



SWALLOW TALES

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

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Lynn Brown on the limit Oran Park 1966



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*

The New Year is on us and I haven't even started pedalling yet. Actually, we just saw Doug Murphy and Maggie off, who have been down for Xmas. They took Leila out to the Casino for New Year's eve, which was a great break for her. They aren't looking forward 31deg with 76% humidity, today's Brisbane forecast, at least we can sleep at night.



Oh I couldn't! She did!

I have been overwhelmed by the number of cards and phone calls from Club members wishing me well. It's quite humbling and really uplifting to be in the thoughts of our Club members. Thank you so very much. Speaking of health matters, we had a call from John Smith yesterday, seems he dodged right, the dog dodged left, the dog having four legs stayed up and John went down. Unfortunately the end result was John ended up with a broken hip. Your soccer days might be over mate. Might be a good time to hand over to David a treasured family heirloom, the lawn mower. Take care John, it won't be an easy journey. In good news, we were talking to Geoff and Ruth Rose yesterday. Ruth is doing really well, able to put in a full day in the garden yesterday. Believe me, it's some garden. She still has to undergo regular tests, but the results are encouraging. Good news spreads, let's hope it touches each of our members this coming year.

Pause, this is stage 1

Stage 2

I wrote the previous some weeks ago hoping to finish the magazine before the treatment became too intense.

It's been a very hard time for Leila and I and we really appreciate club members' patience.

There has been much talk among Committee members about a club facebook page. As we know Vince Parisi has in the past handled this responsibility. It is common knowledge that Vince wishes to keep his site for Vedettes only and not be affiliated with the Simca Car Club of Australia. As we know Vince started the site independently of the club and he has every right to this action. It certainly has lifted the profile of the club and Simcas in general and will continue to do so. David Reeves has put his hand up to set up a page and run it for the Simca Car Club. I can think of no better man for the job, that being said he needs all of us to get behind him. As with Swallow Tales, no contributions equals frustration. We need it to work and stay fresh. I for one will need to dig in and do my bit. My personal opinion of Facebook is it's an invasion of people's lives. That being said, not everyone are dinosaurs and I am sure the new club site will be a success. To re-iterate Vince's site and the Simca Car Clubs are in no way linked. David Reeves can be reached via email dk_reeves@bigpond.com
Mobile 0417 641 329.

Leila and I are pretty miffed we can't make the Chrysler day in Adelaide. It will be a fun trip. It's the sort of thing at this stage of life we really enjoy. Queuing for hours at customs and waiting to board, being sniffed by sniffer dogs or a road trip to Adelaide? Adelaide please.

Kindest regards to all

Iain and Leila

Good afternoon Iain,

Hope you and Leila are keeping well, and have enjoyed a delightful Christmas.

I was speaking to Doug Murphy, and he suggested that as I will be the Facebook person, it might be an idea to put something in the next issue of Swallow Tales to that effect. I have not yet set up a Simca Car Club page, but will work on that soon.

The entry in the newsletter could go something like this:

SCCA Facebook page: David Reeves will set up a new Facebook page, and manage the uploading of pictures and information to that page. If you have any pics you would like uploaded, with any comments, please email them to him on dk_reeves@bigpond.com or send the pic or pics with comment to his phone (0417 641 329). He hopes to have the page operational by Friday 5 January, 2018.

Cheers!

David Reeves



PRESIDENTS REPORT - by *Morrie Barrett*

Presidents Report

Hi to all this year has seen the gathering of Simca's at the Cooley Rock's On t Coolangatta provided a great opportunity to display our cars go on road trips and a cruise, along with many opportunities with good company to socialise.

The ongoing display of Simca,s at the annual French Car events and joining with other car enthusiasts in their runs and other displays, a number of new members have joined our Club, some Simca's have changed hands with in our club whilst others have been obtained by new Members, Simca's continue to surface some quite good whilst others are for parts.

Many will have noticed changes to the original Facebook Page which is now for Vedette's, your Club is about to launch a new Facebook page for the Simca Car Club Australia Inc open to all Simca models and other derivatives like rebadged models and if possible a link to the Vedette page the page will be administered by David Reeves who has taken on the challenge , so please communicate with David with the view of uploading your pics etc. Many members have already received brand Simca key rings and led torches Members recorded as not having these items, can expect them in the mail early 2018.

Spare a thought for our Members who at this point in time are not travelling as well as we would all like in particular the Dyer and Rose families we trust that 2018 will be a positive year.

