



SWALLOW TALES

The Official Newsletter for the Members of the
SIMCA CAR CLUB AUSTRALIA Inc.

VOLUME 28

NUMBER 4

DECEMBER 2021



Our Presidents superb new addition to the family



SIMCA CAR CLUB AUSTRALIA Inc

Dedicated to the preservation and restoration of SIMCA cars for the purpose of maintaining the Simca marque as part of the motoring history of Australia.

The Club was formed to provide technical information and spare parts assistance to Simca club members.

The Club has an affiliation with Simca owners and clubs throughout the world, permitting a global update of Simca activities to our members.

The Club maintains a register of Simca owners through our specialist Registrar for both Simca and Simca Vedette.

The views or opinions offered by members in this newsletter – Swallow Tales may not necessarily represent the views or opinions of the Committee of Management.

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FROM THE EDITOR'S DESK – *by Iain Dyer*

Greetings all,

Well the year draws to a close, depending on which state you live, will depend on what sort of year you have had. Our esteemed Victorian representative, Andy Woodson, is sick of living in Chairman Dan's Republic of Victoria and is thinking of moving to country NSW. He is selling his very nicely presented Simca P60 sedan, see add in this issue. Cars like this are the ideal way for someone to get into a ready to use Club Car, at a very reasonable price. Most body shops want at least the asking price, for a respray. Not only that, very few come to market.

Here in Tassie we have had a fairly "normal" year, but most car events have been cancelled. Unfortunately our Simca has been undriveable all year. It went into the shed to revisit some disastrous modifications and stayed there. Without boring everyone, it has been a pretty tough year with health problems. Since last edition, the suspected fresh cancer hot spots, turned out to be radiation infection. Fortunately they were able to be tackled with antibiotics. I am still struggling over the brain surgery, having poor balance and dizzy spells. However my brilliant medical team are onto it and I will keep trying to dodge bullets. Thank you for the many kind enquiries, over this period.



As to the car, we have since replaced the Weber I ruined, with one I bought off Morrie Barrett. I still can't believe how the first Weber got literally eaten up by the fuel I put through it. As I last reported, I put 50 litres of vinegar in the tank and let sit a couple of days. We then shook the car every which way and drained it out. I then put in 20 litres of 98 plus a tube of Octane Boost and took it for a run. It didn't run well and by the time I got home it, had chewed up the plugs. I put it back in the shed and didn't get back to it for a few days. When I did, it wouldn't start. We pulled the top off the carby and the mixture had literally eaten it up. My mate Martin, a top mechanic, said he had never seen anything like it in his life. So much for a quick tip on YouTube, how to clean your tank insitu.

Morrie Barrett had a Weber off a Renault that he had bought and had reconditioned years ago. I bought that off him and after knocking the jetting back a little, fitted that. That was after extensive flushing of the tank, pump and lines. The carby is off a Renault 16TL or Renault Virage. It fires up beautifully and revs out as crisp as a sailors uniform. We now have to get a smooth throttle linkage, our current design is far too heavy. It's now got the full Wayne Yeo performance package and sounds awesome. Hopefully after this new round of treatment, I can get round to driving it again.



Masked up, but it does irritate my moustache

As we are a bit light on for material this edition, I have added a segment, "A Motoring Tale". This is one of ours, but every member would have one, so please feel free to submit them. It doesn't have to feature Simcas, we are all enthusiasts of all things motoring. We probably need to get some of these tales published, it's going to get boring in the future. Think, Uncle Fred just took his restored classic fully electric Nissan Leaf for a test drive. It was raining and as he was charging the battery, he was standing in a puddle of water and ended up with this amazing hair do.



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I think I will nip down to the garage and rev up the Simca and listen to it bark off the garage walls. I don't care if it upsets the rare endangered spotted huntsman, lurking in the corner!

Other Club members have been struggling with health issues and our best wishes go out to all. We all have decisions to make as the Govt opens up the economy. How game are we going to be, going back to what used to be normal. For my part not too game. We certainly will take the risk for our Dubbo Rally, we will have to see how it is all

going by then. Little did we know at the 2019 Rally in Tasmania, would be the last time we would enjoy real normality. We look back on the Rally with great fondness, as we enjoyed great times and comradery.

We would like to thank all our contributors to the magazine, many thanks. To one and all in our great little Club, A SAFE, HEALTHY and HAPPY XMAS.
Iain and Leila Dyer

You may not feel strong
but in someone's eyes you are
their comfort and strength.



A Motoring Tale

The 1983 Ampol Economy Run - by Iain Dyer

The year is 1983 and I worked at Northern Motors Nissan. I was employed as a new and used car salesman and marketing manager. It was usual in those days for Ampol to have a National Economy run, that was CAMS supervised. The field was open to all New car manufactures, to enter a New Car in all divisions. The results then could be used Nationally for advertising, by both Ampol and the outright winner.

The marketing manager also had the job of producing the Saturday morning half hour Northern Motors radio show. The Station announcer held the top spot in the ratings and I was mates with him. He lived down the road and often on Sundays I used to help him with home renovations, followed by several beers. The radio show was more like a comedy half hour with him throwing me curve balls, whilst I was trying to promote the vehicle. He would say things like, "Iain is it true the 200B has twenty more faults than the 180B?" We bounced off each other well and the show did sell cars. They were also a major sponsor of the Economy run and created a lot of interest.



1983 Nissan Pulsar

Northern Motors decided to enter the then new model base 1.3, 4 speed manual Pulsar. As marketing manager and having had motor racing experience, I was chosen to drive it. The base 1.3 was fully imported and the 1.5 GL was built in Australia. The writing was on the wall for the Australian motor manufacturing industry. The imported base 1.3 Pulsar was a gem, with superb build quality and attention to detail. The Australian built 1.5 GL Pulsar by comparison, felt loose and poorly built. It's bigger brother the Bluebird had all sorts of build issues. Not mechanically, just poor body assembly. For instance, people complaining of about 6 inches of water in their boot was common. I remember quipping, unwisely, to about the 20th, "Don't worry sir, Nissan are supplying free goldfish with every Bluebird, what colour would you like?" He took it well, I picked my mark.

