








Association of Citroën Enthusiasts WA

Issue #7 July 2022

Magazine of the Association of
Citroën Enthusiasts of Western Australia
Incorporated.



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|  | Presidents Message |  |
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Hello Friends,

I hope this message finds everyone fit, healthy and in great spirits.

Unfortunately, we had to cancel our June and now our July, General Meeting as we did not have enough committee members available to form a quorum.

Quite a number of our retired members have headed North to escape the cold Perth winter weather. Since they are retired, they are in no rush to return home to colder wet weather. (Can't blame them)

We also have many people now headed off overseas, since the Covid trapped us all here. Those that have gone to Europe have hit the jackpot with real warm summer weather.

For those that watch the Tour de France or the Tennis at Wimbledon or the British Open would have seen how warm it has been over there.

We also have had members traveling with the Raid Cape York crew and now heading back home to prepare for Raid WA.

It is great to see people getting back to enjoying life to the fullest after a couple of years or restrictions.

I hope that we will get an August, General Meeting happening as its a few days before Raid WA departure and we should have a decent quorum available.

Folks please stay healthy and happy.

Please also check in on family & friends regularly and ask them RUOK.

Bob Senn
President

| | | |
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|   | Front Cover Photo |  |
|---|--------------------------|---|

The cover photo this month is of Jacques Perriraz lovely English built (Slough) 1952 Citroen Light 15.

This beautiful well looked after vehicle is currently for sale.

I have been asked several times now, what actually is a Citroen Light 15 and how did it come to be.

The Citroen Light 15 is unique model designation for vehicles sold into commonwealth countries.

I will try to explain how this all came about.....

In reality, it is a Metric Vs Imperial measurement issue.

In Australia, we still have a foot in both camps!

Example of this is a builder shopping at Bunnings, he asks for 6 x 2.4Mtr Lengths of 6" x 4" inch Plus 1 x Kg of 5" inch Bullet head nails.

Or at the local pub, we order "Pints" and yet all our fluids are and have been measured in metric since our conversion back in 1974.

Or I am off to the Servo to put a few pints in the car!

Citroen Light 15 History

Relevant back ground info.

- André Citroën was born in Paris on February 5, 1878, the youngest son of a Dutch diamond merchant and his Polish wife.
- After studying at the prestigious École Polytechnique, Citroën went into the French army as an engineering officer.
- He left the service in 1904, acquired the patent rights to a “herringbone” double-helical gear, and went into business manufacturing gears for industrial equipment.
- In 1908, he was chief engineer for automakers Emile and Louis Mors. This is probably where his passion for automotive industrial engineering and production lines 1st began.
- During 1912 he visited the USA, meeting with Henry Ford, and visited Fords Michigan production plant. He left Fords factory complex, inspired with large-scale industrial production.
- During World War I, which ran from 1914 -1918 he was responsible for mass production of armaments. Citroën gained an international reputation during the war, and more as the leading production expert in France. His activities were extensive in connection with the Renault plant, which employed 35,000 men in the manufacture of munitions during the war.
- In 1919, he rebranded his company as Automobiles Citroën SA and soon began

manufacturing an automobile under his own name: the Citroën Model A, designed by Jules Salomon, who had served with Citroën in the army was born.

- The era of the mass production of automobiles was commencing. Ford, Chrysler, Daimler, Volkswagen, Fiat, Renault.

Citroen was not a car enthusiast he had no real passion for the actual automobile itself. His passion was for large-scale industrial manufacturing and the engineering challenges that offered him.

He employed some fantastic automotive engineering and design people, which came up with fantastic futuristic body designs matched with some magical engineering concepts that still turn heads today.

I think he got into automobile production, because that was the next big thing for large industrial manufacturing after the war. He followed the market.

However, he was savvy enough to realise that the he needed to have great design and very advanced engineering and stay well out in front of his competitors

It could have been washing machines or fridges, I do not think he would have cared; the challenge was the manufacturing line process itself that interested him.

My wife would love a Citroen washing machine, imagine it could probably wash / dry / hang out and iron.

