

## Members' Cars Mark Navin

Production Year	Pre-war	46	47	48	49	50	51	52	53	54	55	Other	TOTAL
Model													
Light 15	2	1	-	5	8	8	17	-	12	7	4	-	64
11D	-	-	-	-	-	-	-	-	-	-	2	-	2
Big 15	-	-	-	-	-	-	-	-	5	3	-	-	8
Big 6	-	-	-	-	4	2	2	1	2	1	-	-	12
Big 6H	-	-	-	-	-	-	-	-	-	-	3	-	3
Family Nine	-	-	-	-	-	-	-	-	-	-	6	-	6
11BL	-	-	1	-	-	1	15	-	-	-	-	-	17
11B	-	-	-	-	-	-	4	-	-	-	-	-	4
2CV & Derivatives	-	-	-	-	-	-	-	-	2	3	4	6	15
Vintage - - - -	8												8
Post-'55 Models												13	13
													<b>TOTAL</b>
													<b>152</b>

The above table shows a breakdown by year of the various model Citroëns owned by members, and is taken from the November '79 membership list, plus new members.

There are a number of interesting aspects to this breakdown. It should be realised that some members own more vehicles than indicated but for various reasons (usually extremely poor condition), these do not appear on their membership form. Even so, the club manages to exceed 100 Tractions, which is quite a creditable number. Over half of these are registered and used as regular transport, which is even more creditable.

As would be expected, the most common is the postwar Slough-built Light 15, and the number is reasonably distributed around 1951 (the year that the most Tractions were imported), with only a couple of hiccups. The first is the complete absence of any '52 models, which I find most surprising. 1951 saw a new dealer (Commonwealth Motors) bringing in large stocks of Tractions, which may have flowed on into 1952 before being sold. 1951 saw over 700 Tractions registered in Australia, while 1952 saw less than 300. All 1951 models? It seems unlikely, but perhaps a member can shed some light on the matter.

The second hiccup is 1949, which must have a deep mystical significance for Australian Traction owners, as before checking chassis numbers, the number was 17. A simple check of the chassis numbers, reduced the number to 8, and probably less, as a number of the 8 supplied no details to confirm the vehicle's year of production.

In fact, about one third of all the Tractions are suspect as the membership form contains minimal

details of their vehicles. It may seem a trivial point, but wouldn't you like to know definitely the year of production of your vehicle? In any case, have pity on your poor spare parts officer, as the supply of spares is difficult enough without trying to satisfy such gems as a big boot for a '49 model or a clutch cable for a '54.

The six cylinder model is well represented through the range up to the 6 Hydraulic. Recent conversations with English Tractionists confirmed the rarity of the beast in Europe, leaving Australia seeming to hold half the remaining world stocks of the Slough version. Slough produced roughly one Big 6 for 10 other Tractions, but Australian imports at the time were running at nearly 2 for 10 (i.e. over 2,000 four-cylinder, versus 400 sixes)

The French models have a limited representation as they were only dealer-imported during 1950/51 and were a special export issue in RHD form. These vehicles are a peculiar mixture and seem to be non-existent anywhere else in the world. The rarest of all the club cars is without doubt the Slough-built Family Nine, as pointed out in FD, Vol. 2 No. 2, and subsequent correspondence. This model was a special Australian order to Slough and only 25 were built (in fact a mixture of Family 9 and Commercial bodies). The club has 6, but only 1 registered.

Vintage models are very thin on the ground and there seems little interest by other owners to join, as their prime interest seems to be vintage rather than Citroën, and they tend to join vintage clubs.

As Tor Shaun Barr correctly pointed out, the 2CV has become a substantial (I think his term was 'cancerous') growth in the club. No

less than 15 vehicles, with the early models being the rare Slough-built export model (i.e. opening rear windows!!)

Post '55 models do not contribute significantly to the numbers and it would be interesting to know what members do use as daily transport.

Sadly, the real gap in the list is the scarcity of the pre-war Tractions. The club can only muster two (one being a New Zealand based Light 12), with the Australian example undergoing massive body grafting to bring it up to a complete state. These are now so rare that I know of only one being used as transport, and no more than a dozen others all in states of extreme disrepair.

So, if you had a priority list of rare desirable Australian Tractions, pre-war would be first, Family 9 (if you can stand the paranoia — as a friend of mine who owned one once said, 'I had to sell it — every time I took it for a drive, I had the distinct impression of being followed') 6H, Normale (11B), 11BL or 11D, Big 15, and then your common or garden variety Light 15 and preferably a 1952 model.

Don't agree? That's what the correspondence page is for!

Opposite page: Page from Motor Manual, supplied by Phil Sethna, showing that the Commercial was available in Australia.