The rules were overseen by CAMS and were straight forward. The only thing you could remove from the vehicle was the spare wheel and tools. You could make any tuning alterations you liked, but could not change parts. They gave us the route a month out, which included a mountainous climb to the Scottsdale lookout, back over the mountain and down into town back to the starting point. The starting point was at an Ampol Service Station, fortuitously opposite a pub. We actually pulled up at that lookout on the Simca Rally. (See Photo). We had two hours to complete the course and they had lookouts on the hills, to make sure you didn't knock it out of gear.



Having given us the course, I immediately grabbed our new car demo which had a few klm's on it. Leila and I practised nearly every night, deleting the spare and tools and blowing the tyres up to 50 psi. The first few nights, we kept accurate measurements and gradually crept up in the 50's m.p.g in the standard car. The secret was to read the terrain ahead, gradually building up speed for oncoming hills, using the gears early and taking downhill sections at breakneck speed, on a trailing throttle. The other part of the secret was microscopic throttle inputs. After a few nights I could hardly walk, due to having my right ankle in a frozen position every night.

Our workshop manager at the time was a gentleman by the name of Barry Lack. Apart from being a very successful motorbike racer, he was a brilliant motor mechanic. About two weeks out from the event, he would fine tune the car and I would test it every night. The Pulsar was fitted with a good old Asian Seikey dual throat carburetor with no electronics. We gradually got the mileage up each trip after he had played with jetting and timing during the day. On one night, Leila and I continued past the lookout and up the East Coast, a round trip of 400k. The average top speed was no more than 85kph. We got home around 1.30 in morning. The ultimate insult on arriving back in town, we were booked for speeding. We worked out we had achieved nearly 80 mpg. I could hardly walk the next day.

Back to the workshop and another go at tuning. In the end the car was undriveable, so we had to tweak it up a tad. Just prior to the day we had the car able to achieve 85kph with iron discipline on the right foot. The car was basically running on the accelerator pump and the idle jet. Come the day we all lined up at the Ampol Servo, waiting for our turn to be filled up. A radio personality was filling the cars and a CAMS official fitting an official seal over the petrol flap. Various dealers were boasting how their vehicle was going to win. Mitsubishi were making loud noises about their Colt and my best mate Geoff Sherriff was driving a Subaru Sherpa, with high hopes of an outright win. Geoff was an accomplished race car driver, having recently won the Formula 2 State Title.

The day was perfect for the event, with cold damp air and very little wind. We started off towards the end of the field, not wishing to be baulked, with Geoff in the Sherpa behind. We took off with microscopic throttle input, it was handy the Pulsar was only 4 speed and quite low geared. The others in front cleared off, leaving us a clear road and with the utmost precision we finally arrived at the lookout. The car was checked to see that it hadn't been tampered with. Having used up a lot of the time on the climb up the

mountain, I virtually didn't touch the brakes on the way down. It was a pretty hairy ride through all the twisty bits, right on the limit. The road was closed, so you could use all the road. Despite this, my mate in his Sherpa came steaming passed, giving me the finger. Once down the mountain, it was the same routine all the way back to town. We were running out of time and I had to force myself to stick to the routine. We eventually got back to the Servo with minutes to spare. The same team removed the CAMS seal and proceeded to put fuel in the car. It clicked off at 88 cents. I was as surprised as they were, mind you, you got a lot more fuel for your money then.

The rest of the crowd were in the pub opposite getting into the grog, impatient to get on with proceedings. The CAMS officials announced it would be at least another hour before results would be announced. Convinced the car had an airlock, the officials bounced the car every which way, for several minutes. Other officials searched the car for additional fuel sources. After 40 minutes the officials declared the result official. At the presentation ,the winner of the 4cyl class was declared ,the Nissan Pulsar. Trophy dually presented. The much anticipated and much desired outright winner ,was once again declared, the Nissan Pulsar. The official mpg figures as worked out by CAMS was 95 mpg. The Mitsubishi sales manager, a mouth I detested, wanted the car quarantined and the result nullified. CAMS upheld the result. Is still have the two trophies to prove it.



The mouth followed me back to the car, but unfortunately there were too many witnesses. Growing up in Western Sydney, gives you a very simple and satisfying way of turning off the noise. It hasn't failed me in the past. Whilst it had been an intense challenge and a lot of fun, the results could not be used. Ampol could not nationally advertise, that their fuel enabled a Nissan Pulsar to achieve 95 mpg. Likewise Nissan Australia. If they had advertised the results, every Nissan workshop would have been full of Pulsars, owners demanding the same. As it was covered by the local Newspaper, there was some gain for the Company. We did use it verbally at Northern Motors when selling Pulsars. I had the trophies on my desk and it made a good talking point and it did sell cars.

Iain Dyer
Editor



Santa gets more miles per Reindeer, but he does suffer from Methane headaches

PRESIDENTS REPORT - *by Rob Stapley*

President's report

Hi everyone,

I hope this message finds you all well although the reality is, age is catching up on us and unfortunately we can't always control our circumstances. 2021 is drawing to a close and we reflect on the past 12 months and wonder where the time disappeared to. If we have an old car in our shed, chances are we have been busy restoring or maintaining our treasures. At last the monotony of covid can be somewhat alleviated by keeping busy.

The borders are opened and then shut again so who would risk traveling interstate when the likelihood of being stranded and not being able to return is very real. However we can hopefully anticipate some sort of rally in 2022 and look forward to a good time then.

I thank all the committee members who agreed to continue in their roles for the next period. The club relies on the secretary/treasurer, editor and state reps. to function all everyone is important and does a good job in whatever roles they serve.

I feel this Swallow Tales will be published after Christmas so I hope you all have a good one with friends and family where possible and we look to 2022 with hope and more freedom.

Cheers Robert.



SECRETARY'S REPORT - *by Doug Murphy*

Secretary Report: *Workshop manuals;* I bought one Aronde manual at a swap meet for \$15 and collected another donated one. An Aronde Owner's Manual was part of the donation. These go onto Morrie who distributes them to new members, if they need one. I have come across a wiring diagram for Vedette which will need to be scanned at Office Works because of its size. Ian Powell has agreed to scan the manuals, so we'll never be without manuals and diagrams. Lorraine is working on the website to make it interactive, so Queensland members can make use of the Impromptu Events system.

