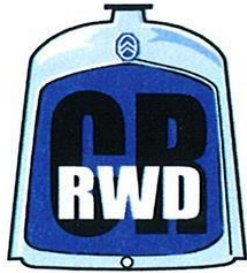


Citroën RWD Register

# The Vintage Citroën



April 2023

**Drive your Citroën-day.** The 4<sup>th</sup> of June 1919 was when the Citroën type A first made it's appearance, so we thought 4<sup>th</sup> June 2023 should be the date we celebrate by taking our Citroëns out for a run and taking a photo of them or if that's not possible, a photo in the garage.

Please don't forget to put the word out about the annual Thames Traditional boat festival to be held July 14-16<sup>th</sup> at Henley on Thames.

An amazing event with old boats, old cars, old bicycles, flying display and much more.

See full information at [www.tradboatfestival.com](http://www.tradboatfestival.com)

Would be lovely to see some Citroëns there.

Thanks

Lyndon Yorke

Note: I've booked for this event, sounds really great. Hope to see more of you there. Thanks, Paul

## **Story of an ‘innocent’s’** unfortunate experience with electronic ignition!! by David Boyd

Re Miss B, as you may know I converted to Coil a few years ago. Highly successful... The other day I decided to try fitting a Powetrack Electronic ign. system (they are made in Bromsgrove) which is easy enough to fit. Horror of horrors I hear you say but they have a good reputation and some people have, I am told, fitted them to the early VW beetles which are also 6volt.

Maybe Beetles are different but try as I might I could not get the engine to fire. Took it back to Bromsgrove who very kindly swapped it just in case there was a fault but have now fitted this ‘new’ one and no difference.it still won’t start.

So I have put the old ‘contacts’ dissy back and she fired up first time so I know the timing was correct.

Motto....if it ain’t broke etc etc etc. stupid boy!

I think the problem is caused by the heavy drop in voltage when the Starter is used. The Electronic ‘things’ need a minimum of 4.5 volts and my guess is that the starter drains much more than 1.5 volts.....hence no spark.

My guess only as my knowledge of Electrics is very limited and I used to rely on Malcolm for his expertise in these matters (he used to maintain the electronics on Vulcan Bombers ) ... sadly I can’t any more.

So back to basics as they say but an interesting little exercise. 😞 . So if you know anybody with a 12 volt 4 cyl car that needs a sweeter smoother engine then for £40 there’s one pack here !

**Walford Bruen.** Kindly sent us this feature on a Citroën 20 seater bus

Your feature in the latest newsletter re the Citroen coach prompted me to look out a Citroenian magazine dating back to September 1977 where a dilapidated example of precisely this model of vehicle was offered for sale! I was certainly not in a position to do anything about it and thought no more of it until an autojumble many years later when I met a subsequent owner of the bus, a Mr. Goodyear. He informed me that the bodywork had since collapsed but that all the frame had been kept as patterns. I know not whether he or the bus still exist but amazingly I found his contact details if you fancy pursuing the matter further.

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The following letter and photograph were passed to me by Peter Parker, on a recent visit to Slough. If any of our members would be interested in restoring this most unusual Citroen I would be obliged if they could contact Mr. Brian Arbery as soon as possible as it would be a great pity if this rare vehicle was allowed to disintegrate further.—ED.





Dear Sir,

I am writing to see whether the following information might be of interest to your Company. A small group of us in this area who have been working on the restoration of a number of old vehicles have recently acquired a 1931 Citroen 20-seater bus.

It was destined to be broken up but feeling as we do that some attempt should at least be made to preserve rather more unusual vehicles of the period we rescued it despite its appalling condition. The vehicle concerned is a Citroen described as a 359LWB (this may be incorrect as the hand writing in the log book is difficult to decipher) with chassis number K1963 and engine number 052609/6C. It has a sunshine pullman coach body built by a firm in Dorchester. Its registration number is TK 6491. The last operating owner was F. Moore and Sons (Viceroy Coaches) of Saffron Walden and its final use in service was in 1944. (It still retains its war-time black out headlamps). When disposed of by Moores it was used for some 30 years as a caravan at a timber yard in the nearby village of Ashdon.

I gather that the vehicle is probably unique since very few were imported into this country, I certainly do not know of another surviving example although the rear body of a similar vehicle was in use until recently as a shed at the same site. Due to the death of the recent owner which, incidentally, brought the log book to light this other body will be removed in the very near future.

