

Dear Sir,

In defence of the 'near enough' restorer, I feel that I must make these points.

Many restorers of old cars are often doing their first restoration, and often fall into traps that await the unwary, or are lacking the advice or technical gifts to achieve a quality restoration.

These people are at least attempting to preserve an old car (not necessarily a Citroen) and should be commended for their efforts. Other restorers are doing the best they can, with the limited resources they have available. This often explains the home paint job that either crazes or is full of dry peel, and the rock, mop and bog job on the panels.

Perhaps members of this club who have facilities and expertise (not the trade members, as I do not believe they should give away their means of living) should make themselves available to budding restorer members purely for the joy of seeing another Citroen back on the road.

Incidentally, there are many 'near enough' jobs done by the rodding fraternity as well.

One practice I do however decry is that of the 'fast buck' restorer(?) who patches his car for immediate sale at a price not far away from that of a genuine restoration. This dishonesty should be stopped.

Yours,
Gerry Propsting.

Dear Sir,

I read with great interest the article Mark wrote concerning Citroens in Australia and their identification. I would like to shed some light on the Commercial ('e' only in French). A query was made as to the existence of the post-war version in Australia. I can affirm that it did.

Late in 1970, I saw one parked in Riversdale Road, Surrey Hills. It was the large boot model, and as the Family 9 was only produced with this feature during 1955 by the Slough works, I feel fairly safe in assuming that this was the production year of this car. (Unfortunately I did not make a habit of collecting production numbers then – perhaps I should have.)

The car may have been a post-factory conversion, but I am sure this is not the case. The trim was too original and well fitting to have been disturbed. Incidentally the trim was of course totally English and therefore it could not have been a RHD conversion of a Paris car.

The differences between the rear seat back and that of the standard family version also rule out the possibility of a post factory conversion. The seat was much thinner and did not possess a rear arm-rest. This enabled the seat to be folded flat when the other section had been moved forward onto the rear floor, thus making it a very useable Station Wagon.

As in the Paris version, the bootlid hinged above the rear window and lifted in one piece. The car appeared to be in good condition, colour black, and interior red. You can imagine how disappointed we were when we found the car some three years later, devoid of wheels, boot lid, seats, bumpers, bonnet and grille, lying in a puddle with its back broken, not far from the rail-crossing on the Moorooduc Road.

It presented us with such an unhappy sight, that the most we could do for her was to save her mechanicals. Just imagine, her gearbox was perfect, except where some brute had tried to open it with a rock.

Yours,
Gerry Propsting.

P.S. There was also an 11CL3 built 1939 as well as the

11CL2, 4, 6, and 8 mentioned. This model marked the transition from a part steel and part wooden roof, to an all steel roof. I had the opportunity to buy one during 1967, and I am still kicking myself for letting it slip by. The car was resplendent in its royal Blue duco and matching trim, and had only 60,000 miles on the clock.

Mark adds: It is pleasing to see club members responding to requests for information. Gerry's sighting, along with a conversation I had recently with Les Francis of Sydney, would appear to put the number of postwar Commercials in Australia as high as four.

What Les thinks happened, and I agree with him, was that when the order for twenty-five Family Nines was made to Slough, Slough relayed it to Paris and were sent 25 bodies for trimming, assembly, etc. Paris simply took 25 off the production line, and some of these were Commercials. The final result was that instead of 25 Family Nines, there was a mixture of Family Nines and Commercials exported to Australia.

There's an interesting unsubstantiated story that Citroen Paris did not actually make the Commercials, but delivered Familiales to the Henri Chapron coachworks, who then did the necessary modifications, and relayed them on to the distributors. As there were nearly 8,000 commerciales made, the numbers seem a little high for customising.

METAL BADGES— THE CLUB IS HAVING ENAMEL & CHROME BADGES MADE FOR MOUNTING ON CARS. PRICE WILL BE \$8.50. ORDERS FOR BADGES, AND DEPOSIT, MUST BE MADE IN ADVANCE .
Place your order with Andrew Rankine.

Spare Parts News

Progress in the spare parts department has been a trifle slow this month, owing to your officer having been involved in the annual hassle of stocktaking. However, as James Dibble would say, here is the news.

We have received a shipment from Sweden consisting of 6 big-boot rubber weatherstrips complete with clips and also 20 clutch release bearing clips – prices to be announced in the spare parts catalogue which you will receive shortly. New parts currently in stock include L15 radiator hoses, bumper bar supports, tie-rod end socket sets, and spare parts manuals, also gearbox drive flange seals.

You will see in the forthcoming catalogue that our range of 2nd hand parts is quite extensive and is to be expanded. A rough guide is that we have brake and clutch parts, generators, starter motors, horns, instruments, L15 motor complete, and sundry motor parts, fuel pumps, air cleaners, steering and gearbox parts, road wheels, also a considerable number of body panels.

The spare parts committee (see later) can also arrange for you resleeving and kits for your brake cylinders – we also plan a change over system on brake drums and shoes. We also anticipate receipt of an order for front wheel bearings arriving within the next couple of weeks. I intend to ask at the August general meeting for volunteers to form a sub-committee to assist me in the operation of spare parts. Interested members may also ring me to indicate their willingness.

Alan Thomas.