On the correspondence side, Barry Hunt of Wingham has some Vedette things for sale. You were all advised by email, his prices seem out of whack. Derek Kellett of the UK inquired about associate membership of our club, he was not aware of the Simca Club in that country.

Queensland Members are reminded of the Australia Day 'show and shine' event at Ormiston school and the swap meet, same venue in March.

Treasurer Report: In the latest period of reporting (1.7.21 to 30.11.21), expenditure was just a little ahead of income. The Club's asset position remains firm with cash at bank of \$6587.28

Membership Report: Welcome Patrick and Shereen de Silva of Yass; Patrick and Shereen are restoring a P60.

Morrie has given a P60 manual to Pip Chapman and Ken Barnes and is posting one to Anthony Chapman. These are new members too.

Doug Murphy



SIMCA CAR CLUB AUSTRALIA INC.

Financial Statement : 1st July 2021 to 30th November 2021

INCOME

Annual Subscriptions \$ 255.00

TOTAL \$ 255.00**EXPENDITURE**Secretary Exp.
Newsletter (Mar,Sept) \$ 265.35
Namebadges
Fairtrading
Stickers & Posters
Website Costs
Bank/Paypal Fee 1.34**TOTAL \$ 266.69****ASSETS** Cash at Bank \$ 6,598.97**LIABILITIES****NET ASSETS** \$ 6,598.97**BALANCE SHEET - 30.06.2021**

Balance brought forward 30.06.21	6598.97
Add Income Amount	255.00
Deduct Expenses Amount	266.69
Balance as at 30.11.2021	6587.28

QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone,

Another year has gone, the last years have seemed to have flown by but this one feels like it went to super speed, before we knew it the Christmas season is upon us once again. The Huntly's have tried to attend car events when possible. The November run was changed due to wet weather so the club met at the Lions Park for afternoon tea and a short run around town, even though we took the modern car it was a good chance to catch up, and for Leo to spot and look at the "broom, broom cars". Anything that doesn't look like a modern car to him is a "broom broom car", he loves the older cars.

On the 27th November Luke participated in the Motorcyclist Toy Run which was the 10th anniversary of the run in Roma with a record number of approximately 55 bikes in attendance. The charity event is run in conjunction with Anglicare, to help deliver Christmas presents to kids in need. It isn't a long run, only 7klms. The bikes meet at the show grounds on the north of Roma. The convey travel south doing a loop through the town shopping centre and main street then ending up out at the gun club on the southern side of town. There the presents are gifted over and every one can enjoy a sausage and a drink for morning tea.

The only other event has been the Christmas breakup party last night (4/12), again only went in the modern, but again a good time to catch up, play a few games and eat too much :=).

Peter Mayne is slowly working on his P60, and hoping it's on the road by St Patrick's Day, to be sure. Below are photos of brake reconditioning. Peter recommends the fellows at Slacks Creek Brakes who are terrific – efficient, competent and well-priced. He had all 4 wheel brake cylinders, and master cylinder reconditioned, plus two front drums machined and new linings fitted all for only \$368.

Kerry Ryan has also provided an article about a recent acquisition that he has managed to bring to Australia. Thanks Kerry!!

Wishing you all a Merry Christmas and Happy New Year.

Luke & Michelle Huntly



Kerry if you happen to leave the keys in the ignition one night, there's a fair chance it will be the only car I have ever stolen. If any one doesn't think that car is beyond superb, ring triple 000 immediately, they don't have a pulse!

Editor

1958 Simca Aronde Monthlery - S90A58 - Chassis Number 730414 By Kerry Ryan Brisbane Queensland In 2019 I located this car for sale on a web site in the Netherlands and I was lucky enough to be at the right place at the right time to buy it at a very good price and eventually import it into Australia. The car is a very original 1958 Aronde Monthlery built in June 1958 at the Poissy factory near Paris, France. I have some history of the car being bought and spending its early life in France. It had been specified from the factory with several very special detail features including alloy rocker cover, special wheel trims, chrome grille, additional aluminium strips to the body, temperature gauge, upgraded electricals, alloy Exhaust pipe trim, external mirrors and bump over riders to the rear bumper. In addition, the car has been fitted with a locking bonnet accessible from a pull handle under the dashboard, an engine inspection/work light and a device has been fitted to allow the car to be started by crank handle. The first owner obviously did not want to take any chances. The body colour is black (Noir diamant) with the interior being a combination of green cloth with ivory and green vinyl. The interior is excellent, and it shows a low 32651 kilometres on the odometer which by the condition of the car is genuine. The Monthlery version was sold alongside the Elysee, Grand Large and Rue de la Paix sedan models during 1958 and consisted of an updated Flash Special head which provided increased horsepower (60 bhp) over the standard Elysee. Some of the Grand Large models were also fitted with the higher compression head and in that case the car was badged as a Grand Large Special. The engine is the 1290 cc version. My car came to Holland in the early nineties with very low kilometres and it formed part of the collection of a Simca Car Club Netherlands member. Overall, the car is in superb original condition with excellent paint, interior and chrome and it starts on the button every time. As an example of this version of the 90A Simca Aronde, it is irreplaceable. I have carried out some minor improvements but overall, it requires very little to make it any better. It drives well and the column gear change is precise with a good turn of speed and performance. Because the car is left hand drive the gear linkage is direct into the left-hand side of the gearbox unlike the troublesome right-hand side adaptation which the Australian market was forced to endure. This car is a true survivor and shows no evidence of any restoration at all. It can be classed as a beautifully preserved vehicle and one that is now quite rare in Europe. The attached photo is when the car was in Holland and as you can see the Dutch plates are still on the car. Since arriving in Australia, I have put personalised Queensland number plates on the car S90A58.

WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –

By John Pickles

WESTERN WHISPERS

WA State Representatives Report – By John Pickles

Christmas is almost upon us and another year end is in sight which prompts most of us to reflect on the twelve months gone by. In Australia (I mention our country as our newsletter is read around the globe) through the decisions of powers in government we have survived the impact of the COVID-19 virus remarkably well compared to other countries around the world, but unfortunately mother nature has not been kind to many localities around the country who suffered the impact of cyclones, bushfires and now the flooding. As Christmas is here perhaps we should show a little of the Simca spirit and think of someone you know that could do with just a little help this season. Following is a little story published on the net by a person in America:-

It had been a rough year: A single father with two young daughters, I was out of work and out of money. With little choice, I told the girls, “It looks like our gift from Santa will be the gift of our love for each other.” Then a miracle occurred. I won \$1,000 in a contest. I kept it a secret as I went on a shopping spree and spent Christmas Eve wrapping presents for my girls, all the time thinking, *Boy, will they be surprised!* The next morning, I went to the living room to lay out the gifts and froze. There were already dozens of presents under the Christmas tree—all with my name on them. My girls had felt bad that Dad wouldn’t be getting any gifts, so they’d carefully wrapped their favourite stuffed animals and other toys so that I would have a merry Christmas. As I stared at the gifts through tear-filled eyes, I promised myself to never again doubt Santa Claus.—*Andrew Shecktor, Berwick, Pennsylvania.*

Well I do know of one person that is getting a Christmas gift like no other, and that is our local member Mitch Burnett who I believe is about to acquire the beautifully restored Aronde P60 that was offered for sale by Justin Walker. This acquisition will then make Mitch the proud owner of two top class Aronde’s of which I feel one may come up for sale.



Mitch's first Aronde before the purchase

I was surprised by the number of astute readers who made comment of the twin exhaust pipes on the Aronde P60 featured in the September issue of Swallow Tales, to which I had no answer. To get the true facts on this modification Mitch Burnett's father was asked for an explanation and I was more than surprised with his reply. Obviously Ron was a lad in his days and his Simca was his pride and joy. In his own words this is how Ron outlined the modifications to the Simca In 1961 I purchased my Simca Aronde P60 sedan brand new from Wentworth Motors on Stirling Hwy, Claremont. It was a fabulous car! At my request (as was the ability when buying a new Simca), I chose that the top was painted white, and had a black stripe with a red flash below the stripe. About 12 months later I had the opportunity to have some modifications performed to the engine and exhaust system. I was not well versed in making these changes myself but had a mate who managed the process for me. The engine was modified and a high compression Oxenford head installed, a new manifold with twin carbs added along with chrome air cleaners. The exhaust system was something again - pipes had very little sound reduction properties. They were fitted to emerge on each side of the car below the rear doors. Each pipe was over 30mm in diameter. This didn't work well for back seat passengers because several ladies and gents received burns to their legs. I approached another mate in Victoria Park who modified exhaust systems at home and he fabricated a copper muffler with twin pipes to the rear. On a positive note (and to the delight of residents), the car never lost its tone and could be heard all over South Perth. In the 1960's there were many aftermarket exhausts on the market in France of which are some.

In the 1960's there were many aftermarket exhausts on the market in France of which are some.

SIMCA

SILENCIEUX ADAPTÉS POUR
P 60 - 7 CV - ÉTOILE 6
 à partir de 1960
 AVEC suspension arrière mixte (Suite)

SILENCIEUX COMME UN

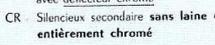
WILMAN



N° 664 - Silencieux secondaire sans laine de verre, avec déflecteur chromé



N° 711 A - Silencieux secondaire sans laine de verre avec déflecteur chromé



N° 711 CR - Silencieux secondaire sans laine de verre entièrement chromé



N° 564 ter - Silencieux luxe sans laine de verre, 4 tubes de sortie chromés



N° 707 - Silencieux avec laine de verre comme origine



N° 499 - Tube sortie arrière



N° 499 bis - Tube sortie arrière avec déflecteur chromé

N° 479
 Rallonge permettant l'adaptation des silencieux secondaires N° 711 A - 711 CR 564 ter - 707

LE SILENCE C'EST L'AFFAIRE DE " WILMAN "

I can only assume that most have heard of the “PRACTICAL CLASSICS” which is not only Britain’s best selling classic car magazine but in my opinion the best in the world. Back in August 2002 they published a page on the Vedette which makes a good read and I am sure they would not mind that I share it with you.

LUXURY and Simca are words not often seen in the same sentence, but in our quest for a big, luxury saloon for the price of a five-year-old anonobox we'd be mad to ignore something as gorgeous as the Vedette V8.

In the mid-Fifties Simca bought out the French Ford factory and developed the Simca Vedette V8 from the old Ford model. With those American good looks and weighing in at over 2700lb, it's a heavyweight contender.

Buying a Vedette is going to be a bit tough especially as Guy Maylam, who's brought along this exquisite 1961 model, has hogged more than his fair share by owning five of them. Accordingly, putting a price on the head of a Vedette is tricky, but condition two cars should come within our budget. Guy's immaculate blue car is worth a lot more.

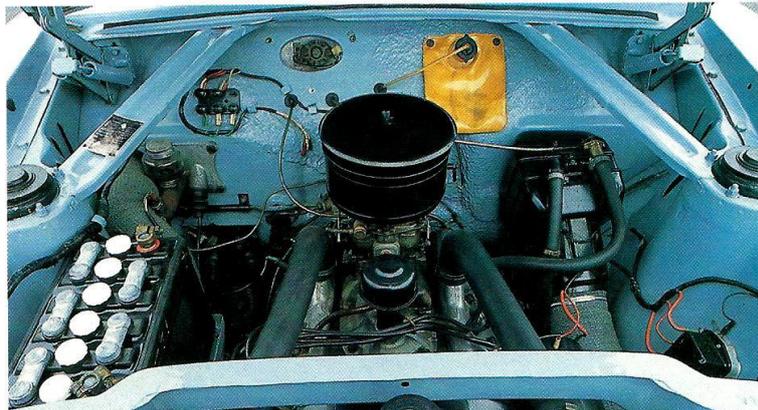
It's one of those cars that you have to walk around just to check how it looks from every angle. The styling clues all shout America, so the reaction on people's faces as they read the badge is priceless.

Now, being French means you inherently like to do things just a little differently. In the case of Simca it meant they changed the Ford Vedette in subtle but far-reaching ways. Being true Europeans, they didn't want to deal with the imperial measurements that Ford had been using, they wanted to metrify everything.

Consequently, despite looking similar, very few parts from a Simca Vedette will fit a Ford Vedette. The Simca 2351cc V8 flathead may look like a Ford flathead but don't be deceived – every thread is different.

It sounds like one though and that's a good thing, because the V8 burble is a fine song. But after listening to the engine for several minutes it's time to see what it's like behind the wheel.