She has me for all that; she generally will want to hang the washing out at the most critical time in the game I am watching on the weekend. Last quarter 15 minutes in and just 2 point's the difference.

He was very astute in knowing that long uninterrupted runs with production lines make money. That is why good design made body shapes and models last for many years.

When you constantly change models or body shapes every few years, you have to reinvest in new tooling each time and you burn money.

Hence, Citroen Body styles had very long production runs.

- Citroen had a number of production facilities outside of France. These facilities produced for their own local domestic markets.

Like UK / Belgium / Germany / Portugal etc. This also assisted Citroen gain market share, where countries were throwing up protectionist import tariff barriers. Having local manufactured Citroens with some local content percentage helped, along with meeting various countries regulatory compliance needs. (Right Hand Drive etc.)

Now we get to know how the Traction Avant, Light 15 came to be.

Many Citroen RHD models, were manufactured at the Slough Industrial Estate in the UK. This is where the story

of the Light 15 begins as the French and UK have different Horsepower rating systems.

In France, it's called a Traction Avant 11 but in the UK (Commonwealth), it's a Traction Avant, Light 15

CITROEN SEVEN AND ELEVEN

The initial version of the new car, which debuted publicly at the 1934 Paris Salon, was called the Citroën 7 ("*Sept*") in France, based on its 7CV fiscal horsepower rating. Since Citroën had previously offered 7CV cars, the company appended "Traction" or "Traction Avant" (Front Drive) to distinguish the new 7 from previous *Propulsion Arrière* (rear drive) Citroëns. Although "Traction Avant" was never the model's formal name, it quickly stuck and all models were popularly known simply as "Tractions." British cars were called Twelve or Light Twelve, reflecting the engine's RAC taxable horsepower rating.

Fiscal Horsepower Ratings

France, like many European countries, used to class and tax automobiles based on their fiscal (or taxable) horsepower rating. Taxable horsepower is usually calculated based on engine displacement rather than actual, developed horsepower.

In France, the formula for calculating fiscal horsepower — commonly known as *cheval vapeur* ("steam horsepower"), abbreviated "CV" — was the engine's displacement in liters multiplied by 5.714, rounded to the nearest integer. For example, the Traction Avant 7B's 1,529 cc (93 cu. in.) engine had a 9CV rating ($1.529 \times 5.714 = 8.74$, rounded up to 9). Great Britain and some U.S. states used the Royal Automobile Club (RAC) formula for taxable horsepower, which was the square of the cylinder bore in inches times the number of cylinders, divided by 2.5. For example, a six-cylinder engine with a cylinder bore of 3.5 inches (89 mm) would have a taxable horsepower rating of 29.4 regardless of stroke length.

Automakers often used a car's taxable horsepower rating as its model name. For instance, the immortal Citroën 2CV ("Deux Chevaux") originally had a 375 cc (23 cu. in.) engine whose taxable horsepower rating was 2.14, rounded down to 2CV. Manufacturers didn't always change these names when the engine displacement changed, however; when Citroën enlarged the 2CV's engine to 602 cc (37 cu. in.), its taxable horsepower rating actually rose to 3CV, but the company wasn't about to rename such a popular car!

The differing rating systems sometimes led to identical cars with different taxable horsepower ratings in different countries. For example, Citroën Tractions with the 1,911 cc (117 c. in.) engine were called Eleven ("*Onze*") in France, signifying 11CV, but "Fifteen" in the U.K., signifying a 15 HP RAC rating.

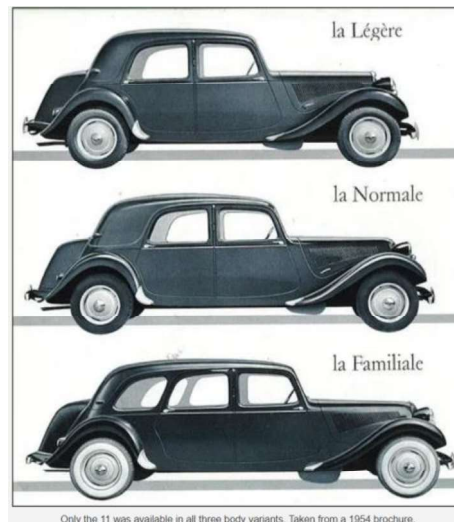
Today, most European countries base vehicle taxes on some combination of engine displacement, actual output, CO₂ output, and emissions class, so the old taxable horsepower systems are essentially obsolete.

