



max AT AUTO NURSERY

The smart money was at Auto Nursery for a technical evening for CCOCA cognoscenti on Wednesday 27 August. The two topics explored were: a new, easier technique for re-gassing suspension spheres on hydro-pneumatic Citroëns; and the availability of the Lomax kits in Australia to create exciting sportscars based on the 2CV chassis and mechanicals. Guy Nauvaud who, with his wife Janine, is proprietor of Auto Nursery - and potential new CCOCA members - made the technical presentations.

The pressure of compressed nitrogen above the flexible diaphragm in suspension spheres varies, with model and application, between 25 and 70bars. Guy pointed out that a new sphere, charged at 70bars [about 70 atmospheres or roughly 1,000psi], will go down to 45bars in about two years, or roughly 30,000kms.

From perhaps 2 to 4 years [say 50,000kms] pressure will drop to 15bars and re-gassing is definitely necessary. Below 15bars [10 for an accumulator sphere], it is too late and the sphere cannot be re-gassed. In the normal method of re-gassing spheres, the sphere is removed from the vehicle. Indicative prices might be: re-gassing, \$25 each, plus if necessary removal and refitting, travel to site, etc. - all up maybe \$40 each.

The new technique involves fitting a special re-charging valve to each sphere.

This process then enables sphere pressures to be checked without removal from the vehicle [very re-assuring to prevent sphere damage and expensive replacement], with re-gassing as necessary.

The special valves from Auto Nursery cost under \$30; D-series cars are \$29 per valve and BX, CX and G-series are \$28 each. Checking and re-gassing is then \$35 per sphere.

Bill Graham, reporter at large