As you slide onto the expansive front bench



Simca V8 is a sidevalve (or flathead) design, the French version of the famous US Ford V8.



Bench seat, column change: rock 'n' roll!



Chevy? Pontiac? Non, monsieur, Simca V8.

seat and grip the skinny steering wheel, the imagery is American diner rather than French restaurant. First gear, selected on the three-on-the-tree column change, is quite long legged – and has to be if you're going to get to the 90mph top speed with only two ratios left. The engine's got more torque than bhp so it pulls along strongly and it's easy to enjoy the relaxed tug of the motor.

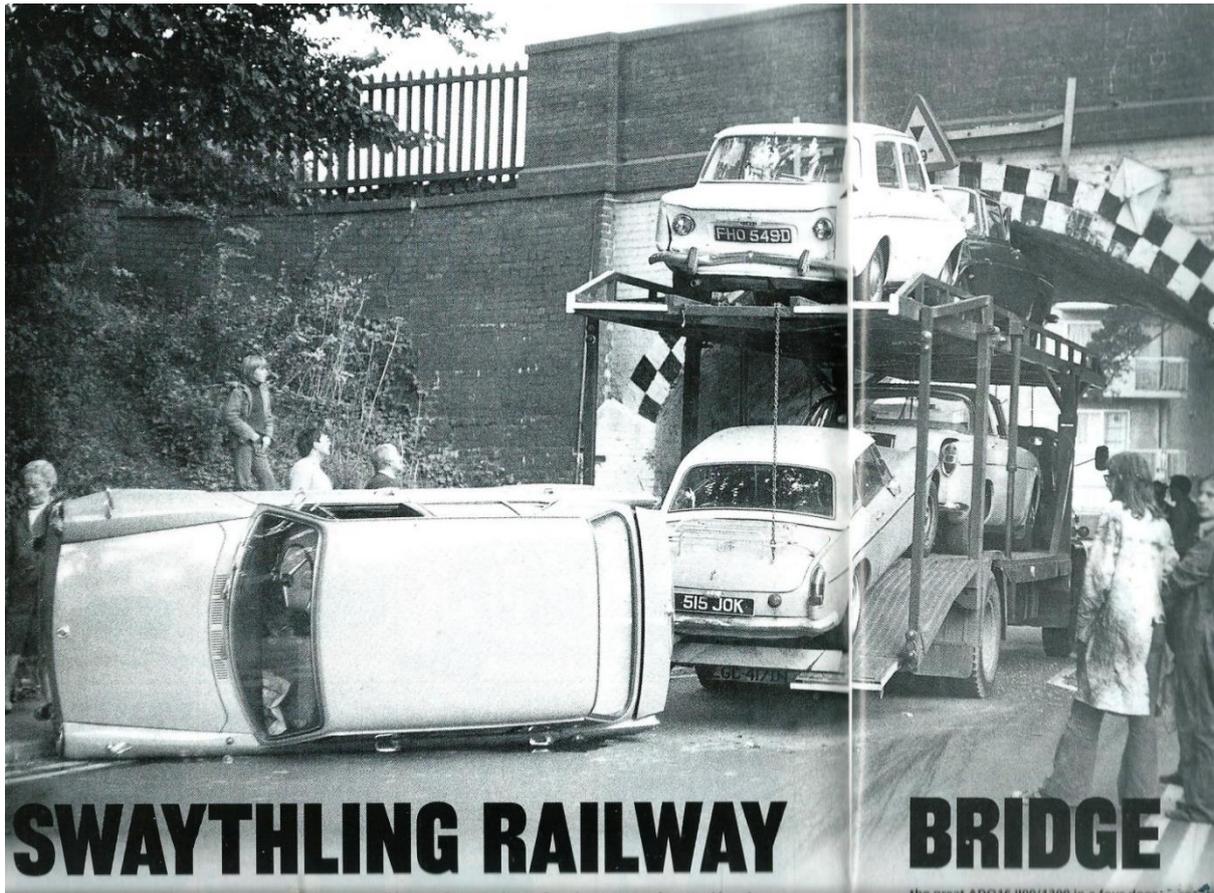
The beauty of this car lies in its simplicity, and robustness – there's little in the way of peripheral comforts. It makes you realise that the enjoyment of driving comes from the uncomplicated design, not from whizzing electronic gizmos.

And of course watching the disbelief on people's faces when they realise it's a Simca makes everything else worthwhile.



Simca Vedette Chambord

AUGUST 2002 PRACTICAL CLASSICS 27



More from the "CLASSIC CARS" magazine, this time January 2005 they give us a Memory Lane from January 1974. The article is of the Swaythling Railway Bridge which at the time was a notorious Southampton accident black spot. It was normal for continental lorries travelling up from the docks to become wedged under the archway thanks to the their drivers confusion with the imperial measurements on the warning sign. However in this instant it was a British wagon to experience the car transporters nightmare. On the top deck we see a Simca 1000 with what appears to be a Simca 1200 Coupe which has been treated to a drop head conversion.

We thank the publishers of the "CLASSIC CAR" magazine for publishing articles on the Simca cars. To all our friends May your Christmas be a lovely one With smiles and hugs and warmth May the dinner fill you as well as the cheer
And bring you again to the end of the year

Wishing you a
Merry Christmas and a Happy New Year
From
Evelyn & John

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

by Andy Woodson

Hi from Victoria. Sadly, not much has changed in Vic since the last report. The only good news is that Bright held its hot rod weekend in early November. All the major Swap meets were cancelled due to harsh compliance regulations. Bendigo and Shepparton and Cobram all cancelled. Hard to get bits and pieces without those Swaps. Will next year be better? Or has our life changed forever. Our State government over reach in saying they are 'keeping us safe' is another way of saying we are no longer free. A bird in a cage is also safe. Anyway, on that similar note, I am parting with my Simca, and lots of other stuff, in the search of free pastures, so to speak. I'm happy to continue doing reports while I'm still in Vic, but watch this space. Anyway, a couple of pics of my Simca are included. I've done lots of work on it since I purchased it from Qld. eg, reco cylinder head, re upholstered seats, brakes, etc. Drives and looks good plus a ton of spares like engine,box, diff etc to go with it. I reckon it's worth around 9.5k or thereabouts. If Any within the club are keen call me on 0416220109 . Unfortunately, life ain't the same when you need papers and passports to go anywhere. Anyway, all the best till next report. Andy.





