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**THE**



# NEWSLETTER

*THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.*

*Internet [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)*

**October 2014**



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AGM Advice

Financial Accounts

Citroën SM Cabriolet

Slough Built Tractions



## CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

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(refer to below notation at bottom of page)

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207 Burrowye Cres. Keilor VIC 3036

### WEBSITE ADMINISTRATOR

Tom Gruzca \* 0431 396 277

### MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 60.00
Country including printed newsletter	\$ 45.00
Online newsletter only.	\$ 30.00

### CCCV GENERAL MEETINGS

8.00 PM First Wednesday of the month except Jan. At  
AMRA Club Rooms 92 Wills St. Glen Iris. Mel 59 J8

### CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the **2nd** Wednesday of the month  
Contact the Vice President for details. NOTE CHANGE:

### CLUB BANKING DETAILS FOR SUBSCRIPTIONS AND PAYMENTS

**BANK: Bendigo Bank - BSB: 633 000—ACCOUNT: 120 127 907**

### Club Permit Scheme Secretaries

Peter Dekker and Ferdi Saliba (refer above) are currently the only Secretaries authorised to sign CPS Applications/Renewals. Their signatures are recorded on the VicRoads database. Anyone else's signature (ie Club Secretary) risks rejection of your Application/Renewal.

As club plate holders, each of you have certain responsibilities. These are spelt out in the CPS Handbook (current edition June 2011) which is available from the Association of Motoring Clubs Inc (AOMC - 1/3 Edgecombe Crt Moorabin 3189 phone 3 9555 0133) for \$6 including postage. There have been some amendments and additions (19 November 2013) since this Handbook was published. These can be downloaded from the AOMC website (<http://www.aomc.asn.au/>) and added to your handbook. Please note: The Handbook will be updated in 2014 following the introduction of VicRoads VSI 33 We will advise you when this occurs.

### ALL MEMBERS ATTENTION.

Motorclassica is an annual world class concourse event held at the exhibition buildings in Carlton on October 25 and 26..

Along with the official display is outside space for car clubs to display cars. This year we have 8 spots for our club to show off our unique cars on **Saturday 25th**. Times are to be confirmed but I would anticipate arriving around 9am and departing at 4pm. Cars will need to be onsite for the duration but owners may wish to see the Motorclassica cars or spend time in the city.

I would like to see some older cars in the display, eg, Traction, 2cv, DS, CX, SM, but newer cars will be considered.

If you are interested in displaying your car, please contact Peter Dekker by email: [petermelbs@yahoo.com](mailto:petermelbs@yahoo.com)



By the time members read this, I will have been to Alice Springs and back by car. I wont mention the make of station wagon as it is not a Citroen, but one I had a lot of pleasure in driving from 1963 until 2006, over three models. Yes: I do keep my cars a long time.

There were a couple of gremlins in the newsletter last month as to the wine tasting which will now be after we have completed the AGM, and the proposed run to the Gippsland Wine Company which was cancelled. This it seems was a forerunner of what was to come on my trip north.

My friend wanted to drive his station wagon the whole trip at 80kph, and did; other than after we go back to Pt August, where we sped up to 90kph. We never exceeded 1800rpm. The tailgate failed at Burra on the way up, and we had to get everything out through the back doors. The cigarette lighter did not work, so I couldn't take the GPS, and to top it off; the air-conditioner did not work. No tools or tyre pump were in the wagon.

Camping is not in my comfort zone, as in my younger years; I was the unfortunate one who slept in the old annex – minus insect screens or any seal from the body of the caravan to the ground. Needless to say, I was eaten alive by mosquitoes. However I did agree to accompany a friend and share expenses as this will give me the opportunity to take many images of the Centre. So back to tents for 3-4 weeks. I did fly light aircraft for twenty eight years, and on two occasions to Hawker and Balcanoona in the Flinders Ranges, when the Royal Victorian Aero Club went there. They were great trips with up to seventy two people in seventeen aircraft; but I have never driven north of Pt Augusta.

I am sure all members who attended the run to Phillip Island at the Veteran's Museum and lunch at Dalyston; had a great time. I have been to the museum previously, and it was quite a surprise to see what a collection they had there. It was well laid out.

Check the middle pages in this issue for some images of this venue.

Coming up, October and beyond is laced with plenty to keep you occupied:

1/ Our AGM on our club night on 1<sup>st</sup> October., followed by the wine tasting.

2/ Motorclassica at the Royal Exhibition Buildings from 24-26<sup>th</sup> October

3/ French Car Festival at the Buchanan Oval in Macleay Park Balwyn on 26<sup>th</sup> October.

4/ Club night Auction on November 5th. Start collecting all your items to sell now.

5/ Run to Andrew Murray's place at Red Hill on November 15th.

6/ Our final club night is on December 3rd and will **not** be in the club rooms, but a pub gathering as in previous years at a venue to be decided. Check details in the next issue.

Just imagine if seventy two members in the CCCV turned up at the French Car Festival. What a sensation that would be. Surprise me! Get out hose polishing cloths now.

Enjoy all your driving.

Brian James.

#### DISCLAIMER

*This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your insurance company. The editors, authors, CCCV Inc. Committee and Members decline any responsibility for any transactions begun through contacts made in the CCCV.*

#### FRONT COVER

Two views of Phillip Island and the venue for our Club Run to the Vietnam Veterans Museum.

*The Newsletter proudly printed by AVLON PRINTING*

*1A Viking Crt. Cheltenham North, Victoria 3192*



# NOTICE BOARD



## CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au) and enter the username and the password supplied by email sent you.

**Club password for the month:** At a past committee meeting it was decided NOT to publish the password in the printed club newsletter. Members will continue to receive however an email advising them of the new password each month.

**New Members** (Subject to committee approval).

CCCV welcomes the following new members to our family: Richard Ward and Robert Fatchen. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

## Price Reduction

As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00 per l.

LDS available at club rooms on club nights only at \$25.00 per l.

