. If it pulls out five clicks maximum, continue to Stage 5.

Stage 5: Final steps:

8. For each calliper, using the eccentrics adjusting tool, hold each eccentric stationary while carefully tightening the eccentric lock bolts. Ensure the eccentrics do not turn. If the eccentrics turn by even the slightest amount, you will need to repeat from Stage 3. A small smear of copper grease on the outer face of the eccentrics (under the head of the lock bolts) will often assist the tightening process.
9. For each calliper, tighten the outer (locking) nut on the cable adjuster.
10. The lengths of the exposed cable adjuster threads on the two callipers should be within 5mm of each other.
11. With the handbrake out three clicks, the front wheels should be firm to turn.
12. With it out five clicks, both front wheels should be solidly locked.
13. All done!

To summarise, with 1 mm of clearance between one of the actuating arms and its end stop on each calliper, the handbrake should pull out a maximum of five clicks (not more and not less), when both front wheels should be solidly locked.

4. Never over tighten the idle mixture adjustment screw (on the front of the carburettor).

See Photo 1. 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 rotational force to the screwdriver blade with two fingers to alter the idle mixture adjustment screw, so in case it does reach the seat, it will only just touch the seat and you will feel it without causing damage.



A suggestion. Prior to making any adjustment to the idle mixture screw, it may assist to know how many turns it is currently screwed out (counter-clockwise) from its seat, so you can always return it to its present position.

To do this, record the number of clockwise turns required to position the idle mixture screw to where it just contacts its seat. It may be, for example, three and one quarter turns. Record this number. Then turn the idle mixture screw counter-clockwise by this same number of turns to return it back to its start setting.

You may also wish 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, a fibre and a metal washer. It may have a small plastic removable cover over it.

5. If you find your 2CV gear changes aren't smooth, positive and clean, the problem is highly likely to be caused by the incorrect positioning of the gear lever actuating arm on the gearbox gear change fitting, which affects the positioning of the gear lever shaft in the gear lever tube. (Whew!!) The operating position of the gear lever shaft in the gear lever tube is adjustable and is controlled by a small bolt and nut at the bottom of the gear lever actuating arm, just above the rubber dust cap. There is a knurled ring on the chromed gear lever shaft. With the gearbox in neutral, the knurled ring should be just fully visible at the front edge of the gear lever tube. If it's not, loosen the small bolt, then adjust the position of the gear lever shaft so the knurled ring is correctly positioned when in neutral, then tighten the bolt.

The knurled ring in that position is also convenient confirmation that the gearbox is in neutral.

6. Ensure fuse end caps and fuse holders are spotlessly clean to provide a sound electrical connection. Ensure the fuse holder clips have a solid grip on the fuses, i.e. the fuses should not be loose. Bend the fuse holder clips slightly inwards if necessary. If a fuse holder clip show corrosion or burns, a repair will be needed. If the fuse end caps are loose or show corrosion or burns, replace the fuses.

We need to achieve very low-resistance connections here to prevent electrical problems. Spraying the contact surfaces with a deoxidising cleaner such as DeoxIT D5 greatly assists conductivity.

7. Ensure all chassis grounded electrical wiring connectors are 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!

You are dealing with an old car. Again, DeoxIT D5 greatly assists by removing the oxidation and corrosion product



←

8. Ensure all “bullet” electrical connectors, such as those used for the headlight wiring, are pulled apart, thoroughly brushed clean, the sockets pinched slightly tighter and then the two parts reconnected. You may choose to repeat the cleaning task every couple of years. It only takes a few minutes. Again, spray with DeoxIT D5 to improve the conductivity.

The “bullet” connections at the rear of the ignition switch and behind the instrument panel don’t seem to require as much cleaning, no doubt because they are not in the engine bay where heat, dirt, moisture and airborne contaminants are the norm.

From an electronics engineer’s perspective, these are poorly designed connectors for the task. Although the contact (surface) area is adequate, the spring force between the two contact faces is insufficient to ensure a good, low-resistance connection is achieved and maintained over time, so surface oxidation and surface corrosion are the norms for the 2CV, increasing the resistance of the connections over time. Many 2CV electrical problems can be traced back to the electrical connectors and their poor design.

9. If the fuel pump is removed, check the flatness of the two faces of the thick fibre spacer block beneath the pump by rubbing the faces on a flat piece of light sanding paper. We want the pump to be drawn down tight without cracking the fibre spacer and we achieve this by ensuring both faces of the fibre block are dead flat. Refit the spacer block with a gasket on each side. When refitting the fuel pump, firstly rotate the crankshaft by hand to where the fuel pump pushrod is at the bottom of its travel, minimising its visible length. This is to prevent the pushrod being bent when the fuel pump bolts are later tightened. Should the pushrod be bent in this manner, you may find it impossible to withdraw the damaged pushrod and it may require an engine disassembly to remove it from inside the crankcase. Ouch!!!!