SOUTH AUSTRALIA REPRESENTATIVE'S REPORT - *by Robert Stapley*

S.A report.

Hi everyone and welcome to 2022.

Who knows what the next 12 months will bring. Maybe a new car or project and its amazing the amount or number of transactions that take place each year. Indeed it would be interesting to know how many people buy an old car for restoration for the first time or how many just want to add to their collection.

To my amazement Fred Schodde's green wagon came onto the market. It was a no brainer to make an offer that was accepted and within a week we took possession of another wagon to our collection. It was bought sight unseen but I did know the car quite well as Fred was a regular visitor to our home at Lobethal to check the condition of this or that on his car. He was meticulous and took great pride in keeping his car up to scratch. He and Marlene and Ina and I attended many rallies together, travelling together, and sharing accommodation. He attended at Dubbo, Then we all attended, Mildura, Tenterfield, Echuca and I think Albury. He was much fun and always prepared to say what he was thinking. He has slowed down a bit now but is still good for a story or two and a good joke. He sold his wagon and bought an Austin A95 and the tradition of attending rallies continued for a couple of years with "Austins over Australia"

Keep up the good work and keep the Simca marque in the publics eyes.

Cheers Rob.





NEW SOUTH WALES REPRESENTATIVE'S REPORT – *by Morrie Barrett*

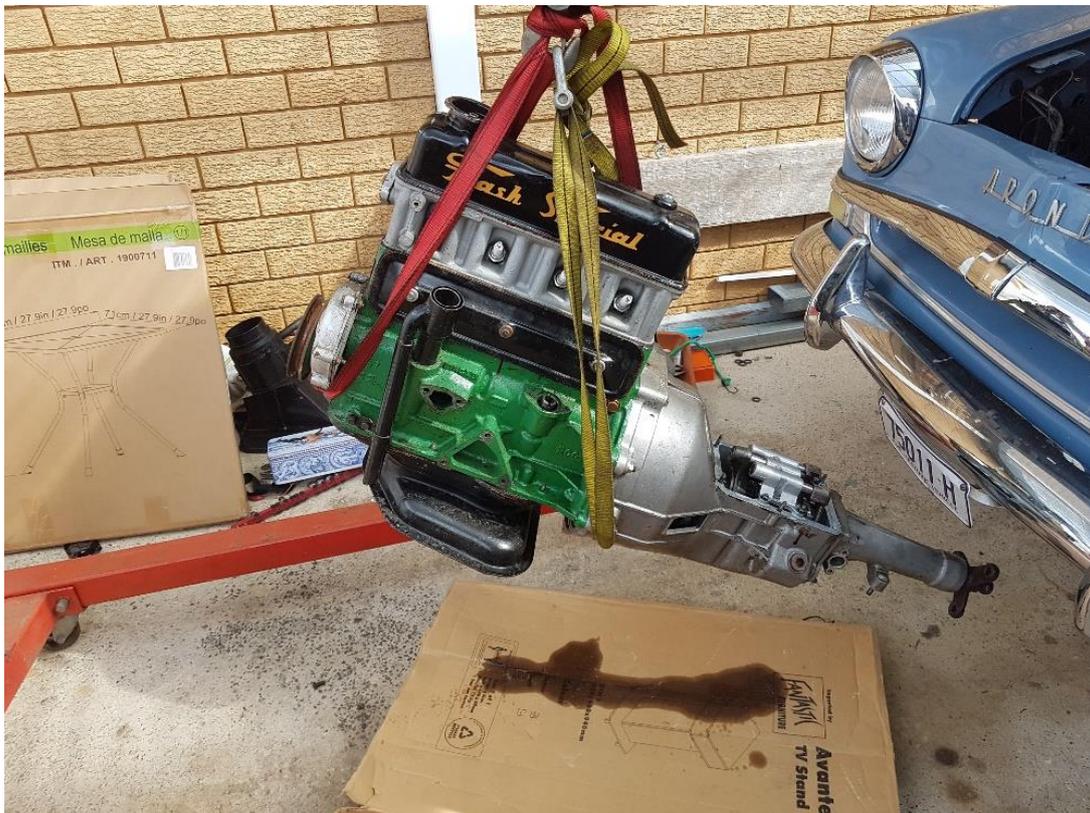
NSW REPORT

Hi all I have been off the grid for some time now with six months of chemo and then 48 lots of radiation with all that over I trust that I will now slowly return to good health.

Just prior to being diagnosed with the cancer I had just installed a fully reconditioned long engine in the Grand Large and well over 12 months later have not driven the car the car on a road trip.

The engine was reconditioned by Dave Moore at Nabic NSW, the engine was re sleeved, the original pistons were replaced with hepolite pistons, crank shaft flywheel and clutch plate balanced and now runs like a Swiss watch.

I upgraded the instruments to a single digital unit.





Welcome to our new NSW members Patrick and Shereen De Siva, residing at Yass with a P 60 to restore.

DUBBO

Please do not forget the Dubbo weekend in May that Robbie Verhagen has arranged.

ZOOM MEETING

I propose to conduct another informal Zoom Meeting in January 2022, the ID remains the same as previous **431 439 1846** if you would like to take part please Email me morriebarrett@optusnet.com.au and an Email with the joining code will be forwarded to you the day before the Meeting.

This is a great opportunity to catch up face to face and meet new members. Please ensure that you have downloaded the Zoom app to your phone/computer.

LIGHT SWITCH KNOBS

I have had a few light switch knobs made from aluminium same size as original P 60 ones and have been drilled and tapped with M 6 thread to fit all you need to do is use an M 6 die to thread the light stalk.

Knobs are \$15 each or knobs mounted on the stalk \$20 each all are plus postage.



CAR BADGES

I am presently seeking quotes for the Simca Car Club Australia Inc badges to mount on your grill or bumper bar 60 MM in diameter and present pricing looks like about \$25.00 to Members this will only go ahead if enough interest is shown, it will be money up front.

If you are interested in obtaining a badge please contact me.



Margie and I wish all our valued members a safe and happy Christmas.