Events Calendar		2014	2014
October	1	AGM—Italian Wine Tasting.	
	26	French Car Festival—Balwyn	December 3 Club night at Pub - Venue TBA
	24-26	MOTORCLASSICA and <u>Club Display</u> at Royal Exhibition Building.	<b>2015</b>
November	5	Club night—AUCTION	Feb Date TBA Venus Bay weekend.
	15	BBQ Run to Red Hill—Andrew Murray	27-2/3 Dennes 4 day run. <input type="checkbox"/>
	28-30	Geelong Revival Motoring Festival. <input type="checkbox"/>	September <u>60th Anniversary of the Citroen DS</u>
			<u>To be held at Southbank.</u>
			For more details on club events contact
			<b>John Dorgan on 0428 358 095</b>
		<input type="checkbox"/> <b>Jet-</b>	
		<b>Monthly 1st Tuesday CHIT-CHAT</b>	Denotes a Non CCCV sponsored event <input type="checkbox"/>
		<b>ty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] from 10.30am</b>	

CCCV Club Advice Line					
Traction Avant	Ted Cross	9819 2208			
2CV	Peter Dekker	0425 703 899	SM	Garth Campbell	0406427657
AX/Berlingo	Kirkcaldy	9363 2464		Xantia/Xsara	John Wyers 9787 6280
GS/GSA	Daniel Flinn/Andrew Smith	9755 2439	XM	Roger Imrie	9890 1834
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C5	Leigh Snell	9772 1810
			C6	John Fedorko	0438 597384



## Forthcoming Club Events

### October 26 *FRENCH CAR FESTIVAL*

Buchanan Oval in the Macleay Park complex Balwyn. (Melways 46 C4) We hope to see you all there



## MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

24 - 26 OCTOBER 2014 **ROYAL EXHIBITION BUILDING**



### November 15 **SATURDAY**

Run and BBQ to Andrew Murray's home in  
**RED HILL.**

Meet up details next issue.



## GEELONG REVIVAL

MOTING FESTIVAL

NOVEMBER 28 - 30 ~ GEELONG WATERFRONT, VICTORIA

The Geelong Revival Motoring Festival will be back better than ever in 2014. Held on Geelong's iconic

waterfront precinct on 28th-30th November, this jam-packed motoring festival is an event not to be missed!

The event stands for all things vintage, with this year's event celebrating Australian industry and manufacturing- from the largest companies, down to the backyard builders. Get revved up for the historical quarter-mile sprints, as over 300 classic and exotic cars and motorcycles speed down Ritchie Boulevard at full throttle. The Geelong Waterfront will be scattered with over 500 quirky, valuable and fascinating vehicles, and is guaranteed to please anyone with an appreciation for unique vehicles. **FREE ENTRY.**

## **YOUR CCCV and YOUR COMMITTEE**

At the upcoming Annual General Meeting on Wednesday 1<sup>st</sup> October, all existing Committee members are obliged to stand-down and their positions are offered for re-election. So we take this opportunity to detail the basic workings of your Committee.

Long serving Committee members Peter Dekker and Dave Rogers are, after many years of dedicated service, standing down. And only Dave has indicated that he is considering a nomination for general committee position.

Given this, there is good opportunity for Club members to step forward and offer their time and service for the benefit of the Club. This is, in a nutshell, a great way to get to know much more about Citroëns and your Club. So we present an overview of the Club and its Committee.

### **YOUR CLUB**

The CCCV's purposes are:

- To provide and engender social activities for drivers, owners and enthusiasts of Citroën motor vehicles;
- To conduct meetings and classes whereby members may obtain knowledge enabling them to become better drivers and to maintain their vehicles at a high standard;
- To foster the preservation of Citroën vehicles;
- To provide friendship and courtesy on the road, socially and in competition;
- To promote and foster motor sport;
- To hold or arrange competitions and provide or contribute towards the provisions of prizes, awards or distinctions in connection herewith;
- To produce and distribute any printed matter that the Club may think desirable for the promotion of its purposes;
- To subscribe to, become a member of, and cooperate with any other club or organisation whose aims complement those of the Club;
- To buy, sell or deal in all kinds of apparatus, services or provisions (liquid or solid) for the benefit of the members of the Club.

### **YOUR COMMITTEE**

The role of your Committee is, in one sentence, to manage the business of the Club.

The Committee consists of a President, Vice-President, Secretary, Treasurer and ordinary members.

**Broadly speaking**, each committee member, regardless of their position, should be familiar with the Club's Constitution (based on Model Rules) and the Associations Reform Act 2012. This is a collective responsibility. All committee members should exercise their powers and discharge their duties with reasonable care and diligence in good faith for the best interests of the Club and for a proper purpose. Committee members should not make improper use of their position; or information acquired by virtue of holding their position so as to gain an advantage for themselves or any other person or to cause detriment to the Club. On a practical level, each committee member is involved with organising and managing club activities and events; taking part in discussion of club policies and management; providing articles for inclusion in "The Newsletter", and showing initiative in promoting the Club.

### **CLUB NIGHT NOVEMBER 5TH AUCTION.**

Bring all your unwanted collectables, be it auto parts, books or any other items of interest.





Looking to the specified positions as mandated by the Associations Act:

The **President** leads the direction of the Club and is so doing also:

- Takes primary responsibility for the Club's administration;
- Represents the Club community or other forums;
- Sets the Committee agenda and chairs all meetings;
- Welcomes new members to the Club;
- Presents Awards for Concours and other club competitions;
- Ensures the Club complies with the Associations Reform Act 2012 and the Club's Constitution;
- Determines the distribution of tasks and their priority between committee members.

The **Vice-President** assists the President in all manner of things as detailed above and stands-in for meetings and events, as required.

The **Secretary** must perform any secretarial duty or function required under the Act together with and including:

- Maintaining the register of members;
- Keeping custody of the common seal and except for the financial records, all books, documents and securities;
- Providing members with access to the register of members, the minutes of general meetings, and other books and documents;
- Receiving and distributing incoming mail;
- Recording outgoing correspondence;
- Maintaining minutes of meetings;
- Preparation and lodgement of Dept of Justice Annual Return.