Citroën intended to produce many of these cars, so the company tooled up to build the Traction Avant not only at a new factory in Paris, but also at plants in Belgium and Great Britain. British cars, constructed at the Citroën works in Slough, had right-hand drive, (as per the image below) many British components, and various minor changes to suit the tastes of the British market.



| Range | Model name | Engine (cc) | Tax (CV) | Produced: | Body styles and measurements | |
|-------------------------------|--|-------------|----------|---------------------------------|--|---|
| 7 4 CYL. | 7 A | 1303 | 7 | 1934 |  | Wheelbase 115" / 2.91m |
| | 7 B | 1529 | 9 | 1934 | | Width 63.8" / 1.62m |
| | 7 C | 1628 | 9 | 1934-41 | | |
| Légère 11 4 CYL. | UK markets: <i>Twelve</i> | | | |  | Two-door coupé ends 1938; roadster ends 1940. |
| | 7 S | 1911 | | 1934 | | |
| | 11 AL | " | | 1934-37 | | |
| Normale / Large | 11 BL | " | | 1937-57 |  | Wheelbase 122" / 3.09m Width 70.5" / 1.79m |
| | A | " | 11 | 1934-37 | | |
| | B | " | | 1937-57 | | |
| Longue | UK markets: <i>Big fifteen</i> | | | |  | Wheelbase 129" / 3.27m (same width) |
| | Familiale (9-seater) | " | | 1934-41* | | |
| | Limousine (6-seater) | " | | 1934-41* | | |
| 15 SIX 6 CYL. | Commerciale | " | | 1938-41* |  | |
| | 15-Six (G) | 2867 | | 1938-47 | | |
| | 15-Six (D) | " | | 1947-55 | | |
| 22 8 CYL. | 15-Six H | " | 16 | 1954-56 |  | |
| | Limousine / Familiale | " | | 1939-41* [* and in 1954-57] | | |
| | UK markets: <i>Big 6 / 6 cyl.</i> | | | | | |
| | 20-odd made and tested until 1935. Saloon, roadster, coupé, LWB limousine. | 3822 | 22 | 1934-35 | 11B coupé ends 1938; 11B roadster ends 1940. No production two-door 15-Six. | |

UK/Empire markets had different (RAC) tax ratings: the British "Fifteen" HP was the French "11" CV.



Reference credits:

<https://ateupwithmotor.com/model-histories/citroen-traction-avant/>

<https://www.curbsideclassic.com/curbside-classics-european/automotive-history-the-citroen-15-six-traction-royalty-genealogy-101/>

https://en.wikipedia.org/wiki/Citro%C3%ABn_Traction_Avant



1) André Citroën on a ship voyage.

2) The gears with *double chevrons* that reputedly were the basis of the Citroën logo

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|---|--------------------------------|---|
|   | A note from the Editor. |  |
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A great club magazine is one with plenty of member participation, stories, requests and personality. Members please advise of any car shows or car swap meets in 2022 or anything thing else that you wish to see in your magazine.

ACE Members please send in your stories, let us know of any rebuild project or raid preparation projects, so we can do a news story and share the experience.

In addition, any for sale/give away/swap/ wanted ads please submit in word format with some photos in a separate email.

Also any good maintenance stories or helpful tips to share with other members.

Concessional 404 / C4C Registration

Just a reminder to all members that run vehicles on 404 / C4C concessional registration, please make sure you are across all your requirements.

Full information can be found at <https://www.transport.wa.gov.au/>

Do not forget to lodge your trip details at our ace404rego@gmail.com





Member Contributed Article



Readers may recall some earlier pictures of Ralph Hibble's project car.

Well it looks like it has taken a leap forward, with body panels rolled and fitted.