NEW ZEALAND REPRESENTATIVE'S REPORT – by Gerard Crombie

New Zealand Report When I wrote my last report Auckland was in a level four lockdown. Not a lot has changed, we are still in a lockdown albeit the level has dropped to 3 which means some retail shops are open and in the last few days hairdressers have opened but not hospitality or gyms. There have been no car events in the Auckland area since August and already some 2022 events are being cancelled due to the uncertainty and inability to plan. Aucklanders cannot currently leave Auckland but from 15th December 2021 vaccinated persons can do so or others that have a recent negative covid test. If 2021 started well and looked good for freedom of activities, 2022 is heading for a pessimistic and uncertain start. Last report I had activities from the previous quarter that I could write about but not this quarter. Due to the difficulties during level four of getting warrants of fitness (wof) for vehicles an extension of time to 30 November was made available. The Simca wof was due in September so although the extension time applied, it wasn't going anywhere anyway. Today 1 December the Simca has been to the garage and now has a new wof. It can be on the road but apart from the joy of the drive still has nowhere to go! Ivan Smith was in contact recently and sent me some pictures of his grandson in his first official night of stock car racing. Ivan and Sarah are sponsoring grandson Logan to be the fourth generation of Smith's to race stockcars. First it was Colin that raced street stocks, then Ivan raced street stocks and after he won the New Zealand champions in 1995 then raced stock cars. Ivans son Michael started with mini stocks and moved up into stock cars and now his son Logan is racing mini stocks.

Pictured here is Ivans grandson Logan at Meeanee speedway, Hastings on his first night of the season and his first night of racing.



Having purchased the car, Ivan painted and set the car up for Logan to race. The Hawkes Bay is at covid level 2 which has a low level of restrictions but allows events and gathering.



Final preparations at home on race day



Our son from Wanganui usually visits for Christmas or New Year but due to covid is not planning to come to Auckland this year. We were scheduled to go to New Plymouth for a car event in March 2022 but that has already been cancelled due to the uncertainty of being able to make a plan, again thanks to covid.

For now, Seasons Greetings to you all, have a very enjoyable Christmas and Best Wishes for 2022.



The Barrett Chronicles



Happy Birthday Margie.

*May you enjoy many more happy and healthy years.
Many thanks from all of us, for your tireless work in the
club over many years.*



No Morrie is not practising for the position of bell ringer at St Pauls. This is a significant occasion. Morrie is ringing the bell to signify completing one month of intense throat radiation. Having been through the exact same process, I know how significant it is. Morrie, may you slowly regain your strength and continue to be the great mate you are to all of us, for many years to come. Club united.

Miscellaneous

Interested parties contact Doug Murphy. doug@realres.com.au

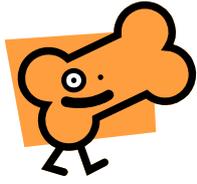
Available: Wiring diagram for Chambord Beaulieu 1958. Also have wiring diagrams for Versailles 1955, Marly 1957, Trianon 1955, 1956 1957, Regence 1955, 1956 and 1957, These are A5 sheets but can be emailed or supplied on a flash drive/stick. Marvellous what you find at swap meets. Let me know what you'd like (as I'll have to duck up to Office Works).

Wanted: Books on the history of Vedette, design, production, etc.

Doug

Photo of a wagon for sale as unearthed by Ian and Mandy on their Australian caravan tour. Wouldn't it be awful if they had multiple punctures, got bitten my midges' and chased by angry wasps. That folks is blatant jealousy. In mentioning our 2019 rally, we fondly remember the fun and enjoyment you both provided. From all of us in the club, have a great travelling Xmas and dodge the virus. The contact for the car is Laurie on 0402093058





Funny Bones

The Note!

A woman, cranky because her husband was late coming home again, decided to leave a note, saying, "I've had enough and have left you...don't bother coming after me".

Then she hid under the bed to see his reaction.

After a short while, the husband comes home and she could hear him in the kitchen before he comes into the bedroom. She could see him walk towards the dresser and pick up the note.

After a few minutes, he wrote something on it before picking up the phone and calling someone.

"She's finally gone...yeah I know, it is about time, I'm coming to see you, put on that sexy French nightie. I love you...can't wait to see you...we'll do all the naughty things you like."

He hung up, grabbed his keys, and left.

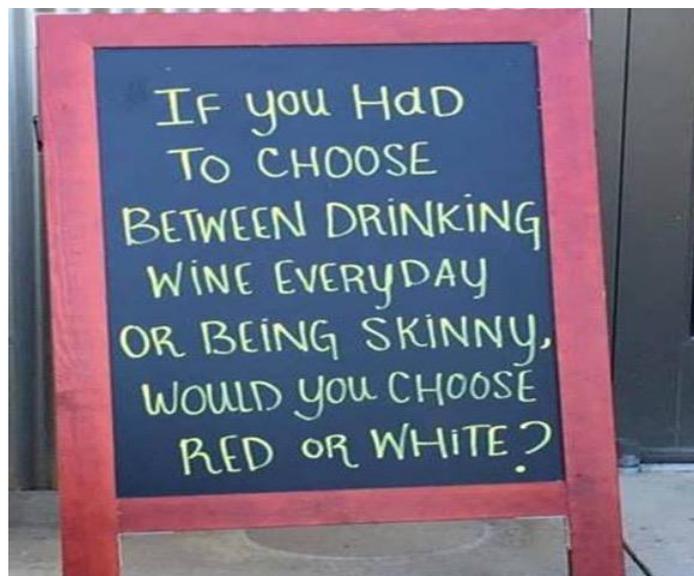
She heard the car drive off as she came out from under the bed, seething with rage and with tears in her eyes. She grabbed the note to see what he wrote.