Margaret and I take this opportunity to wish all Members and their families a Merry Christmas and a great New Year.

Morrie and Margaret



SECRETARY'S REPORT - *by Doug Murphy*

Adelaide Chrysler Trip

First the program. The President of the CCCSA advises as follows:

"Full details for ACF are still being worked on at this stage, but here's what we do know:

- Friday 23rd we are holding a lunch cruise to the National Motor Museum at Birdwood. We did the same last year and CCCSA are sponsoring 5 Chrysler vehicles at the museum this year so we figure we should support them (and go check out our name on the plaques). There will be a BBQ lunch at the museum for a nominal cost per head plus a discounted entry fee to the museum. Last year we departed from our clubrooms at about 9am for the drive to Birdwood.
- Friday night we are planning to have welcome drinks at the Tonsley Hotel with its famous Chrysler Bar. They have half a real Charger on their wall, a CM regal front end and lots of pictures and paraphernalia related to Chrysler. Not confirmed yet, but we intend having former CAL guest speaker/s as we did last year.
- Saturday evening (from about 5pm) is our Mega-Cruise. Details of that are still being locked in but it is normally well attended. Sunday, obviously the big day with the show and shine under the roof of the old Main Assembly Building at Tonsley."

On this basis, our bus tour has been shifted to Saturday 24, so this clears the way to join in the Friday cruise.

With accommodation, those going to the ACF prefer to stay at the Brighton Caravan Park. This is at Semaphore and is the same park we stayed for the SA Simca National Rally. So the Marion Holiday Park is off the agenda. Morrie will contact members and outline the reservation arrangements.

So its all coming together and looks like a full and exciting program.

cheers

Doug Murphy

Secretary

Simca Car Club of Australia Inc.

Simca Car Club Australia Inc.
Attn: Committee Members

Hi as addressed,

I note the existence of your club.

We have two Impala Straight Line Shifters, part number IMP-QH-502, listed as being applicable to Simca Aronde.

No year is detailed, however Impala Straight Line Shifters, I assume you may be aware, were manufactured in Australia in the late 60's and early 70's.

These shifters are brand new (NOS) and have never been fitted.

If your club members are interested to purchase same, then they can contact Robert or Dean on (03) 9845 0800.

These Straight Line Shifters are available for inspection and purchase at our warehouse, address details below. We are not open on weekends.

Regards,

Garry Smith / Managing Director
Australian Auto Accessories (Wholesale) Pty Ltd
6 Corporate Boulevard
Bayswater Vic 3153
Phone: (03) 9845 0800

Restoring a Vedette- My Journey

I like things that are different and like a challenge (Also, its been said that I'm said to be quirky"). In the 1970's I restored a 1960 Studebaker convertible, that took a long time and I said never again. But, over time, I weakened (maybe it's a bit like family planning and deciding whether to have a larger family). After having joined the Simca Club, I called up the President and inquired whether parts would be hard to get; the answer was along the lines 'fairly easy'. Kerry Ryan had an older restoration car, and I thought, well, its complete and someone has made a good start. It looked good but it wasn't going. Well you cant judge a book by it's cover (and on a car you'd need a at least a hoist and a compression gauge). I am not a mechanic or panel beater or any tradesman for that matter' so my role is 'gofor', sourcing parts, establishing contacts etc. Always asking, who do you recommend?

Well along the way I had some good fortune. Early on I bought on ebay a spare parts manual from Canada - very useful for its exploded diagrams, and a work shop manual. I called up Studebaker Mike, a self disciplined mechanic, no job beyond him. I ordered in or collected the parts and did the running around, with multiple visits to Wynnum Engine Reconditioning, THSS Brakes and the bolt shop etc. In the Chrysler Club I asked, is there a reputable and good panel beater around? The unanimous answer was there's only one in Queensland, so I called up Peter Davies. Pete is real old school and a perfectionist, he doesn't believe bog should be thicker than cigarette paper, and in reality he's more than a panel beater, he's a fabricator and master rebuilder. Fortunately, we couldn't find the villain who put steel or fibreglass over rust, otherwise Pete would be up for murder and I'd be an accessory. In a previous issue or two of *Swallow Tales*, are photos of the door posts and sills removed as well as a pile of rusted pieces laid out on the garage entry. The car is now stronger than when it came off the assembly line.

