



What a great idea! A friend called me and told me that he would like to start a small sightseeing Tour in 2CV, through the Ruhr Metropolis (Ruhr is a polycentric urban area in North Rhine-Westphalia, Germany). Only with some close friends, in order to show us the most beautiful sides of the Ruhr area. Date: 14th July - a really great date for Francophile, as 14th July is known to be the French National Day. The friend who invited us is French, but is being living in the Ruhr area for more than 20 years. Pretty interesting - a Frenchman showing us, North Germans the good old German industrial region. Since my wife, unfortunately could not accompany me on that day, I invited a friend of mine - without any 2CV experience! - on the tour. In the year 2018, we had a wonderful summer in Northern Germany. Since the middle of April, hardly no rain and temperatures like in southern France. July 14 2018 was the day before France won the Soccer World Cup. It was still cool, but

the sun was shining and we were heading to Dortmund. As we arrived there, we all drove through the main area in the cities. From a great industrial museum to the next highlight. Stop and Go, sometimes fast, sometimes slow. The French guy was accompanied by his family in his "new" 2CV - he hadn't had any since over 20 years. Full of pride and joy on the road in his car, he caught very quick, a sunburn, because he hadn't noticed the heat in the wind - yes, driving a 2Cv = driving a convertible! By coincidence, we were in a blue, a white and a red 2CV with us. Got it: Yes, French national flag! So we quickly parked the cars accordingly. Ready, a small break with an ice cream, and off, we go. But, oh oh, now the 2cv didn't start anymore. Such a crap! Fortunately, we had some experts among us - there were a few experts - to be precise - two - and they knew how to handle in those cases. Wait and start again after 30 minutes. It worked! It was a hot day, with over 30°C.

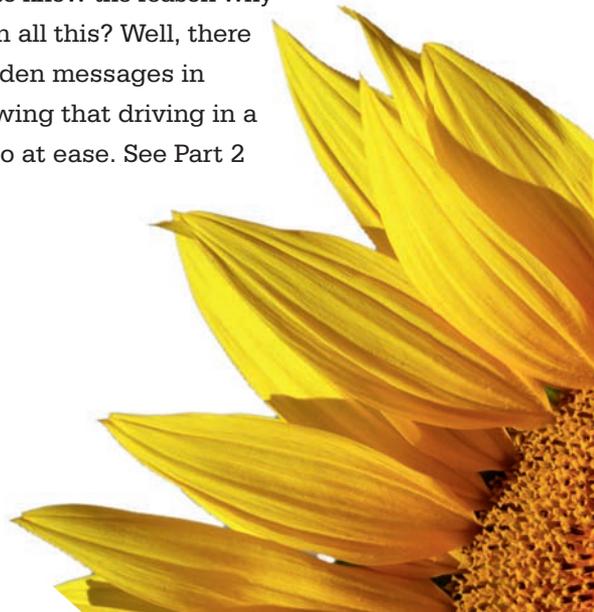


Summertime

Part 1

Now the second 2cv started to stutter and puff a bit. At the next stop, the experienced driver explained: "Oh nooooo, it occurred that there was only regular gasoline at the filling station and no super plus fuel. Petrol with ethanol is not ideal for the 2cv. Yes, we nodded knowingly and looked for the right material for the car. My co-driver quickly got used to the 2CV adventure and visibly enjoyed the sun sail. After having almost pinched her fingers while trying to close the side windows for the first time, it worked very good later and she enjoyed the automatic closing mechanism of the side windows. Thanks to the ventilation shutter, we could regulate the aeration via our driving speed; motivating us to drive a bit faster, where possible. The two little boys, 8 and 9 years old, accordingly were also very amused on the tour. Although the two were sitting in the first vehicle ahead, we could hear them laughing. They jumped joyfully on the back seat, waving each and everyone at every red-lights. This situation reminded me of

the article, I read in the newspapers few hours ago during breakfast, about safety on playgrounds and the new trend that children got to wear a helmet on the playgrounds! Seriously?!! At the end of the tour, we had a nice barbecue in the evening and after meal, we got back on the road on our way home - with music. It was a comfortable drive, back home in the dusk. After 16 hours, we were exhausted, but arrived back home highly satisfied. Do you want to know the reason why I have written all this? Well, there are many hidden messages in the text, showing that driving in a 2CV can be so at ease. See Part 2





Summertime

Part 2

In the past, driving a 2CV required a certain general knowledge, which is today unfortunately forgotten or there are now solutions to the problem. Anyway, here are some tips from us to make driving much pleasant and avoiding some technical problems.