I believe this is going to be an electric 2CV roadster and look forward to seeing this progress.



Ralphs son Michael admiring the work in progress so far.



This photo below is from the late 1950s. It shows Wally Higgs and his TQ racer using a Peugeot engine. Wally was a famous motor cycle racer and he then built his own race cars in Perth. His TQ and my current 2cv project have some similarities. ... Ralph

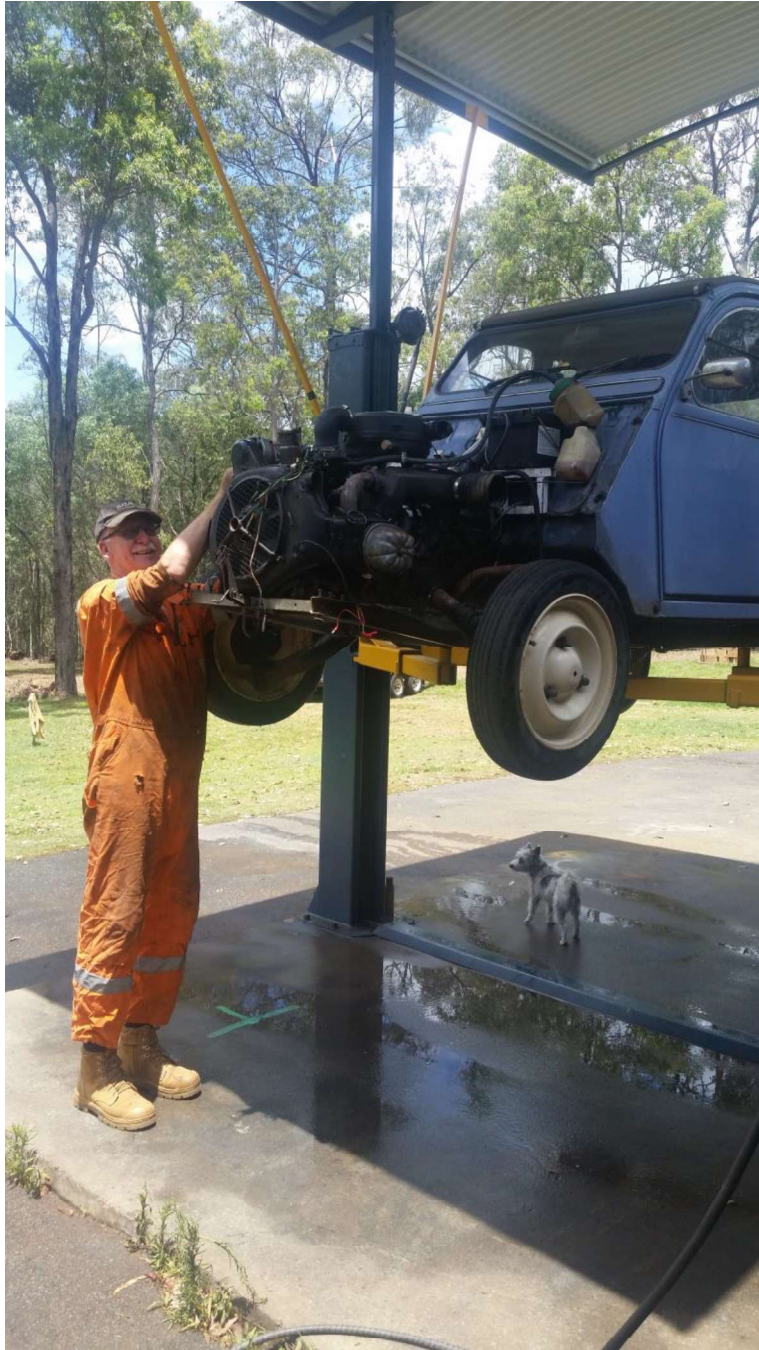


Thanks Ralph for contributing the update and pictures.