The **Treasurer** must control all manner of financial transactions including:

- Receive all moneys paid to or received by the Club, issue receipts and ensure prompt banking;
- Make payments authorised by the Committee;
- Ensure cheques / payments are signed / authorised by at least 2 committee members;
- Keep proper records and supporting documentation;
- Maintain simple accounting system to record all transactions and report to Committee on all aspects of payments, receipts, revenues and costs;
- Maintain proper control on access to club funds;
- Coordinate the preparation of the Club's financial statements of the Club and their certification by the Committee prior to their submission to the annual general meeting.

The **ordinary (not so!) committee members** have varying roles within the Committee which may or may not require regular attendance at Committee meetings.

Such roles include the:

- Events Officer** who liaises with members on proposed events, co-ordinates collection of details and draws-up notices for inclusion in The Newsletter and website;
- Newsletter Editor** whose role is to ensure the prompt and timely production of physical and soft copy of "The Newsletter" as well as lead the sourcing of articles of interest to club members;
- Other roles include **Membership Officer, Club Shop Manager, Librarian, Website Manager** and **CPS Permit Secretaries**.

So, there it is – the running of YOUR Club.

If you are interested to taking on any role in the Committee and the Club more broadly, speak to an existing committee member. Your contribution will always be warmly welcomed and highly valued.

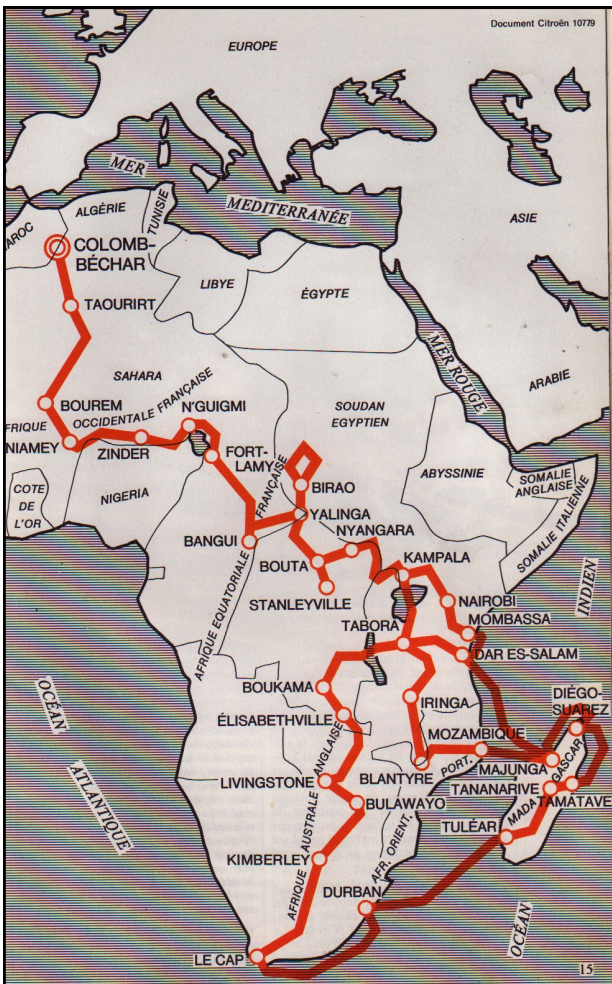
*PTO for current nominations and positions vacant.:*



The nominations current as time of going to press are:

Committee Positions	
President	John Parsons
Vice-President	Tom Gruzza
Secretary	
Treasurer	John Fedorko
Ordinary member (Events Officer)	
Ordinary member (Newsletter Editor)	Brian James
Ordinary members	Dave Rogers
Non-Committee Positions	
Librarian	Simon Potter
Membership Secretary	John Wyers
Website Manager	
ClubShop Manager	
CPS Permit Secretaries	Peter Dekker & Ferdi Saliba

# THE BLALA CROISIÈRE NOIRE



*[This account is from Edition 36 of Le Double Chevron, one of their quarterly bulletins published in 1974 by Citroën. The paintings are by Alexandre Jacovleff. We apologise that his wonderful artwork had to be cropped because of space limitations. Ed]*

The Citroën expedition into Central Africa (26 October 1924 - 26 June 1925), second of the Haardt-Audouin Dubreuil missions, was thought up immediately after the Touggourt-Timbuctoo trek by Citroën half-tracks (Sahara crossing in motor vehicles, first mission assigned to Haardt and Audouin Dubreuil). The then President of the French Republic, Gaston Doumergue, had drawn the attention of André Citroën and Georges-Marie Haardt to the degree of isolation of Madagascar, and to how useful it would be to demonstrate that transversal communications between France's African colonies and the great island were a feasible proposition.

The expedition, which was to be named the Black Cruise, took over a year to prepare. It was to be a true research expedition, placing the motor-car at the behest of Science. It purposely dawdled in some territories in order to fulfil certain assignments it had received from the French Nat-



ural History Museum, the Ministry of Colonies, and so on.

The planned itinerary, covering 12,500 miles of desert, bush, savannah, swamps and forests, required that five auxiliary expeditions, to cope with fuel, food and equipment supplies all the way from Algeria to the Indian Ocean, should be sent out. They waited on the spot until the expedition passed by their rendezvous point, and also dealt with the forwarding of collections, films and documents.



The expedition, led by Georges-Marie Haardt and his second-in-command, Louis Audouin-Dubreuil, was made up of 16 men and 8 half-tracks (with, Kegresse rubber-treaded caterpillar tracks), fitted with a type B2 4-cylinder engine, and each having its own painted symbol to distinguish it: Golden Scarab (command car), Elephant and Castle (filing), Moving Sun and Winged Snail (filming), Silver Crescent (arms), Dove (sick-bay and cookhouse), Centaur (drawings and paintings), and Pegasus (mechanics). They were in fact mobile laboratories, loaded with the indispensable scientific impedimenta. Six of the members had earned celebrity in their specialities, such as the filming ace Leon Poirier, assisted by Specht, who had shot "l'Atlantide" (Atlantis, a science-fiction film of the time), and Bergonie, lately Professor at the French West Africa School of Medicine, who looked after the medical department and zoological and pathological findings.