- 1)** Never reverse too fast with a 2CV6. The locknut of the switching shaft is only secured with centre punch on the 2CV. When reversing quickly, the nut can be loosened and could blocked the gearbox. We talked about that also on our "Explorer Tour in Ruhr! By the way: I've been driving in 2CV over 30 years and I never had the gearbox blocked. So, it is worth taking your time while being on the road in a 2CV.
- 2)** EP80 is indeed the right oil for the gearbox. Even though, it is not common, you can still get it.
- 3)** Lubrication. Buy a grease gun and lubricate the kingpin regularly, at least twice a year. It lasts only 3 minutes, but prevents major repairs. If not lubricated, even the radius arms can swing out at the front. For the moment, there are no new one on the market.
- 4)** The engine requires the right oil. 20W50 is our choice. If your engine leaks a lot, please change the oil to 20W50 first. After that, it should gets better. If it still leaks, please also replace the oil

filler neck. This contains the engine ventilation. Over the years and via Hightech oils, the valve swells up. The pressure cannot escape then into the air filter. And if there is overpressure in the engine, the oil wants to go out. Result: Engine leaks. Many engines have already been completely sealed, but the right oil and the oil filler neck would have been the simple solution.

- 5)** The ignition coil of the 2CV is unfortunately somewhat fragile. In most cases, misfiring and bad start up with warm engine, are the reason for that. Therefore, I convert all my 2CV to an electronic ignition system. By the way: If the original ignition coil is installed, the ignition shall not be on for longer than 2-3 minutes. If the ignition coils is continuously on, this can damage the coil. If you are lucky, the vehicle only stutters once in a while. However, if the ignition was on, longer than 3 minutes, it might happen that the 2CV wouldn't start.

- 6)** Only refuel Super Plus petrol as it is without ethanol. The 2CV doesn't really like ethanol in petrol at all. Even the regular gasoline contains ethanol!

- 7)** Always keep a bulb replacement box in your car. Normal light bulbs are already scarce goods and outrageously expensive at filling stations. In couple of years, they might be no more avail-



able. A V-belt in the trunk does not harm neither.

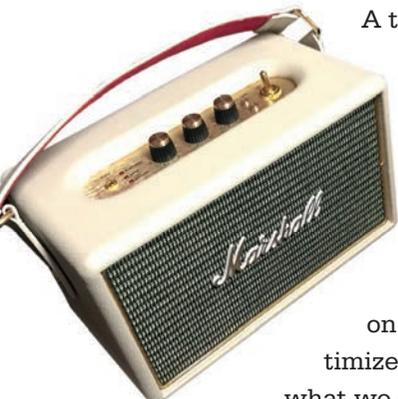
8) Heating: A 2CV heats well if the heating flaps are adjusted properly and the heating hoses are in good condition. Another tip: The heating hose is directly at the bottom of the legroom (passenger side). A small plate is mounted at the outlet to direct the air to the left and right. I always remove the metal sheet, thus allowing my companion having warm feet. It is indeed very comfortable, specially while driving at night.

9) A sun sail is a good investment. Without the sunglasses and the hat, you can still enjoy the sunny weather without catching a sun burn. Believe me, every convertible driver envies you, specially on really hot summer days.

10) Radio: I no longer install any radio in my vintage cars. Thanks to the modern technology, one can connect battery boxes to the mobile phone via Bluetooth or cable, avoiding you the tangled cables with radio and loudspeakers. And, the Bluetooth boxes are pretty good with a harmonious sound. I, personally use Marshal-Kilburn; Retro design with great sound and long-life battery See photo! However, my wife immediately took it. And uses it on terrace. Not bad either.

11) Buy another Marshall for the car!

12) Take your time. The 2CV is a lifetime bon vivant. It's not a mean of getting from A to B as fast as possible.



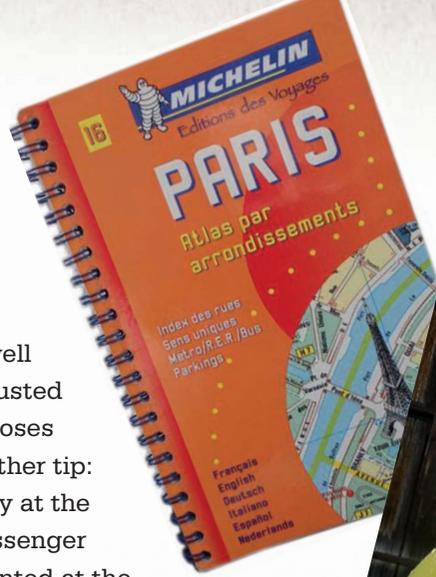
13) Simply drive to C.

14) A really good road map belongs in every car.

The Navigation system directs you, in most cases on the fastest route in a time-optimized manner. But, that's exactly

what we do not want to. Therefore:

Such a folding Navigation (map) shows you completely different routes. Bon voyage!



Last tip:

I always collect the oil slips (which you get with each order) in a bag in the car. So I always have an overview of each inspection accordingly. And the bag also protects these important notes from water and dirt.