For those old enough to remember the TQs racing

Visit: <http://www.speedwayandroadracehistory.com/perth-clontarf-speedway.html>



Engine rebuild, heads ground, new crank, heads and barrels. New Shock absorbers

Inside additions include a phone booster aerial, cradle, and Bluetooth speakers just above my ears

Thanks Phil.

Tom & Lois Newcombe are still away in France.

Tom had some signage put on Captain Beaky, advertising his Castlewood Organs and he has made the local press.

I expected to see him in the press but with a motorway Gendarme, asking what is the story with the Duck and basket of eggs on the bonnet.



Thanks Tom for the contribution.



Congratulations to all involved at CCCV and Cape York Raid organisers.

Elizabeth and Tony where there and have sent though some Pics and thoughts on the trip....

The Northern most tip of Australia.

I envisaged an empty rocky shoreline with a solid signpost. Instead, we seemed to be swarmed by people coming and going.

We waited in line for our turn for a photo or two. The tide was sweeping in, flooding our entrance route across the beach. Our return journey was across the rocks. What an awesome view.







The adventures of trying to remove a broken shock absorber bolt from the chassis.





2CV. Group picture for Burke and Wills Roadhouse. Taken out the front. Amazing steak dinners the night before



Crossing the Jardine River. Six 2CV's and two 4X4's. Nearly at the tip





2CV challenges getting to the tip.

2CV with faulty starter motor stalled when travelling over tree roots coming out of a tight water crossing.

This required towing up the incline and then a push start. Jimmied a makeshift clamp with metal brackets, hose clamps and glue to hold it together until Cairns where a replacement would be available.

X4 shock absorber mounting bolts on 2 vehicles snapped on the gravel dip, corrugated roads. 3 on 1 vehicle, possibly due to a twist in its chassis. To be fixed. Purchased replacement bolts and spares in Weipa, a town with multiple engineering workshops.

X1 "eye bolt" snapped and fell off knife edges. (? Correct name. Sits between spring pot rod and around knife edge).

The replacement eye bolt would not thread onto the spring pot rod. There seemed to be damage to the beginning of the thread.

No correct sized tap and dye to fix the problem. No other bolts available. Solution - cut a thin slice off the end of the eye bolt with a thin angle grinder blade. 2 slices and bingo- it threaded perfectly.

Exciting moments

6 2cv's and 2 4X4 on the Jardine River ferry on a Wednesday. Multiple photos and relief that we were almost to Seisa. 48km's of gravel to go.

Thursday, a 75min boat trip to Thursday Island, locally known as TI.

Friday, 34km of narrow red earth track to a parking area and a hike to the tip.

Cold and wet days

Rain set in overnight while at Lawn Hill. Camping sites muddy and slippery. Some tents leaking, bedding wet. Miserable. Most Raiders departed a day early to traverse the slippery road back to Gregory. Gravel and bitumen mix, multiple creek crossings and dips.

Some had cabin accommodation and chose to stay another night and drive out the next day- all being well with rain and road conditions. Luckily not too much rain overnight and still a slippery road out.

Funny moments

Background information - Graham Madderford (NSW) became the Mr fix it of our RAID.

One afternoon a Raider commented that a shopping trip was required. They could not go without Graham. What happens if the trolley wheel breaks and he is not around to fix it???

General

Thank you to all those that came on the Raid to Cape York. We loved all the moments, the great company and comradery.

Thanks also to our leader, David Rogers for plan A, plan B, Plan C and then D. He kept us all safe and out of floodwaters and away from missing bridges and crossings. See you on the next RAID

Elizabeth & Tony Willison

Thanks to Liz and Tony for the contribution.



Safe travels across the Nullarbor.

Midweek Run to Quindanning

Tuesday the 20th July saw a small group of adventures drive to Quindanning for lunch.

Setting off from Serpentine it was a beautiful drive, the yellow Wattles are starting to bloom. (we will have a spectacular wild flower season, with the rain we have had)

Via North Dandalup Dam

We have so much rain and it is only half-full?





We then took a short cut on the gravel road to give the raid cars a loosen up and arrived in Dwellingup.