The start was given on 28 October 1924 at Colomb-Bechar. First target : across the desert, via the oases of Beni-Abbes, Adrar, Taourirt, Ouallen, the well of Tessalit, in other' words the road of the great

Moroccan invasions, Bourem, on the river Niger, reached on 9 November. Then came the long trek across the bush, from the left bank of the Niger, with never a road or track, from 19 November to 15 December. At Niamey, the expedition was enthusiastically greeted in a picturesque ceremony enacted by some, 3,000 horsemen and dromedary-riders who had come in from all the surrounding regions. At Tessoua the Sultan, whose harem numbered a hundred wives, allowed the team to shoot films in an Arabian Nights setting. The lord Barmou, of the ancient Haoussi nobility, had kept up the old customs of the Orient: the women bowed down before their lord and master, and he had his meals alone, for no one must see him eat!

On reaching the banks of Lake Tchad at dawn, our pilgrims met with an unforgettable sight: the rising sun reflected in the still waters of the lake, a fine reward for the fatigues of the journey. The Christmas feast took place at Fort-Lamy, with the entire European colony present.

On 3 January 1926, the expedition took to the road again, on its way to Fort-Archambault, and crossed the land of fetishists where the Mohammedan religion never managed to penetrate. This is the country of the thickest bush, of sky-scraping trees and naked natives. It is the land of "plate-lipped women" and of "panther-men", whose fetishism led them to indulge in human sacrifice.

Before crossing the Belgian Congo, the expedition ran up to the frontier of the Anglo-Egyptian Sudan to hunt big game: lion, buffalo, hippopotamus, elephant, giraffe, and all types of antelope. No roads, no tracks. Two hunting methods: bush fires, unnecessarily cruel and not devoid of risk, the animals, crazed with fear, rushing towards the hunters, who had to light counter-fires. The other method: stalking near water-points where the animals come to drink. This was where great films concerning herds of elephant and their migrations were shot. An unexpected enemy lay in wait for the operators: swarms of bees which feed on certain species of trees. So numerous were they on certain days that the camera teams had to turn back.

To be continued in the November Newsletter.  
Article from Tom Grucza.

## Citroën Car Club of Victoria Inc.

### PROFIT & LOSS STATEMENT

For Year Ending 30th June 2014

#### **CLUB OPERATIONS**

	<b>This Year</b>	<b>Last Year</b>
<b><u>Income</u></b>		
Subscriptions Received	9,165	9,645
Advertising Income	3,140	3,950
Events Income	10	1,530
Club Shop Profit	358	118
LHM Profit	510	414
Sphere Regassing Profit	293	32
Sundry Receipts	59	489
Donation	252	
Name Badges	59	37
Auction Night	55	102
Interest Income	684	511
	<b>14,585</b>	<b>16,828</b>
<b><u>Expenses</u></b>		
Cost of Newsletters	9,399	9,345
Administration Cost	127	669
Membership Costs	1,620	1,454
Sundry Payments	561	753
Bank Fees Paid	1,551	794
Depreciation Expense	899	785
PO Box Rental Fees	99	99
Events Expenditure	221	1,129
FCF Payments	250	80
Bastille Expenditure		
Name Badges	32	
Club Night & Runs	844	723
Website Expenses	20	
Dues & Subscriptions	200	244
Insurance	391	315
Donations Paid		
Accounting & Legal Fees	(1,000)	1,000
Postage	58	112
Hall Rent	922	922
	<b>17,194</b>	<b>18,424</b>
<b>Profit/(Loss)</b>	<b>(1,609)</b>	<b>(1,596)</b>

#### **CIT-IN 2014 EVENT**

<b><u>Cit-In 2014 Income</u></b>	<b>50,648</b>	
<b><u>Expenses</u></b>		
Club Hub Fees	1,510	
Web Site Construction	500	
Delegate Refunds	2,104	
Rawson Village	47,692	
	<b>51,806</b>	
<b>Profit/(Loss)</b>	<b>(1,158)</b>	

<b>COMBINED PROFIT/(LOSS)</b>	<b>(2,767)</b>	<b>(1,596)</b>
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**Citroën Car Club of Victoria Inc.**

**Balance Sheet**

**As at June 2014**

	<b>This Year</b>	<b>Last Year</b>
<b><u>Current Assets</u></b>		
Operating Account	4,331	5,048
Cit In 2014	6	8,863
Club Shop / LHM Cash on Hand	295	28
Investment Accounts	13,238	15,554
Total Cash On Hand	17,870	29,493
Trade Debtors	180	660
Subscriptions Overdue		450
Shop Inventory	1,412	969
LHM Inventory	1,272	885
Prepayments		1,000
Total Current Assets	20,734	33,457
Equipment at Cost	16,305	15,170
Equipment Accum Dep'n	(12,903)	(12,005)
Total Property & Equipment	3,402	3,165
<b>Total Assets</b>	<b>24,136</b>	<b>36,622</b>
<b><u>Current Liabilities</u></b>		
Provision for Audit		1,000
Provision for Tax		64
Deposits Held		8,333
Accruals	5	
<b>Total Liabilities</b>	<b>5</b>	<b>9,397</b>
<b>Net Assets</b>	<b>24,131</b>	<b>27,225</b>
<b><u>Equity</u></b>		
Member's Equity		
Member's Capital	23,301	23,301
Total Member's Equity	23,301	23,301
Retained Earnings	3,597	5,530
Current Year Earnings	(2,767)	(1,606)
<b>Total Equity</b>	<b>24,131</b>	<b>27,225</b>



## Citroën SM Cabriolet: The most beautiful Maserati ever?

09 January 2014

When Citroën acquired a 60 per cent share of Maserati in 1967, it couldn't have come at a better time for the French company. And who better to entrust with powering its new sports car than the folks over at the Trident marque?

Citroën's innovative DS, with its hydropneumatic suspension, was revered worldwide but the media had one major criticism: it needed more power. As a custom-designed, technologically advanced 2.7-litre Maserati V6 was fitted into a new quirky saloon body, so the SM was born – finally with the oomph and versatility deserved by a true luxury car.



