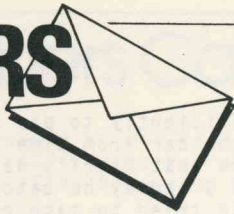


# LETTERS



Dear John,

just after my arrival in Townsville from Hobart, being full of Citroen enthusiasm, having only a few months before having taken delivery of the ex-Robert Bakker L 15 (albeit the car having been stored for nearly two years - something going horribly wrong with the F.W.D. the day before it was due to drive to Townsville) I decided to make enquiries as to the whereabouts of any other Tractions in North Queensland. By various letters, etc., I learnt that one had been seen on Magnetic Island some years previously, and after two trips to the island (Magnetic being a half hour ferry trip from Townsville) I was first of all able to confirm its existence and then to find the owner.

Mrs. Joan Bacon is the brave owner of a Big 15 big boot - Type 11C, Chassis No. 9-535011, brave because of the struggle she has endured just to keep the Citroen running in the mechanical vacuum of Magnetic Island and indeed general Citroen ignorance in North Queensland. She has stories to tell of the local service station owner "reconditioning the front wheel drive" and charging for new universals all round - something that beat me and all the skilled Tasmanian workforce at the E.Z. Co's major mechanical workshop. Also, "The "Respray" with brushed on house-paint, and the "re-chroming" of the bumper bars with a can of silver frost! Despite these sorts of privations the car does go, albeit with a maximum speed of about 20 mph due to a dire need of new rings. Joan sensibly stocked up on spares quite a few years ago and still has enough to see her through for a few years yet. The car is "rough" but more importantly is still daily transport. It was bought by Joan's father from Commonwealth Motors in December 1955, and must be one of the few one owner Citroens left in Australia and perhaps too, the Tracton farthest north.

It was Joan too that had a chap tell her about his Citroen roadster, no hesitation, that he had in North Queensland and drove to Hughenden a long time ago now and left it on the station he worked on. He has since died, but we are making enquiries and I, in my role as announcer with the A.B.C. Radio have, on occasions broadcast for any information as to its whereabouts, 4HU Hughenden being one of our regional stations, and will obviously let you know of any developments. Also have heard a rumour of a Light 15 rotting in a paddock near Cairns - Tractoning is alive and well in the far North!

Chris Wisbey.

Dear John,

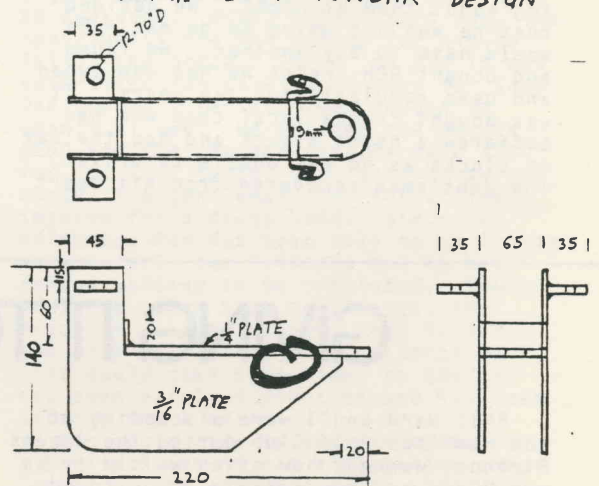
I am enclosing drawings of my towbar design. I have used this design successfully for many years without problems or modification. Its beauty is that with it off, you cannot see the car has one. The extra strut welded in the rear bumper stays reinforces the supports as well.

I take no responsibility for others' welding but I have jumped 120 lbs. on it without deflecting the tongue. I have the plug on an angle so that it is not readily visible. I did the plans and a student in my class did the isometric drawing. Neat and effective. The bumper supports are more than ample to support the towbar.

Cheers,

Jeff Harris

## LARGE BOOT TOWBAR DESIGN



APPROX  $\frac{1}{4}$  FULL SIZE