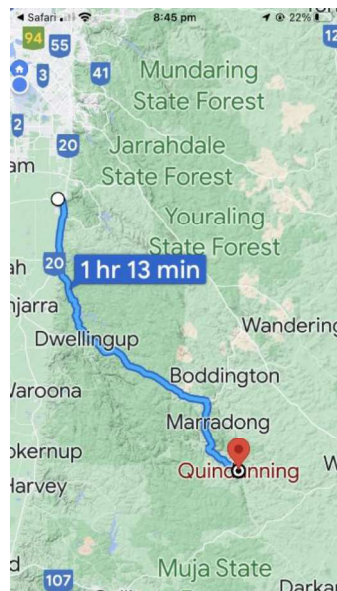
Then Quindanning and lunch





Lovely day out and the weather was great for a drive.

It is quite a nice in the countryside with some nice scenery and ideal time is probably now thru until end of spring.



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|  | <h2>Upcoming Car Shows of Interest</h2> |  |
|---|---|---|

1/ Classic Cars & Coffee Sunday 7th August



It's about classic cars, motorcycles and the people who love them

Classic CARS & COFFEE

University of Western Australia, Carparks 3 & 4, Hackett Drive, Crawley

7

SUNDAY, 7 AUGUST 2022 FROM 09:00-11:00

August Classic Cars & Coffee

UWA Carpark 3-4, Hackett drive Crawley

Prostate Cancer Foundation of Australia / \$10 Entry per car / \$5 Motorbikes & Spectators FREE / supporting The Prostate Cancer Foundation of Australia

NEXT TIME & DATE 9.00 - 11.00AM

AUGUST 07

This is a monthly event and well worth going along to. Its great way to start a Sunday morning.

The \$10 entry fee supports a great cause, The Prostrate Cancer Foundation.

Take your car to give it a good run & show it off in this casual atmosphere with other friendly car people.

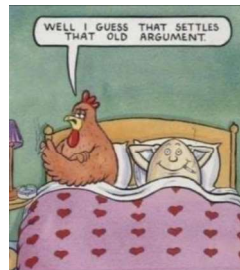
Then go somewhere nice for Sunday brunch....

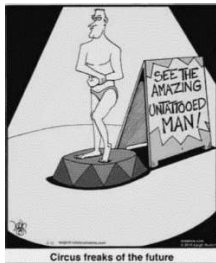
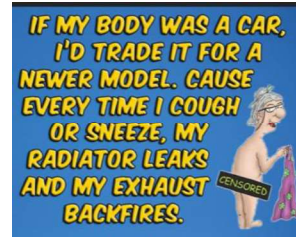
So drive along the coast or the river, there are some fantastic places for a feed on Sundays...





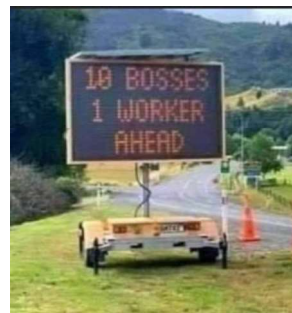
Just for Laughs

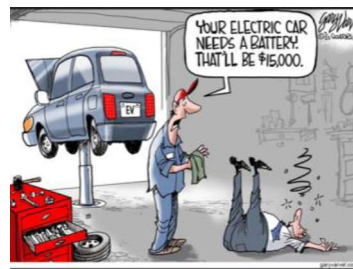




My goal in life is to piss off at least one person a day.

So far, I'm about 4 years ahead of schedule.





| | | |
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|  | <p>For Sale</p> |  |
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Citroen 1952 Light 15.



Citroen 1952 Light 15.

Rego XLT 052.