Among the coachbuilders who favoured the high-end SM was Henri Chapron, the chap responsible for the elusive Mylord cabriolet, of which it is believed only six were built. The drop-top SM was elegantly styled and luxuriously equipped – the body was strengthened, a boot was added and a hood was created to cover the four-seated interior.



Its price wasn't so attractive, though. At 130,000 Francs (in 1971!), it was double the price of the standard SM and dangerously close to that of the Ferrari Daytona. Perhaps inevitably, Citroën didn't take up the project and experts believe that only six were produced, one of which was later destroyed in a fire. As a result, genuine Mylord cabriolets are, according to Artcurial, 'impossible' to find.

## The last great French luxury automobile



This stunning one-owner example – arguably the very best of them all – presents an exceptional opportunity to own what is held to be the last great, French, luxury automobile. Purchased at the 1975 Paris Motor Show by a Citroën dealer in Colmar, it has remained in the same family ever since. In its day, the ‘Byzantine Gold’ convertible was used to transport the family to its holiday home on the Côte d’Azur. It has been professionally maintained and is offered with extensive documentation, including manuals, technical drawings, registration papers and correspondence between Chapron and the owner.

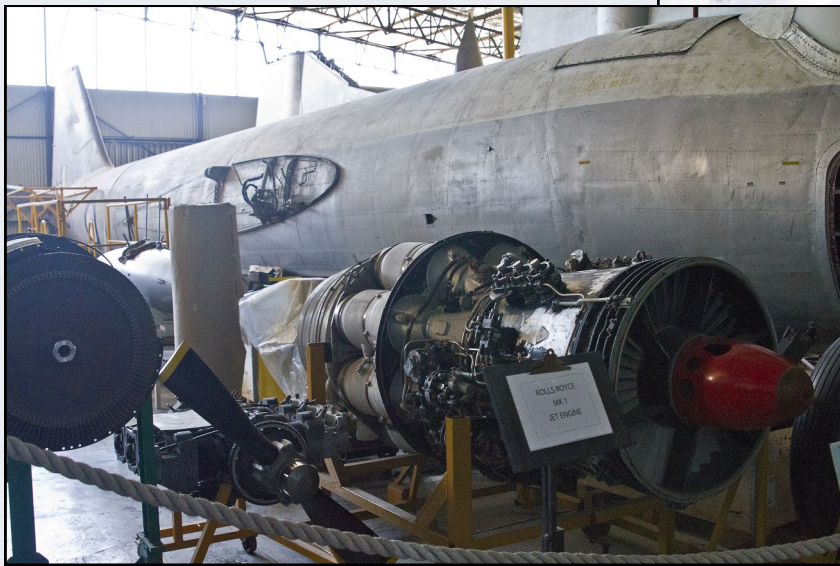
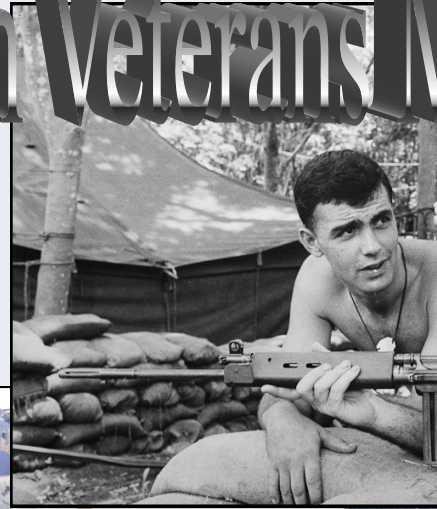
It will go under the gavel at Artcurial’s Rétromobile sale in Paris, on February 7. As the auction house rather nicely puts it: "We’re offering a wonderful story – it’s up to you to continue the plot." Remember one thing, though: underneath that unique French exterior beats an unmistakably Italian heart.

Photos: Artcurial

# CLASSIC DRIVER



# National Vietnam Veterans M

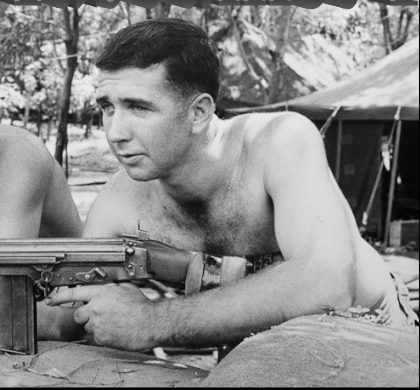


The National Vietnam Veterans Museum (NVV) helps veterans to help and support veterans to cope (1962-1975) and after their return to Australia, experience of the veterans of the Vietnam era

In 2014 the museum enters its second year as an ambitious program of rejuvenation to enhance the wider Vietnam veteran community ...



# Museum & Phillip Island Run



M) is a unique Museum. Founded and built by Vietnam  
better with their experiences during the Vietnam War  
the NVVM seeks to remember, interpret and relate the  
and the enduring impact of the war on society.

an independent museum. The museum has embarked on  
nce the visitor experience and further strengthen our links





# Slough Built Traction—Wiper Location Mystery

by George Dyke, Larry Lewis and Roger Williams — *Citroenvie*

The endless assortment of Traction at the 75th Anniversary meeting in Arras last summer was absolutely awesome. Some days you just have to put work aside for an opportunity like Arras.

Being able to compare all of them, side-by-side, brought up tid-bit discoveries that were fascinating. Take for example, the location of the windshield wipers on Slough-built UK models; This gave pause at Arras for Larry Lewis and I to scratch our heads. First of all, from what we had read in the Traction textbooks, we were under the impression that windshield wipers were located above the windshield until 1950 and the relocation of wipers below the windshield, in the scuttle occurred on Traction from 1950 onward. Certainly the French and Belgian built ones. Call us Canuck geeks, but in carefully looking at UK specimens, there were many pre-war cars that had wipers below the windshield. Could it be (we thought) that "below-the-windshield" was first tested on Slough-built Traction before being adapted worldwide and before modified tooling of the bodies (to make the little bulge pod mounts on the scuttle) was done after the war? Even with WWII, why would it take Citroen over a decade to move wipers below the windshield on French and Belgian Traction?