Due to its having stood for such a long time in a position where it was open to the elements, the bodywork in particular has deteriorated to such an extent that its restoration by ourselves with our extremely limited resources both in terms of premises and cash, would prove difficult. Currently it is parked on a neighbour's farm under a tarpaulin. It is important that a home be found for it as soon as possible.

I wonder, therefore, whether your Company might be interested in restoring or assisting in the restoration of the vehicle since it must be one of the oldest if not the oldest Citroen commercials in Britain. I enclose herewith a photograph of the bus at the time of its removal from Ashdon.

As I mentioned earlier I would like to sort out its future as quickly as I can and look forward to hearing from you at your earliest convenience.

Yours sincerely,

BRIAN K. ARBERY,  
Hylas Cottage,  
School Lane,  
Radwinter,  
Saffron Walden, Essex.  
Tel. Radwinter 449.



## E-mails;

Hi Paul, I am getting in touch with you regarding the Citroen RWD Register – I recently acquired Citroen 5CV BS9678 through auction. Unfortunately, the previous owner is unwell and not able to tell me anything of its previous history although I do have a pack of papers to look through – it would be great to link up with the register to learn more about the cars and how to keep them running. I am based up in Lincolnshire near Bourne.

Kind regards

## Martin

Hi all

My Citroen B12 (with all steel) boat tail speedster is now on the road. See photographs

Regards Tony Burton



The following was contributed by Garth Foxwell via Bozi Mohacek, many thanks.

## Greetings Comrades of Chevrons

*(Specifically, CCOCA, Michel in UK and of 'Amicale 5hp', Willy in Switzerland of the '5CV World Register', Bozi also in UK, Tom and Ralph in WA, Serge in Qld, Alan and Dave in SA, Bernard in France, the Phipps in Tasmania and the Seery offspring in WA, Christian in Canada, Citroenet in the UK, Citroenvie in North America, Ian Nixon of Citroen and DS Automobiles [Facebook] and the 'Conservatoire'.*

Well, it is now **May 2023!**

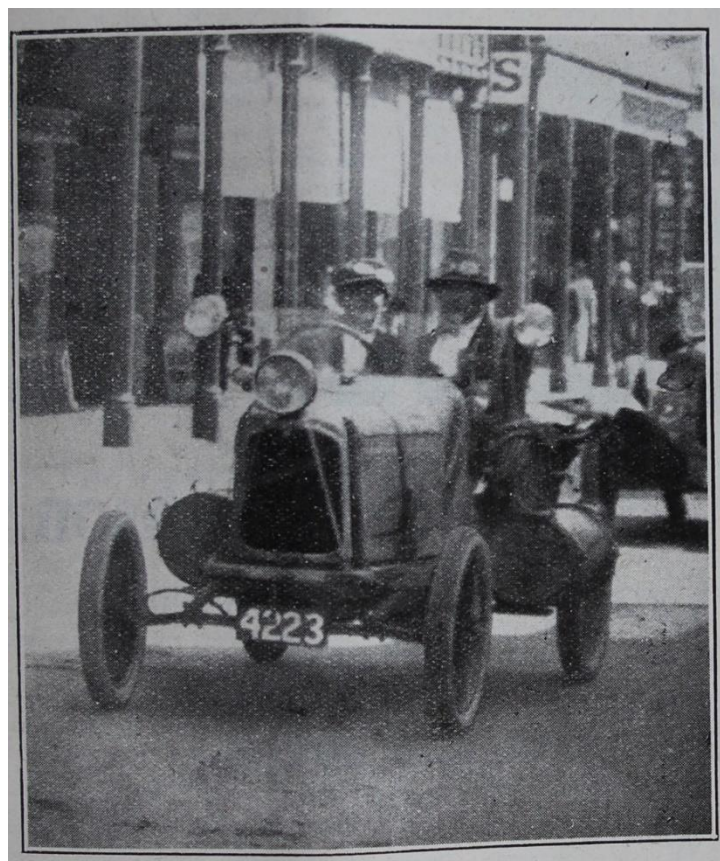
For Citroenists in Australia – and indeed the world over – this is a momentous month. A month for reflection and celebration. We note it by looking back (a bit!) **One Hundred Years!**

On April 29, 1923, the Perth, Western Australia newspaper – 'The Sunday Times' recorded a list of new motor vehicle registrations. One of the listings read as follows:-

"4223, Citroen car, Walter J Phipps, Slade Street Bayswater"

This is the start of something great! In this instance the Citroen was a Citroen 5CV (god forbid – marketed as a 'Baby Citroen'.) Soon this car would be a 'Giant-killer'!