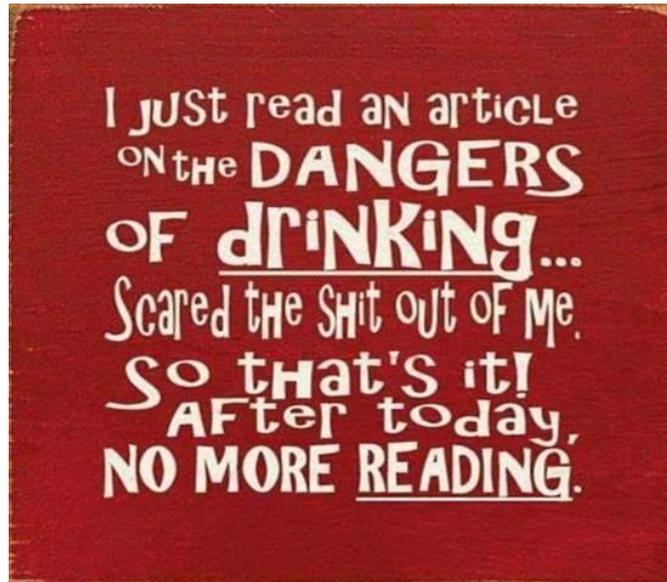
"I can see your feet.

We're outta bread; be back in five minutes."

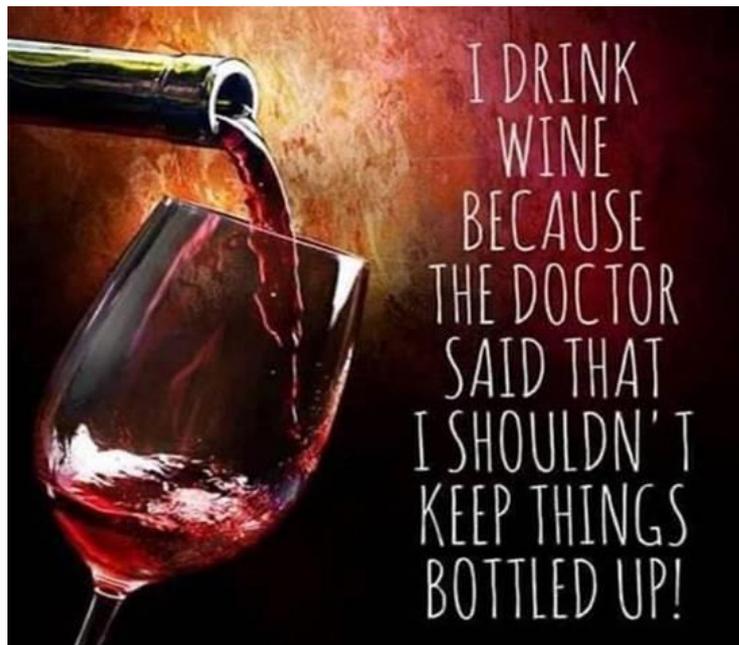


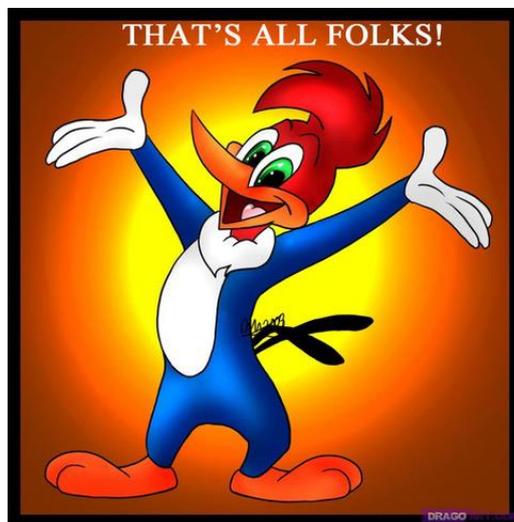
"I LIMIT MYSELF TO ONE GLASS OF WINE A DAY."





My doctor has given me three days to give up drinking. I've picked the 5th of June, July 17th and October 9th!!







SHARE THE PASSION

SHANNONS INSURANCE FOR CAR ENTHUSIASTS

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NEW SOUTH WALES
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NORTHERN TERRITORY
Hidden Valley Motor Sports Park,
Hidden Valley Road, Berrimah 0828

QUEENSLAND
Unit 5, 305 Montague Road, West End 4101

SOUTH AUSTRALIA
863-865 South Road, Clarence Gardens 5039

TASMANIA
337-341 Argyle Street, North Hobart 7000

VICTORIA
321 Warrigal Road, Cheltenham 3192

WESTERN AUSTRALIA
152 Burswood Road, Burswood 6100

Call 13 46 46 for the cost of a local call from anywhere in Australia.



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SH02984 29/04/11 A

PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

The 2022 renewal of membership is due on January 1st 2022. If you are overdue, please pay now. Don't forget members can pay their subscriptions by bank transfer or to the club secretary.

Electronic Funds transfer (EFT)
BSB: 633-000 Bendigo Bank (branch at Braidwood NSW)
Account number: 135350668

Please identify who is paying and for what if possible in the reference section with name and subs amount.

Don't forget to fill out Renewal Form attached so that all your details are correct/current. Please don't copy them from the previous year.



Breaking News

To keep our esteemed Secretary sane, could all members please pay your dues by January 1st.

Many thanks,
Editor



SIMCA CAR CLUB AUSTRALIA Inc.

CLUB MEMBERSHIP APPLICATION/ RENEWAL

January – December 2022

Please print all names for family/joint membership

Surname: _____ Given Name/s: _____ and

Postal Address: _____

State: _____ Postcode: _____

Please indicate (x) in the boxes for any personal information you do not wish to be published by the Simca Car Club Australia Inc.

Contact Details: Home/Work Phone: _____

Mobile: _____

Email: _____

New Membership Applications: How did you hear about Simca Car Club of Australia?

Facebook Website Word of Mouth Other Details

Would you prefer to receive your club newsletter via email? YES NO

First Application - Do you own a Simca/s? YES NO Please provide details below.

Renewing Application - Any changes to your existing cars from last year? (No., type, condition, etc)

ANNUAL MEMBERSHIP SUBSCRIPTIONS

Simca Car Club Australia Inc. membership operates from: 1st January to 31st December each year.

All Membership Fees are due and payable each Year on: 1st January

Annual Subscriptions are currently: Single \$40 Family/Joint: \$45

Signature/s: _____ Date: _____

(Both signatures required for Family/joint membership)

Please pay by EFT, Cheque or PayPal to Simca Car Club Australia Inc. & return this form to:

Secretary/Treasurer S.C.C.A. Inc.
Doug Murphy
PO Box 2151
Wellington Point QLD 4160

Bendigo Bank - BSB: 633 000 A/C No: 135 350 668
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