The mystery deepened the more we looked at the Slough-built Traction. It seemed that prior to WWII, from 1938 onward as far as we could tell, Slough-built Traction had windshield wipers located below the windshield. There were 1938 and 1939 Slough-built Traction where the wipers were mounted below, yet the metal around them

was flush, rather than post war where the metal was bulged to make two pods for the wipers.

We came away from Arras realizing that we; needed to do some research. We consulted Roger Williams in England, an excellent authority on Slough-built Traction. In discussing our findings with him and doing other research about manufacturing in England at that time, here is what we have been able to determine about this wiper mystery. It appears that there were at least 5 stages of evolution of the wiper relocation below the windshield:

1. Pre-war (for 2-3 years) on a few cars, but not all of any particular model, they were located below the windshield and had the rubber "grommet" around the posts (and the wiper motor located on the scuttle).
2. 1946 (according to John Pressnell's Traction book), the wipers move to below the windshield with the introduction of the new dashboard. But why was a new scuttle with metal bulges for the wipers not placed in at this time? Maybe manufacturing restrictions post WWII?
3. Post war (for a few years, 1946 - ?? ) - the rubber grommets can be found on scuttles without bulges on Light 15, Big 15 and the Six Cylinder.
4. 1949 (according to John Pressnell's Traction book), cable-rack windscreen wipers were introduced. (But again, on what models)?
5. 1952 - Location of a remote motor on the bulk-

## Wiper Placement

Early Traction (below and right, close-up) with wipers mounted below the windshield on the cowl and only rubber "grommet".



head (firewall) - driven by a rack system. (And that most likely necessitated the metal bulged scuttle from that point onward..

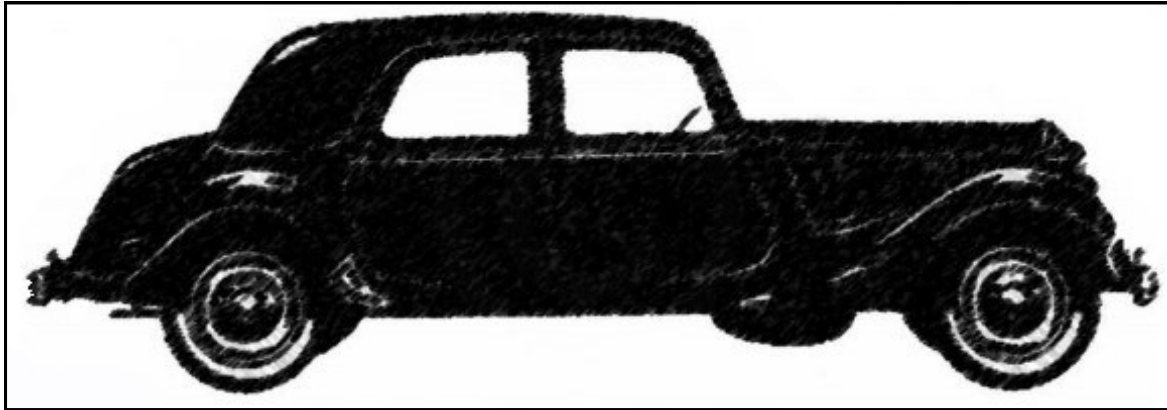
How accurate is this hypothesis? Even with the timeline above, we know of inconsistencies. Keep in mind that

Later Traction (right) with bulge below windshield in metal cowl. Note that the wiper arm goes through the rubber "grommet" protruding from





automobile manufacturing was severely compromised because of WWII, Building anything to a consistent standard in the latter 1940's was extremely difficult. Tractions were cobbled together from a variety of available parts up until the latter part of 1948. (Individual body panels for the Traction were pressed in Paris and exported to the UK for welding together. Much of the steel used in the panels originated in the UK and was exported in sheet form, then returned as pressed panels. English modifications, like the fitting of the sun roofs, were done in Slough. Roger mentioned that it was rumoured the steel used was slightly thinner than that used by the French but he wonders about that, because thinner steel would have most likely affected the pressing tools).



Even with these assumptions, we are curious as to why cars as early as 1938 (like a known Six Cylinder belonging to Manny Motashaw) had the wipers below the windshield. Literature and period photos show the wipers above -even in 1939.

Looking through various Traction books, the answer is not apparent. The Brooklands book which reprints period British road tests (the copied photos aren't the best but they can be made out) does not mention the change in wiper configurations, and pictures do show that there were low wipers from 1946 on. Classic Citroens by James L. Taylor says this regarding 1946 cars- "In all other respects except for the windscreen wipers mounted on the scuttle, it was identical to the model which had gone out of production in 1940" referring to the Light 15. A French book (Collection Auto Archive nr 5) which outlines the changes from year to year puts down the change for French cars to 1952. It says in one article; "Le moteur d'essuie-glace, que sa position rendait particuliere-ment dangereux, est place et commande sous le tableau de bord; le mouvement des baiais est non-synchrop.ise, mais legerement decaie, et s'effectue du bas en haul." We aren't the best at translating French, but we think they do not approve of this change. There is also a chart that outlines every change from 1946 to 1954, it says about 1.952; "A partir de juin 1952, les essuie-glaces sont fixes a ia base du pare-brise et par le fait meme, le moteur des essuie-glaces change de place." This is all we could find regarding anyone addressing the wipers for Slough cars.

A possible reason for the move to the lower wiper system on Slough cars may have been the gearing-up for the Second World War. The upper type wiper motors may have been in demand for use in military equipment and so there may have been a shortage of them for civilian use. But, having seen 1938 cars with the low wipers and Britain was not at war at that time and was trying to avoid it (remember "Peace in our time?") is this a reasonable explanation? A shortage of upper type motors may explain why the bodies were not altered for the use of the low system but just had holes drilled for the pivots as production had to keep running. This may have been a quick solution to the problem. An existing Lucas rack-type system was found and used; this is the same type of

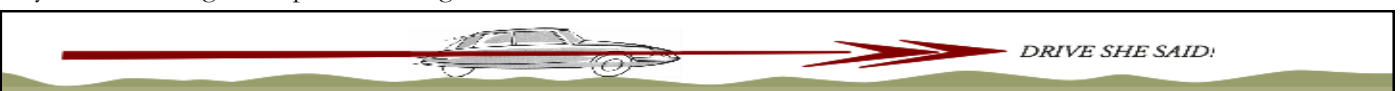
rack-and-pinion wiper assembly that was used on almost every English car up until the 1960s at least.