The journal of the Royal Automobile Club of Western Australia – the 'W.A. Motorist' reported in its 20 May 1923 edition, that on 1 May 1923 two young men, **Messers W.J. Phipps and J. Seery** departed Fremantle and later arrived in Adelaide on 14 May 1923 in their 7.5 HP 'Baby' Citroen.



*The vehicle as it appeared on its departure in the 'W.A. Motorist'.*

Other newspapers of the day report the arrival of the two in Melbourne as being 14 May and in Sydney on 18 May. This seems the more correct couple of dates as their arrival in Sydney is reported in a Sydney newspaper dated 19 May. Various, different newspapers collectively provide a more complete record. Key points drawn from these newspapers are as follows.



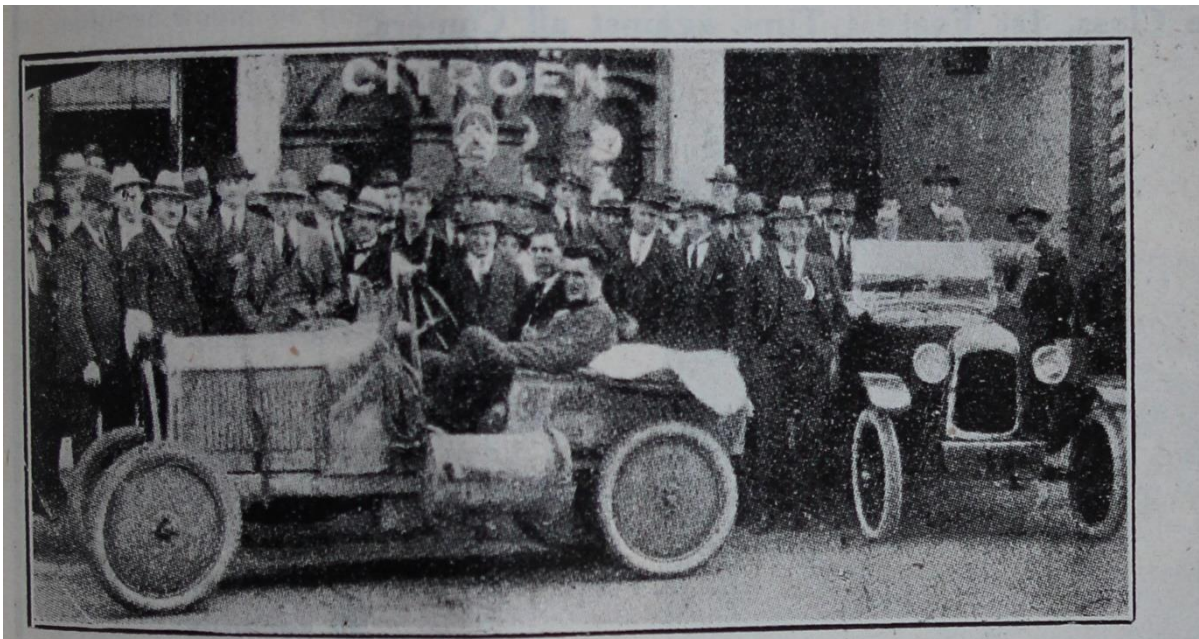
- The first striking point to note is that the vehicle is reported as weighing in total - '18 hundredweight'! Not bad – some 914 kilograms of which the car contributed about 500 Kg! The added weight comes from carrying 23 gallons of 'benzine', eight gallons of water, oils, tools and of course, some personal requirements.
- It seems the two originally set out from Western Australia with the aim of completing the crossing to Sydney in a record time. To do this they would 'travel by day and night, one sleeping, while the other drove'. This is supported by the lighting set-up evident in the photo above. One large 'spotlight' mid-mounted above the radiator and two other lights – one mounted on each of the windscreen mounts and able to be manually directed.
- Some distance (believed around three hundred kilometres, although reported as "100 miles"), east of Kalgoorlie (at Naretha), driving at night, they struck an unsighted tree stump and broke a wheel hub. Reports of a four day (in one case a five day) wait for replacement parts wrecked their record attempt too. The replacement parts were transported to them by way of the nearby railway.



