

Feb 2024

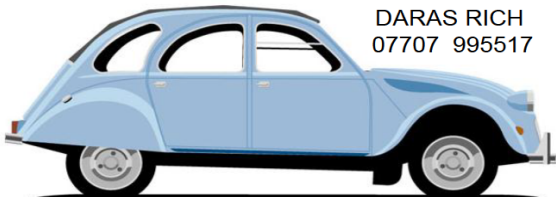
Les Slimes



South Downs Escargots February 15 from 19.30 The Red Lion Ashington (just off the A24)

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Member group of 2cvGB Articles and 2cv news always welcome.
Please send copy and pics to John Chaplin (biker1@btinternet.com)

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Not the Christmas Party Gathering at the Red Lion



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Both well travelled !!!



Just happened to pitch
up on the day and to
their delight found us !!

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Like many of us I have collected numerous 2cv light switches over the years. I have at least six in my 'might be useful one day' box, none of which work in all switch positions. I have always run on 100W halogen headlamp bulbs and assumed the regular failure of the switches was an occupational hazard of not using a relay to cope with the extra current. I had tried cleaning up the brass ferrules on the rotating part of the switches at various times, even though no burn marks were apparent, but this only seemed to solve the problems temporarily - and I now realise coincidentally too!

1. When the switch is rotated to the first position (dipped-beam and side-lights or side-lights only) and the lever is pulled towards you, the side-lights don't come on. Not usually a disaster as you are probably driving in twilight and can quickly flick back to the dipped beam position.

2. When the switch is rotated to the second position (dipped-beam and side-lights or main-beam and side-lights) and the lever is pulled towards you, both the side-lights and main beam fail to come on leaving you with no lights at all. Much more dangerous as you are now almost certainly driving in the dark and although flicking back to dipped beam usually works, for those few seconds you have been driving completely blind

When my latest switch failed I had run

[illegible]

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out of useable spare ones, so I was forced into investigating what actually went on inside the faulty switches. I made up a simple testing jig by cutting an access hole in the top of a switch which had a broken casing anyway (see *photo*). This enabled me to see exactly what was connected to what at each switch position and what happened when the lever was moved backwards and forwards.

Substituting the innards of a faulty switch into my 'jig' it seemed that the three springy contacts I could see were following the brass ferrule correctly, but a meter confirmed that there was no feed to the main-beam or side-light terminals with the stalk pulled up. Only when I turned the switch over did I realise there was a fourth contact tucked underneath and sure enough (as you can see in the second photo) when I held it up to the light I could see fresh air between the contact and the ferrule. Yesssss!! One of those rare 'Eureka' moments. Turns out that this contact is the main feed into the

switch and with a gap there nothing can possibly come out.

From then on the cure was easy. Quick tweak of the springy bit with the long-nose pliers, problem sorted and three months later it is still working fine – as are the other five switches that have come out of hibernation. If you are going to attempt this yourself it is worth bearing in mind that I did it off the car and you don't actually need to make a jig to do the repair. It would also be possible to do it in situ but make sure you disconnect the battery – long-nosed pliers in amongst live electrics are not a good idea.

Tony White – Les Fils de Vitesse

The usual disclaimer applies about any work you do being at entirely your own risk. What follows is a collection of my observations and a description of the work I have carried out.