Another reason for the change could simply have been that the aesthetics of the wipers were

pleasing to the Brits. Tractions had to compete with Riley and Rover.... Slough needed them to look, as much as possible, like a modern English car. Somebody in England must have had control to upscale them for the leather seats, the wooden dashboard and more robust bumpers. Why wouldn't they have had the final say about locating the wipers below the windshield? The change makes them more autonomous and modern looking. Of course one then wonders 'why the French took 14 years to relocate them? Their indifference to Slough's innovation should not have lasted that long!

Roger knows a fellow with a 1948 Light 15 and his wiper mechanism is like the French ones, wiper motor also on the scuttle but the wiper motor mounted behind the dashboard.. Roger owns a Light 15 manufactured in December 1951 and his has the remote motor on the bulkhead driven by the rack system and made by Lucas. Roger says that the rack system is pretty useless, but he has found a stronger type of the same pattern from a Jaguar which he is going to try to fit in his Traction.

*Are any of our readers able to shed any light on this Traction wiper mystery?*



# Early Australian automobile rally

William Skyvington Expat in France

I shall never forget my first contact with an automobile trial in Australia, in 1956, at a time when I was living with my grandparents at Robinson Avenue in Grafton and preparing my final high-school certificate. I am referring to the **1956 Ampol Around Australia Trial**. My grandfather was the Ford dealer in Grafton, and his garage had a gasoline pump



alongside the roadway in Fitzroy Street, at the spot where the entrance to an automobile business existed up until recently.

arrive in Fitzroy Street, it was late in the evening. I was there, alongside my grandfather's gasoline pump, participating in the excitement. After all, in quiet old Grafton, we had never before seen anything quite like this. I remember in particular the third car to arrive, with its headlights blazing. It was a charming little **MG TF** sports car (manufactured by Morris), much like this:

On the local radio, I had heard about this vehicle and its occupants, **Les Slaughter** and **Bill Mayes**, no doubt because their vehicle was so much more elegant than most of the typical sedans engaged in the trial: bulky Holdens, Peugeots, Fords, Standard

Vanguards, etc. I was so close to the car that I had time, while it was being refueled, to gaze down into the cockpit, where I could see clearly the two drivers, both of whom were wearing woolen bonnets

(because it must have been quite cool, of an evening, beneath their flimsy canvas hood). To my innocent eyes, unaccustomed to harsh sporting adventures of this kind, there was something unreal about the vision of these two fellows emerging from the darkness, and waiting impatiently to take off once again. As they drove off into the dark, I had the impression that I was

watching a pair of daring pioneers, heroes of a new kind.



This address was indicated as an official refueling station for the Ampol contestants, who had left Sydney during the day. When the vehicles started to



The next morning, we learned from news bulletins on the radio that Slaughter and Mayes had never reached the next town, up on the Great Dividing Range. They had disappeared mysteriously somewhere along the mountainous Gwydir Highway between South Grafton and Glen Innes. However nobody in any of the other 31 vehicles, racing through that rugged and sparsely-populated region in the middle of the night, had witnessed anything unusual. Later on in the day, an intrigued automobile specialist, **Evan Green**, came upon telltale tracks in the gravel, indicating that a



There was a single Citroën in the 1956 Ampol event, but they failed to complete the trial



1956 Ampol Around Australia Trial winners Alan Taylor and Wilf Murrell in front of their Peugeot 403

vehicle had left the dangerous road. Police found the little MG down at the bottom of a gorge. The two drivers had been ejected by the impact, and they were lying face-down in a creek, side-by-side, where they had in fact drowned. I was no doubt one of the last people to see Slaughter and Mayes alive, in the cockpit of their beautiful little automobile. I've never forgotten that tragedy, which marked me enormously. Curiously, though, I felt that it was almost inevitable that such exotic and intrepid heroes should meet their destiny in this dramatic fashion.

Finally, the trial was won by two Australians—**Alan Taylor** and **Wilf Murrell**—driving a run-of-the-mill French car: a Peugeot 403.

**POST SCRIPTUM:** It's quite possible that this archaic gasoline pump, which apparently still exists today at the Fitzroy Street premises, is the place where Slaughter and Mayes fueled up for the last time.





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7/14

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## Tools and Parts For Sale

(06/14)

2x DS19 Spare parts catalogues. 1x Lt15 Spare parts catalogue. 1x Citroen master parts catalogue (old).

### Traction Tools

1x Traction d/shaft spigot puller.  
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1x Top ball joint adjuster.  
1x Brake drum puller  
1x Outer Bearing Puller  
1x Inner bearing nut spanner.  
1x Jig for d/shaft yoke cups.  
1x Spanner for adjusting diff. side bearings.  
1x Tie rod end adjuster  
1x Top ball joint puller  
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### D Series tools

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## Citroen CX Wanted

09/14

CX Pallas wanted. 2400/2500 series 1978-85. C-Matic preferred. GTi would be excellent. Will consider non registered or unroadworthy vehicle. Contact Richard 0417316060.

## 1998 Citroen Xantia

06/14

My beloved Xantia has got to go. A very cheap comfortable car. 227,750 km. Been in family for 4 years. Excellent highway car. Previous owner meticulously looked after the car and so have I. Never missing service maintenance issues as they arose. Factory features are driving lights, sunroof, cruise control, 6-speaker stereo with steering wheel controls, rear sunblind, color coded bumpers and mirrors. Car is iceberg white. No oil leaks. No smoke. Plenty of power. Auto transmission is tired but works as it should. Bodywork is very good with no rust. Comes with 4 new tyres..new battery. 6 months rego..new front spheres. New twin Bluetooth (music and phone), Sony radio which is compatible with steering wheel controls. Very negotiable on price would like to see the car go to someone who cares about Xantias. JSC 186. Asking \$3000 with RWC (Morwell) Contact Chris Hawthorne 0417 794 317.