*Phipps and Seery and their Citroen with the Adelaide Agents – Maugham Thiem Motors*

*[image copyright to State Library of South Australia.]*

- While the record for the crossing was not achieved, they were reported as having established a record for a 'light vehicle' making the crossing – a distance of nearly 3,000 miles (roughly 4,800 km. Yes, there is a shorter more direct option, but theirs was by way of Adelaide and Melbourne!).
- On arrival in Adelaide (stated as 1769 Miles in 157 hours of driving time), the two said they were on a 'holiday trip' to Melbourne and Sydney!
- In one section of the trip from Kalgoorlie to Adelaide, through the 'Yardu' Sandhills (sometimes 'Yadu' or 'Yardea'), so arduous was the journey, it took 5 hours to cover 12 miles (19 km). It is said theirs was the first car to cross this area without the aid of real 'horse' power.
- Phipps is also reported as having said he planned to undertake the trip by motorcycle but received an offer from the Agents of the small car to use one instead. He then asked Mr Seery to accompany him.



*On arrival in Sydney (with the agents – Salmons Motors.)*

### **As you look on...**

Be assured, those of you in other places, this was a truly tough and significant journey! It is not known precisely, but it is likely that no more than 250 km of the total 4,800 km would have been on surfaced roadways. The rest dirt and sand! In fact the road (track) travelled – alongside the 'Trans-continental Railway', is today basically dirt (gravel) from Kalgoorlie (Western Australia) to Port Augusta (South Australia), and no doubt still plenty more!

### **Who were these men?**

Walter John Phipps was born in Surrey, England, coming to Australia in his late teens. John Joseph Patrick Seery was born in Perth, Western Australia. Both completed apprenticeships, Phipps in Electrics and Seery as a Mechanic. Both enlisted in the Australian Infantry Forces. Phipps went in early in 1915. He suffered injury in the course of 1915 which probably precluded overseas service. Notably he served as a 'Driver'! Seery undertook Mechanics duties and saw service in the UK and France. On return to Australia, Seery operated a Mechanics workshop some one hundred and sixty kilometres from Perth in a locality called Moora. How they come together to complete their transcontinental crossing in 1923 is unknown. Eventually, both leave Western Australia, Phipps to settle and live out his life in Burnie, Tasmania. Seery relocated to Sydney where he too remained the rest of his life.

So now, as the month of May 2023 passes, perhaps you might think of these two men and their wonderful and adventurous undertaking. One that contributed to strengthening the presence of the Citroën brand in Australia.

Perhaps cheekily, I do want to pose one other question. Might it be that another young West Australian – Nevil Westwood, saw the various reports of Phipps and Seery and was subsequently inspired? Inspired to go on to something greater when he and, for the most part of the journey, Greg Davies, circumnavigated Australia for the first time by car in 1925, The car of course was also a 'Baby' Citroën. Quite a thought!

Sometime towards the end of May, think of this as a good reason to pop the cork on a bottle of fine Australian 'Sparkling Wine' and celebrate the feats of Phipps and Seery in their Citroën 5CV.

Note: For further interest go to [trove.nla.gov.au](http://trove.nla.gov.au) This is an electronic service of the National Library of Australia. Type in the 'Search' box the term 'PhippsSeery' and this should take you to several articles about this story. Another search term to do so is 'PioneeringCitroens'. Enjoy!



## Restoration of 1922 B2 English coach-built two-seater

You may remember the car for sale a couple of newsletters ago. Well, it's going to be a big job, but yes,



I must be mad and the tale starts here! In late January my wife and I set out from the North of England in my old Land Rover Discovery with car trailer for Cambridgeshire.

This B2 is in the form a rolling- chassis, a body tub and all the parts to complete one car plus parts to almost make another rolling chassis.

Not long after we got to the B2s' former home the chassis and body tub were strapped onto the trailer, plus four axles. With the seats folded forward we soon placed engines, gearboxes, petrol tanks etc in the back of the Disco. But this still left a pile of parts on the drive. Time

for plan "B". In February it was school half-term and we had planned to spend some time with our son and family near Nottingham. From there it's short hop to pick up the rest of the parts! (Well, it's certainly shorter than from Cumbria,)

The restoration actually started at home with the Disco and trailer on the drive. The complete car is a 1922 English coach-built RHD B2, the other is a later LHD B2 {with no body}. The first hour was spent picking up parts, looking at them and then placing back. Most enjoyable, but it was time for a plan or maybe a coffee! After 10 o'clock's the chassis and tub were dropped off the trailer and placed in a spare garage and the parts sorted into RHD and LHD. So that made three lots, because there was a number of parts yet to be identified.



The timber of the body is, in the main, good but the bottom edge of the steel sheet had rotted where it made contact with the wood. I made a new repair section to be mig-welded in place with lots of small tacks in a step-back method employed to help stop heat distortion. The outer weld to be dressed and made smooth with body filler. The inner joint treated with rust preventing waxoil.