10. If your 2CV is fitted with a 123 Ignition unit, its manufacturer advises the unit can be made completely waterproof by applying silicon sealant around the inner and outer edges of the circuit board, the edges of the LED and around the wires where they exit from the unit. With this done, you’ll be able to drive your 2CV through those six feet deep RAID water crossings. Um, well, perhaps not quite that deep...!

11. To remove the brake master cylinder fluid reservoir, roll it sideways then lift it up and out. Don’t attempt to remove it vertically else damage to the reservoir may occur. While it’s removed, give it a thorough cleaning inside and out.

To refit the reservoir, firstly fit new reservoir rubber seals in the master cylinder (LHM or DOT type as applicable). Then apply a little brake fluid to the top and inside of the new seals and to the spigots on the bottom of the reservoir.

Then roll the reservoir from the side while also pressing it down and in, then position it vertically, ensuring the spigots are fully seated and locked in place by the seals. Fill up with the type of brake fluid required (LHM or DOT) and bleed the brakes, expelling all the old fluid and air bubbles until the new fluid appears at all three bleed nipples.

Top up the reservoir

## For Sale 1985 cx 2500 gti auto plus

7/22

Vin VF7MANG0002NG2808.

On club reg.

Body and interior very good

Front passenger seat squab needs recovering. Good sheepskins fitted.

Door cards excellent. Small superficial rust in one corner of bonnet. No structural rust noted.

Motor is very good..

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It has great towbar with electrics and I purchased original Cibie Oscars and Iodies to fit.

Was completing an electrical tidy up when auto decided to not engage forward gears.

The diagnosis varies from being inexpensive electrical to expensive mechanical.

I favour the first as it happened 'out of the blue' at home.

It still requires completion of cabin electrical work and 'voila' a great car.

But I am exhausted with too many classic car irons in the fire and I would like it to go to a good Citroen home.

### Recent work

Injectors serviced

New 'posh' plugs and leads.

New brakes [rotors and discs]

New electric water pump

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### Spares

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Spheres

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Member Colin Bates has a large, "inherited", inventory of miscellaneous spare parts and tools (general automotive, not specifically Citroën) which he has kindly offered to make available to CCCV members free of charge. The inventory can be viewed by clicking on the link following:

[http://citcarclubvic.org.au/wp-content/uploads/2022/07/Spare-parts-inventory\\_Bates\\_July\\_2022.pdf](http://citcarclubvic.org.au/wp-content/uploads/2022/07/Spare-parts-inventory_Bates_July_2022.pdf)

If you are interested in any item(s) on the inventory list please contact Colin on 9822 2864. Items will be for pick up from Glen Iris.

8./22

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09/22

Member Darren Saunders is wanting to buy a Citroën Ami berline. In relation to the this wanting to purchase Darren comments:

I am essentially looking to be first in mind of anyone who is looking to sell one of these vehicles, whenever that may be. I already own a NSU and a Lightburn, which cars exist in similar low numbers to Ami's and which I acquired in much the same way.

I am not terribly fussed about colours etc., though I'm looking mainly at the earlier models. I am not particularly seeking a concours example, but not hugely keen on a project either. I am principally looking for an example that I can drive straight away, as I very much enjoy getting my classics out on the road. The only non-negotiable is the berline body style.

If you have a vehicle that may fit Darren's requirements which you are considering selling, or if you have knowledge of any such vehicle anywhere in Australia that might be for sale now, or sometime in the future, Darren would love to hear from you. You can contact **Darren on 0412 260 373, by SMS ini-**

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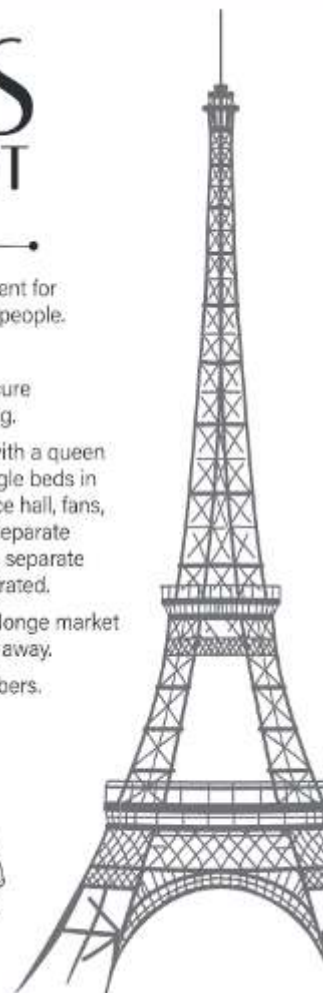
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ph 0404211223 [mrpdwhite9@hotmail.com](mailto:mrpdwhite9@hotmail.com)

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Citroen C5: Sedan, Wagon, or Hatch.

Contact: Richard Ward: 0417 316 060

## Wanted.

10/22

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