Mel Rogers could supply some parts as could Richard Laney and his friend George Vella. The big challenge was to find a piston set. Two choices here, go oversize or re sleeve with standard pistons. After seeing the problems Mel and Vince had with smoky exhausts (JP Pistons?), I preferred the more expensive, no smoke, route, re sleeving. But where to get a piston set? You can source them from France (Auto West Collection or Techni Tacot) but they are *very* expensive and freight is exhorbitant. Very fortunately, Ivan Smith in NZ had a NOS piston set that I bought. From then on., I slept soundly, knowing that there would be an end. I would add, in wanting to make my car as authentic as possible, I purchased two top radiator hoses

and a set of head bolts. (With the benefit of hindsight, I would buy an engine rebuild gasket set, it would work out about the same as scrounging around buying different gaskets here and there but without the run around). More luck. Classic Plastics on the Gold Coast is a specialist moulder of plastics and rubber- he made taillight lens, rubber suspension grommets, even the V8 mould in the centre of the steering wheel. Etc There are lots of good suppliers and rebuild shops around and many interchangeable or versatile parts are available. Just rock up with a sample. Many things you wouldn't think of, like valves and valve springs, are available locally. Some firms, like engine reconditioners and wreckers, tell me, with new cars being so cheap and durable, their businesses are increasingly dependent on vehicle restorations. However, as time goes on, and parts gets harder to find, businesses cease trading and tradesmen retire, it will be harder and more expensive to restore. My restoration involved bringing in parts from Canada, US, NZ and France. Three continents. Brazil is a possibility but communicating in Portuguese is one problem and Vince told me another is corruption. Morrie and I agree, that any Simca parts we know of, should be made available only to Simca club members.

My restoration journey started just after the 2015 Simca National Meet in Adelaide, and took to the 2017 Meet on the Gold Coast, not quite finished, still littler things to do. Maybe it's like building your own house, owner builders seem to never finish.

The journey has been interesting, educational and fun. Restoration was only possible given the guidance and help from numerous people, especially Simca Club members. At the start I had contacts, at the end I had made friends.

There are so many people I would like to thank that, if I mention names, I could leave some out, but I'll try. **So a great big thank you to all who assisted me**, especially Ivan Smith, John Pickles, Ian Williams, Mel Rogers, Vince Parisi, Richard Laney, Morrie Barrett, Jimmy Berrill,, Wayne Yeo, Kerry Ryan and Skip .

And if I can help other restoration adventurers, I would be honoured to guide them. Just contact me.

Doug Murphy



Two immaculate Vedettes on display together.



The newly restored car

QUEENSLAND REPORT - *by Luke Huntly*

As we approach Christmas we reflect on the year that has been and it's definitely been a big year for the Queensland members, hosting the National Rally on the Gold Coast in June and contributing to very fond memories of another successful year for Simca's in Australia. We would like to take this opportunity to thank all of the club members who have worked hard this year to keep the club running and to those who take the time to participate in events whether they are organised by the Simca club or other car clubs.

There hasn't been too much news about Simca events lately but it just so happened that Remembrance Day fell on a Saturday this year and we had the privilege of taking the Etoile to the service at Muckadilla, a small town 40 km's west of Roma. We were invited as part of the Roma Historical Motor Club to take part in the service by making a Line of Honour in front of the war memorial. The service commemorated The Battle of Beersheba 100 Years ago on 31 October 1917 and honoured Muckadilla Soldier, Corporal Guy Manning Nield who is buried on 'Bindango Station' near Muckadilla. Guy Manning Nield survived the Landing at Gallipoli and the Charge of Beersheba in World War One. He returned to the District and leased 'Lenroy' at Hodgson and was mustering on nearby property 'Bindango' when he had a horse accident and died. For a small community it was good to see over 60 people attending the service and it doesn't matter where we go the Simca always seems to generate people's curiosity. It's been great to catch up with our Simca friend's during the year and wish everyone a Merry Christmas and safe travelling over the holiday period. We look forward to catching up in 2018.

Kind Regards,
Luke & Michelle





WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –

By John Pickles

A warm welcome from Western Australia where we have had the driest and warmest autumn for many a year with November establishing a record for being the warmest start for decades, a total contrast to what our good friends on the Eastern seaboard have experienced.

From the feedback I believe the Simca Rally in Queensland was another success. Although from all accounts the “Coolies” was a bit of a disappointment due to inclement weather and the event organization, it did give the club an opportunity to promote the Simca car. As we all know, the club is as much about the people as it is about the car and that was by all accounts evident throughout the week. A tremendous amount of work goes into organizing these rallies and credit should be given to the committee for providing such an interesting and fun filled event.