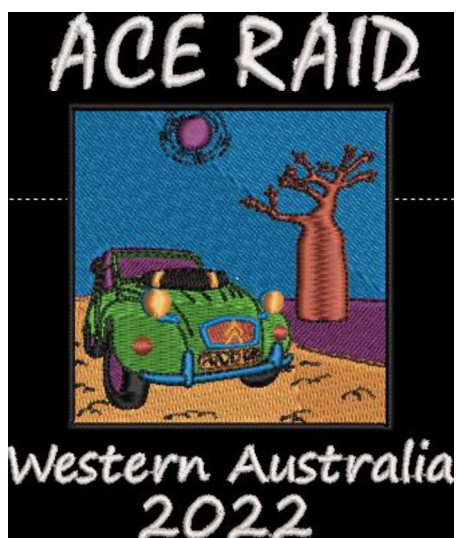
- ✓ RHD (Slough Build).
- ✓ Registered (404) until June 2023.
- ✓ Leather interior.
- ✓ Reconditioned Cylinder head, new con rods, and bearings.
- ✓ New water pump, alternator, muffler and exhaust pipe.
- ✓ New head gasket (+one spare) and much more.

Price \$ 28,500.00 (negotiable for club members)
Phone Jacques 0466 251510



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|  | Raid Western Australia 2022 |  |
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Raid WA 2022 will depart Perth on Monday 22nd August.



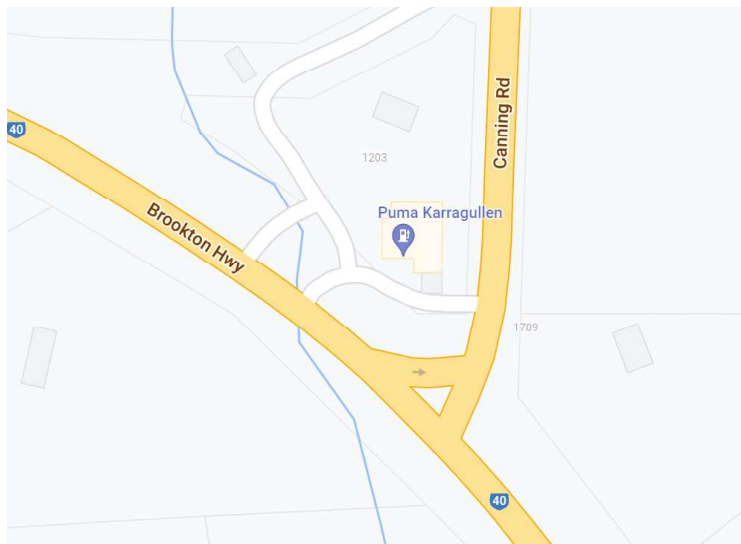
Day #1

Some of the Raid crew that live in the hills area will all meet up and depart from Karragullen on Monday morning 22nd August at 9am.

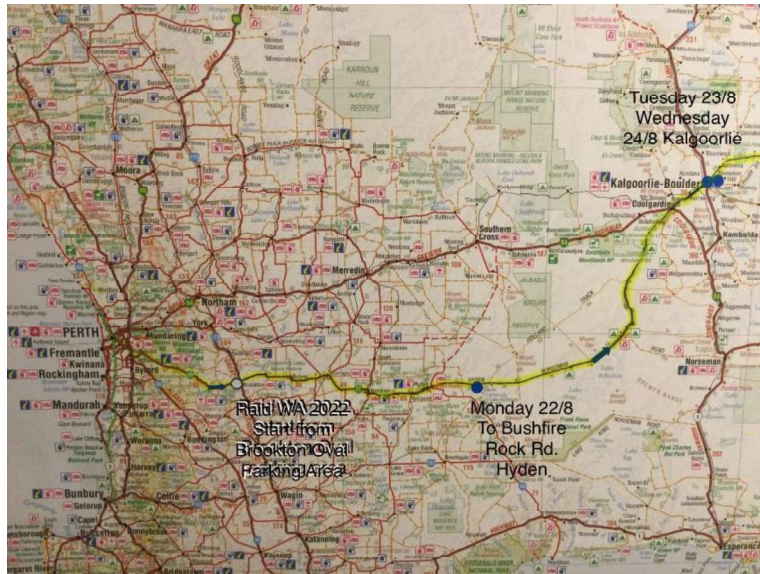
For those that would like to see them off they will depart at 9am from the corner of Canning Road and Brookton Highway, Karragullen (Puma Service Station)

They will then meet up with all other Raid team members at Brookton oval in Brookton.

