

All in the Family, with Commercials

If you are old enough to remember the 1970s sitcom 'All In The Family', televised on Australian commercial television, then you are probably old enough to remember it was a time when Tractions were commonly seen.

Of the Tractions back then, less commonly seen were the Slough-built 'Family 9' and 'Commercial' models. This is because only 24 Family 9s, and just one Commercial, were initially imported into Australia, in 1955. Although rare, they kept popping up at different locations, and then disappearing again, and have held a sort of mystique around them.

SO WHERE ARE THEY NOW?

This is a question that CCO-CA has been asking, and in a quest to document the histories of these [and some other rarer Citroën models] two trial 'Rare and Historic Groups' have been established by the Club. These initial groups have been designated the 'Rear Drive Models' and the 'Family 9/Commercial Models'.

At the time of writing this

article the Family 9/Commercial group has been running for just over a month, with the objective of documenting as much as possible of the history of each individual car, and to provide support for current owners.

SO WHAT HAS HAPPENED IN THAT MONTH?

Lots!

To date we now know that there are at least:

- ▲ Five Family 9s and one Commercial still on the roads [NSW: One Family 9 and one Commercial, Qld: Two Family 9s, Vic: Two Family 9s].
- ▲ One more Family 9 is very close to being on the road in Victoria.
- ▲ Three Family 9s are awaiting restoration

There is, reportedly, another Family 9 in WA, but, we haven't been able to verify the current owner, or if it's still on the road.

There is reportedly a Familiale [the French version, imported from New Zealand] in WA, and mention is made in early editions of 'Front Drive' that a number of Familiales were brought to Australia

There is the possibility of a couple of others that are 'rumoured'

to exist, including one that had supposedly been exported to Spain, but to date we haven't been able to verify any of these cars.

And while we may have some recent pictures of cars, we don't necessarily know who the current owners are: hence why they keep 'disappearing'.

So of the 25 cars we believe at least nine, and possibly 12 to 13, [in varying states of condition] remain today. We know a Family 9 was used as a donor vehicle in the restoration of another Family 9, which means potentially there could still be another 11 out there, somewhere.

To date we have been able to identify 30 different owners of these cars.

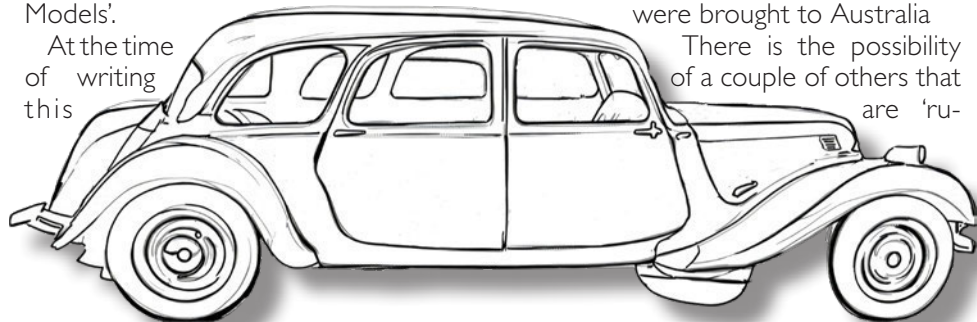
Our biggest challenge is trying to match current vehicle registrations with old historic pictures, especially when some cars have been moved to different states. The next challenge has been to match the registration on a car to the individual car serial numbers and matching body/chassis tag numbers [they don't all match!].

It is 'rumoured' that when applying the bulkhead serial number tags onto the bodies there was no checking that the plates were in the correct order or checks done afterwards to see if the chassis tag and the serial number matched. As an exam-

ple, my own car's serial number shows it as NΦ 2 while the body tag is NΦ 5. At least one other car is similar while two others do have matching numbers.

[Avid readers will recall this problem is not merely related to Tractions, it bedevilled our search for the oldest, road-going, right-hand drive GSA, as well. Ed.]

There are also some 'doubts' if the mix was 24 Family 9s and one Commercial, and in an article written in 'Front Drive' in 1978 there was a suggestion that as many as four of the cars may have been Commercials.



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formation, history and pictures of Family 9s/Commercials we need more!

We encourage anyone who may know anything about these cars [that hit the Australian roads 70years ago], regardless of how trivial you may think it might be, or how long ago it was, to contact us through the club email address of f9@citroenclassic.org.au

WHERE ARE WE SOURCING OUR INFORMATION?

A mix of whatever we can through old CCOCA membership lists, articles in the Club magazine 'Front Drive', our own Facebook posts/General Social Media, Group Chat Forums and good old word of mouth, both factual and what we call 'rumoured'.

So while there has been a great initial response with in-

formation across 25 vehicles there has to be a lot of stories, and owners, out there.

WHAT ARE WE DOING WITH THE INFORMATION?

Collating it all into a master file and trying to write up/document the individual history for each car from 1955. This could include previous owners, modifications, colours of vehicles interesting antidotes, pictures etc.



Facing page: An image sourced from Messenger.

Above: Another Family 9 from Facebook. Is that a South Australian registration

plate?
Below: Michael Moore's Family 9. It previously belonged to his mother, Effie.



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Above: This car was photographed near Warrigal, in 1996.

Below: This one once belonged to Steve Hines.

Inset: A car which hails from NSW. Apologies for its small size.



As the master file will contain personal information this will be hosted on the CCOCA website, with only limited access granted to authorised committee members.

Down the path we envisage having a copy available for general access, that has had any personal details removed, in addition to putting together a detailed article for 'Front Drive'.

AND FOR CURRENT OWNERS?

We hope to network everyone together, to assist in keeping these cars on the road, and to assist with any restorations [ie from a technical aspect].

Most importantly, it is supporting the Club's ethos of keeping as many of these classic vehicles on the road as possible ~ to be driven and enjoyed!

Mind you, from my own experience as a Family 9 owner, with the original 'Alpine' ratio differential, don't expect to be zipping along fast enough to break the 100km speed limit.

In the meantime, here are just a small assortment of the pictures that we have been sent to date.

Stephen Gercovich