While we usually bore you with the same old story of no Simca activities in the West I am going to excite you with an update of the Simca P60 restoration by our soon to be member Laurens Borg. As a long established restorer of the Citroen “D” series cars,



the Simca has become an interesting challenge for Laurence who by reputation is a perfectionist.



How Nice Will It Be?



Nut & Bolt Restoration.

I find it ironic the colours red, white & blue stand for freedom until they are flashing behind you.

“IT LIVES AGAIN”

The years of labour , love, frustration and not to mention a dent in the bank balance has come to an end, finally Ian Williams beautiful better than new Vedette is ready for the road. With the big Ford OHV motor matched to the automatic transmission and disc brakes to bring it to a stop the car is an absolute dream to drive, but the real satisfaction is with the looks it attracts and the thumbs up from fellow motorists. Ian will provide a detailed article on the car in a future edition of “Swallow Tales”, but for now here is the Babe.



BEFORE



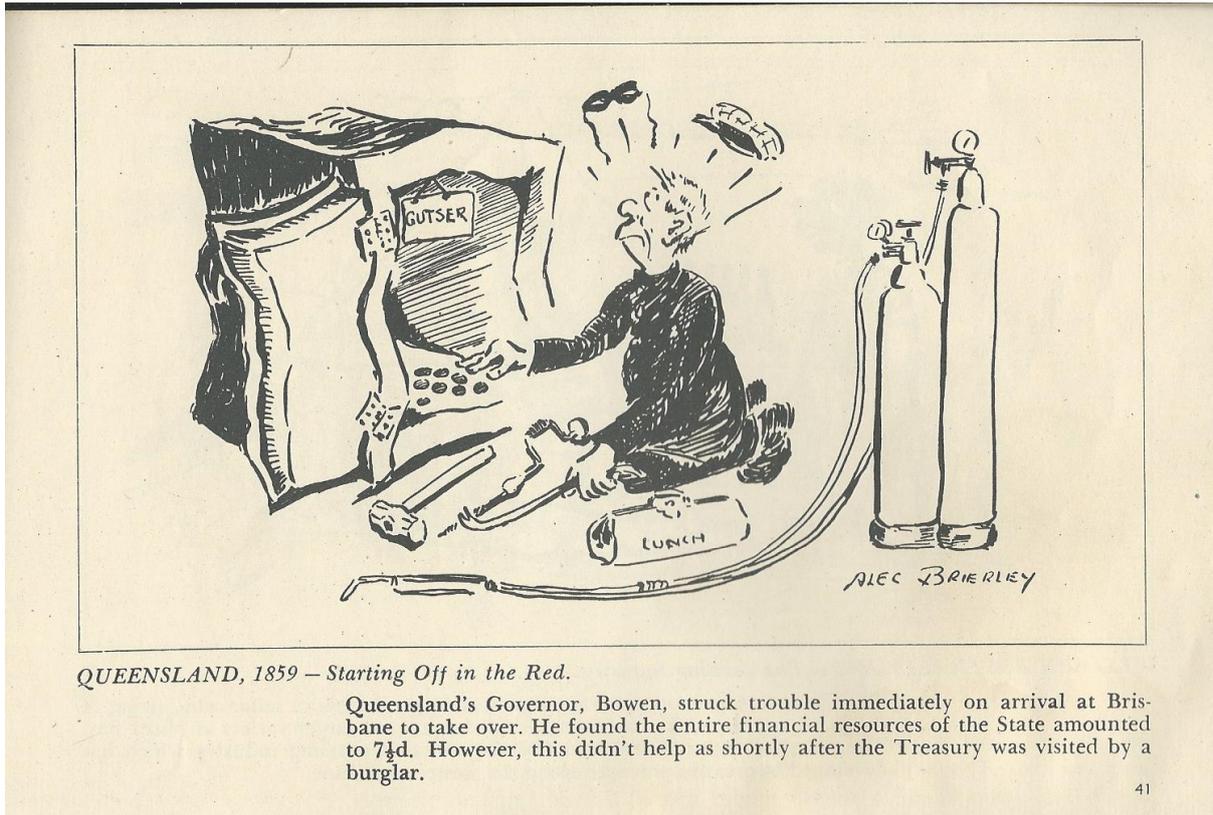
AFTER



While some would rather modify the mechanics there are others who choose to make their car stand out with a little (or a lot) of custom body work. This featured car is a classic example of the saying that beauty is in the eyes of the beholder.