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## 1979 2500D Citroen CX 5 speed manual, (based on a Pallas 2400)

(04/14)

**Price:** \$7,500 **Odometer:** 66,592 kms **Registration** { *No* **VIN:** 05MJ7492 **Roadworthy certificate:** No  
**Exterior colour:** Bronze: **Interior colour:** Tan: **Year:** 1979 Normally aspirated **Badge:** Pallas: **Transmission** 5 speed manual: **Body** Sedan: **Engine** 4 cylinder Diesel

This CX 2500 D has had a lot of restoration work completed and kilometres driven since this work are less than 20,000 km, and nearly all on the highway. The actual kilometres registered are 66,592 (The CX odometer only goes to 100,000 km). Restoration work: The 2.5 litre diesel engine and 5 speed transmission were overhauled and restored and fitted into a 1979 CX 2400 Pallas. The steering rack was removed and refurbished, the front and rear suspension was totally refurbished, and all spheres re-gassed or renewed. New front brake discs were fitted, and all new brake pads fitted. Tyres are 80%. The body has been carefully repaired and totally re-sprayed, and the paintwork is in very good condition. It has tan leather interior is in reasonable condition with only deterioration due to age. The car starts and runs very nicely. The Michelin tyres are 50% on the front tyres and 80% on the rear. This CX has had much time, meticulous work and money expended by the previous owner (based in W.A.) to get it to this point and whoever becomes the owner will be the beneficiary of this, beyond the asking price. The engine runs smoothly and pulls well, and is very economical (around 6.7 lt/100 km; 42 mpg), and the car rides as smoothly as a CX should. It has been garaged all the time I have owned it, and is now up on blocks but started occasionally. I have two of this model so one is surplus to my requirements. The car is garaged in Holbrook, NSW.

**Please call Shane [Phone: 0403090930] or Peter (after March 15)[0402412050]**

**Citroen CX 2500 GTI auto.** very good body no dents just had a spray job, leather interior one seat worn a bit on the side, needs rewiring and new tyres no RW or REG \$1800 ONO please ring Stephen on 0403846716 or 03 8513620 or his wife Marg on 0403325375. [joy.fielding@optusnet.com.au](mailto:joy.fielding@optusnet.com.au).

## Citroen Big 15 Parts

(06/14)

2 drivers side guards, 1 passenger side guard, 1 passenger side bonnet (straight gc ) 2 wheels, 3 bumper bars, 3 windcreens (2 with frames), door glass, drive shafts, trims, 2 front brake drums with backing plates, 2 rear brake drums etc. Panels and bars need work. Price Neg. Phone: Geoff 0408431990. Albury.

## Citroen 2 CV 6 Special - 1986 - VIN: VF7AZAK00KA184843 -

(06/14)



Registered to April 2015 [XQV 373] - will be sold with RWC - Price: \$22 000-

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Contact: Ryda Kiernan, Armadale Victoria 0408142086

# Sales and Wants

**Advertisers please note:** Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on page 2. or via website: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au) **Members Free. Non-Members \$10 for three months (\$15 with photo)**

All "for sale" advertisements are accepted in good faith and the Editor or CCCV committee members accept no responsibility for the accuracy or otherwise of their content.

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(posted 07/14)

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Please contact **Bob King (03) 9878 1243** for venue details.

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3/14

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[mcfilms1@bigpond.com](mailto:mcfilms1@bigpond.com) — 0438917088.

## Citroen H-Van wanted (06/14)

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Please contact Jordan: 0456893703 or [jordan.hajek@gmail.com](mailto:jordan.hajek@gmail.com)

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(06/14)

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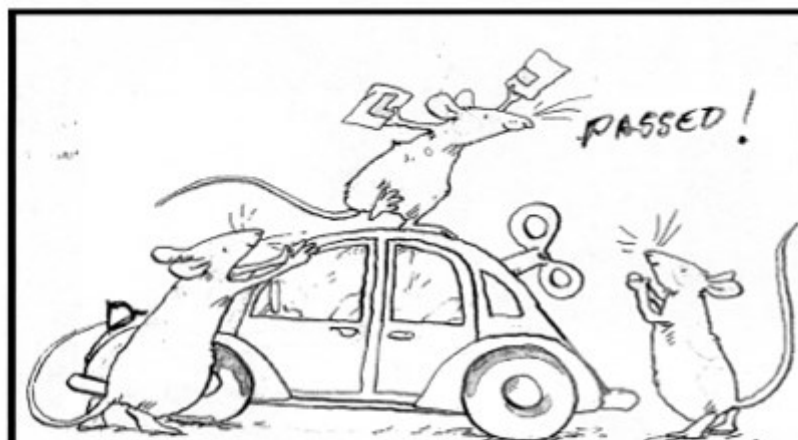
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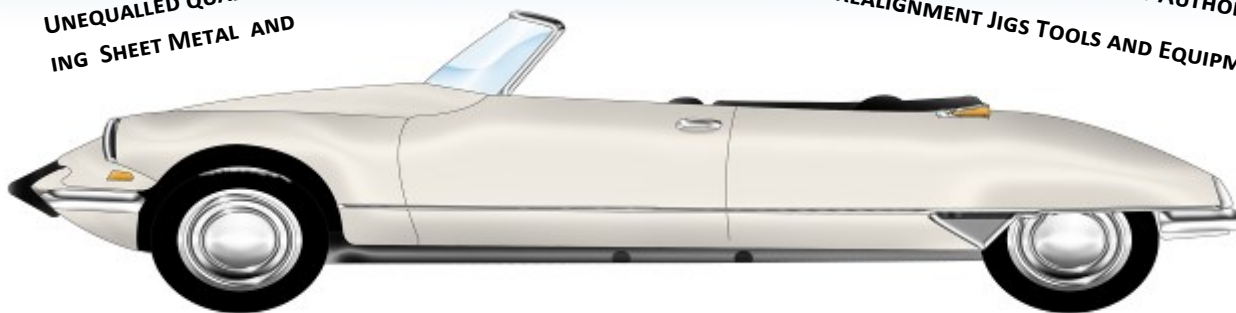


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