They will then all head South East down to Hyden some 300 klms and camp overnight.



Map below showing the route of Day #1 & Day #2



For anyone that would like to get out of town for a night or two you are more than welcome to join the 1st leg, of Raid WA

Motor home, Caravan, Camper, Tent or just a swag you are very welcome to camp overnight with the Raiders.

It is a fantastic spot just outside Hyden with plenty and beautiful night skies and good company around the fire pit.

If anyone wishes to tag along up to Kalgoorlie and do the loop back to Perth, you would be very welcome.

| | | ACE WA Raid 2022 | | |
|--------|--------------|--|---------------------------------|-------------|
| | | | | |
| | | Campsites/Parks | Bushcamps | Approx kms |
| | | | | |
| Day 1 | 22 August | | Bushfire Rock Rd, East of Hyden | 350 |
| Day 2 | 23 August | Discovery Park Boulder | | 340 |
| Day 3 | 24 August | Discovery Park Boulder | | |
| Day 4 | 25 August | | Lake Minigwal | 250 |
| Day 5 | 26 August | Laverton Caravan Park | | 170 |
| Day 6 | 27 August | | Bandya Station | 120 |
| Day 7 | 28 August | | De La Poer Range | 75 |
| Day 8 | 29 August | Carnegie Station | | 270 |
| Day 9 | 30 August | | Canning Stock Route | 270 |
| Day 10 | 31 August | | Well 3 | 90 |
| Day 11 | 1 September | | North Pool | 110 |
| Day 12 | 2 September | Karalundi Park Nth of Meekatharra | | 240 |
| Day 13 | 3 September | Mt Augustus | | 325 |
| Day 14 | 4 September | Mt Augustus | | |
| Day 15 | 5 September | | Tropic of Capricorn | 300 |
| Day 16 | 6 September | Tom Price Tourist Park | | 80 |
| Day 17 | 7 September | Tom Price Tourist Park | | |
| Day 18 | 8 September | Yurlu Caravan Park, Newman | | 320 |
| Day 19 | 9 September | Marble Bar Holiday Park | | 290 |
| Day 20 | 10 September | Marble Bar Holiday Park | | |
| Day 21 | 11 September | | De Grey River | 120 |
| Day 22 | 12 September | Barnhill Beachside Stay Sth of Broome | | 340 |
| Day 23 | 13 September | Birdwood Downs Station Near Derby | | 300 |
| Day 24 | 14 September | Dulindi (Silent Grove) Campground on GRR | | 210 |
| Day 25 | 15 September | Manning Gorge Campground on GRR | | 110 |
| Day 26 | 16 September | Ellenbrae Station on GRR | | 180 |
| Day 27 | 17 September | Lake Argyle | | 300 |
| Day 28 | 18 September | Lake Argyle | | |
| | | | TOTAL KLMS | 5160 |



We look forward to regular updates and pictures as the Raid WA team head to Lake Argyle.
Safe travels to all.

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|  | ACE GENERAL MEETING |  |
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AUGUST 2022 GENERAL MEETING AGENDA:

1. Present, Guests and Apologies
2. Amendments and Acceptance of minutes of previous meeting
3. Business arising from previous minutes
4. Secretaries Report
5. Treasurers Report
6. New Members
7. Past Events Report
8. Future Events
9. General Business
10. Request for motions for next meeting

ACE members, guests and visitors meet on the third Tuesday of each month. The setting is casual to allow for positive interactions between members before and after the formal meeting. The meeting now starts at **7.30 p.m.** at the Mighty Quin Tavern, Tuart Hill most members arrive from **6.00 p.m.** to have a meal from the bistro, or a drink with friends.

Friends and guests are always welcome.

Next Meeting

| | |
|---------------|-------------------------------------|
| August | Tuesday 16th 2022 |
| September | Tuesday 20 th 2022 |
| October | Tuesday 18 th 2022 |
| November | Tuesday 15 th 2022 |
| December | Tuesday 20 th 2022 |

**Association of Citroen Enthusiasts of WA Inc. PO Box 108, NORTH
PERTH WA 6906**