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.



Reckon its 15 cents more than Ms.Palaszczuk got in 2017

“Wishing you all a Merry Christmas
 and a
 Happy New Year”

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT – *by Stephen Maloney*

No Submission so a bit of regional news.

The Westbury Car Show.

Each year, Westbury, as do many other country towns have their spring car show. Westbury is a small village about 30k out of Launceston and reflects more genteel times. The show is held on the Village Green, a perfect backdrop to the multitude of colour the cars bring. The Simca is still not ready, we took our BMW Z3, 6 cyl roadster. We met up with some of our old mates from the Jaguar Car Club. One lady, a good friend of ours, complained that the Z3 looked out of place in the Jaguar line up, not only that I picked a choice spot under an ancient oak tree. My reply was that the Z3 was the only car in the line up that wouldn't leak oil and kill the tree. Didn't go down well. Much as I love Jaguar's, they have been very kind to the oil companies.



A good range of cars showed up and the day past pleasantly with many coffees and the odd hamburger or two. I must say the Rotary Club hamburger was the best I have ever had at one of these venues. They ran out of hot chips well before the day was out and still managed to take

\$8000. Amazingly the most prolific model was the new Mustang, with 17 showing up.

Not to get on the band wagon, it is beyond me how we couldn't have built these in Australia. We had the perfect set up at Geelong, but no we get them built in America. The local Ford dealer told me the Mustang and Ranger range are the two models that has kept Ford in the black this last

year. The Mustang made in America, the Ranger made in Asia, ironic that! I do prefer these smaller country shows, in makes for a nice lazy day.







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

Hi all once again,

Well we are racing to 2018 and its looking to be pretty busy for Simca Club members but some reflection first.As you know the 90A and P60 wagon both participated in this years Bay to Birdwood with Ian Powels 'Matra' with one t. Following that we presented both cars at S.A.french car day at Glenelg beach.We arrived home from this show after travelling up the South Eastern Freeway only for Ina to ask me why I was travelling so slowly. I was doing 80kph flat out in the wagon and she wanted to pass me in the 90A. This prompted a bit of work on the rush motor ,timing. fuel etc but I doubt if it will ever be faster.

The Chrysler car club in S.A.is organising an event at the end of February 2018 which should be of interest to Simca owners.Over the weekend of 23rd Friday to Sunday and some events are being organised to recognise Simca production in S.A. Members from Queensland,Doug and Skip and N.S.W. Geoff and Ruth and the Roger's and Stapley's from S.A. are staying at Brighton caravan park to participate in the weekend activities, of course we would love to see more members attending.Friday we will be touring to the national Motor Museum at Birdwood,Saturday a bus tour hosted by Gavin Farmer,the Adelaide sites where Simca's were produced and Sunday a show and shine under cover at the former Chrysler factory at Tonsley Park. I believe 10 or more Chryslers are travelling from Queensland to participate in what is leading up to be a great weekend.I suggest anyone wanting to attend ring Doug or me for more information.

Thats about done for me now but the Swallow Tales will be out after christmas so Ina and I hope you all had a great Christmas,we look forward to seeing some of you early in the New Year and most of you later in the year at the AGM.

Cheers Robert and Ina



Who let the horses out?

NEW SOUTH WALES REPRESENTATIVE'S REPORT – *by Ian Powell*

Firstly a huge thanks from Belinda Platt to Morrie for his assistance in getting her Simca back on the road and to Margaret for the time this tied up Morrie (*maybe Margaret wants to thank Belinda for the time this tied up Morrie?*) Also to Rob Stapely for helping with the transport to Sydney. Belinda has had the car out a few times and survived the Sydney traffic. Her son will also be enjoying taking it for a spin while on holidays in Sydney. In addition to the Simca work Belinda has been rebuilding after bushfires in the Hunter five years ago, so the assistance was deeply appreciated.

I can also report that my Rancho could have terminal rust in the chassis and a lot of other places! At this stage the back body has been removed along with the 'styling additions' of the panel and rack over the front cab roof. Currently it is safe in a garage and will be further tackled in the new year. At this stage the plan is still to try and get it back on the road. Otherwise I'll have a spare motor and numerous other parts for the Bagheera or is there a spare Rancho, one with a Mazda engine was known of a fair while ago, I would be interested in combining the two. Morrie has assisted with some information available on the Rancho - thanks Morrie. I am currently waiting for a new Bagheera windscreen to be installed, I've been told early January and will wait and see as the fitter thinks he has the correct one on its way at the moment. Details next report on cost, fit and availability. Most recent decent drive, returning the Bagheera from Melbourne to Port Stephens one day in November.

John Brown's Murena currently needs to install a RH dash in it and paint it to complete the restoration, great to hear this John, I've seen it quite a while ago and it will be stunning. I have also heard of a couple of other Matra projects coming along and hope to be able to pull together some info on these, I consider John a key contact for Matras in Australia, thanks John.

I sent an email to all NSW members who had supplied an address through registration, I'm sure some further news will come via Pres. Morrie's lines. Could any NSW members who didn't receive the email please drop me a line at 76matra@gmail.com and I can include in future mailouts. I can BC addresses if you prefer.

I'm currently the 'long range' NSW Rep from Japan spending a month travelling and visiting my son in rural Japan, I'll be back in January to hopefully do a better Rep job and catch up with events and outings that have been had.

I'm currently on the return leg travelling on the Shinkansen from Tokyo to Iiyama doing the report after seeing Mandy off to return to Australia for Christmas. It all works so well (the transport.... not Mandy flying home...thank you). Over five hours by car each way, or 1 hour forty minutes by train, with heating, snack and bar service and wifi in parts - train wins tonight. Current drive: Suzuki Avery Kei (mini) van, 660cc of absolute power..., auto, aircon, 4wd, double rear sliding side doors, seats 5 (just) as long as under 350kg load limit and runs smoothly at 60kmh, -3 temp or lower outside and snow/ice everywhere.

Merry Christmas and a Happy New Year to all. (I believe KFC is a meal of choice at Christmas here - it's the Christmas corporate colours I've been told!)

Regards Ian

NEW ZEALAND REPRESENTATIVE'S REPORT - *by Colin Smith*

HI from over the ditch, not a lot of simca this time, Quinns school friends are still working on their 1,000. and Alan in Hamilton is working on his 1501, the heads are back from the machine shop still need a little more finishing before fitting to Ivan's v8. most of the time has been Austin7 time have got Jenny's car going for when they come from the UK in early Jan, only for a short time as they will be traveling around the country this time. at this time of year thoughts turn to the

silly season so little red earned its keep starting in Oct the trucking for child cancer parade took place, on the 21st Oct we did the Pahiatua fire 125 yr parade with 50 other machines. early in Nov lucy and gypsy won \$150 bag of dog food in a look a like contest. on the 18th Nov I was



doing a birthday party for the littlies over the road when the clutch decided not to work any more but managed to get home ok so out with little reds motor and box to find the retaining clip on the housing had let go letting the thrust to finish up in the spinning flywheel crunching up thr fingers and thrust managed to patch it up enough to the two xmas prades end the local vcc childrens xmas party so after thing settle down in the new year it will be out with motor again and fix it properly .about the same time all this was going on my left knee let go and I finished up in hosp for tests etc getting a brace for it the general outcome is I go to the hosp in Feb for as assesment on two knees and one hip so mobility has been cut short for some time though twice a week for the last 2 wees I have been driving my truck around the streets of Napier with a local concert band while they played xmas carols for two hours at a time more next week so you can see simcas have had to take a back seat for a while Merry Xmas to you all from all of us over here.

Colin / Lucy







this is the dennis back in the 50's was lost for many years suddenly appeared in auck and thanks to a lot of people it came back to Wanganui stn on sun and it will be staying there to be restored thats why Terry and I went to visit is last evening at the xmas do of Wanganui past members of witch Terry and I are members

Christmas is coming so take care out there people as the police are on their usual pre- Christmas drinking and driving campaign.

I went out last night and drunk far too much so I left my car at the pub and took a bus home. I passed a police checkpoint where they were breathalysing all the drivers but they waved the bus through.

I arrived home safely and accident free which was surprising as I had never driven a bus before and I still have no idea where I got it from!

A Touch of Nostalgia submitted by John Brown

SIMCA NATIONAL RALLY 2005 at ECHUCA

NOSTALGIA

This professional National Rally was organised by Rob Verhagen the Events Co-Ordinator with close co-operation from Kerry Ryan, Ray Hodge and Philip McCumisky commencing 8th October to 14th October. The accommodation was held at the Moama Riverside Holiday Park.



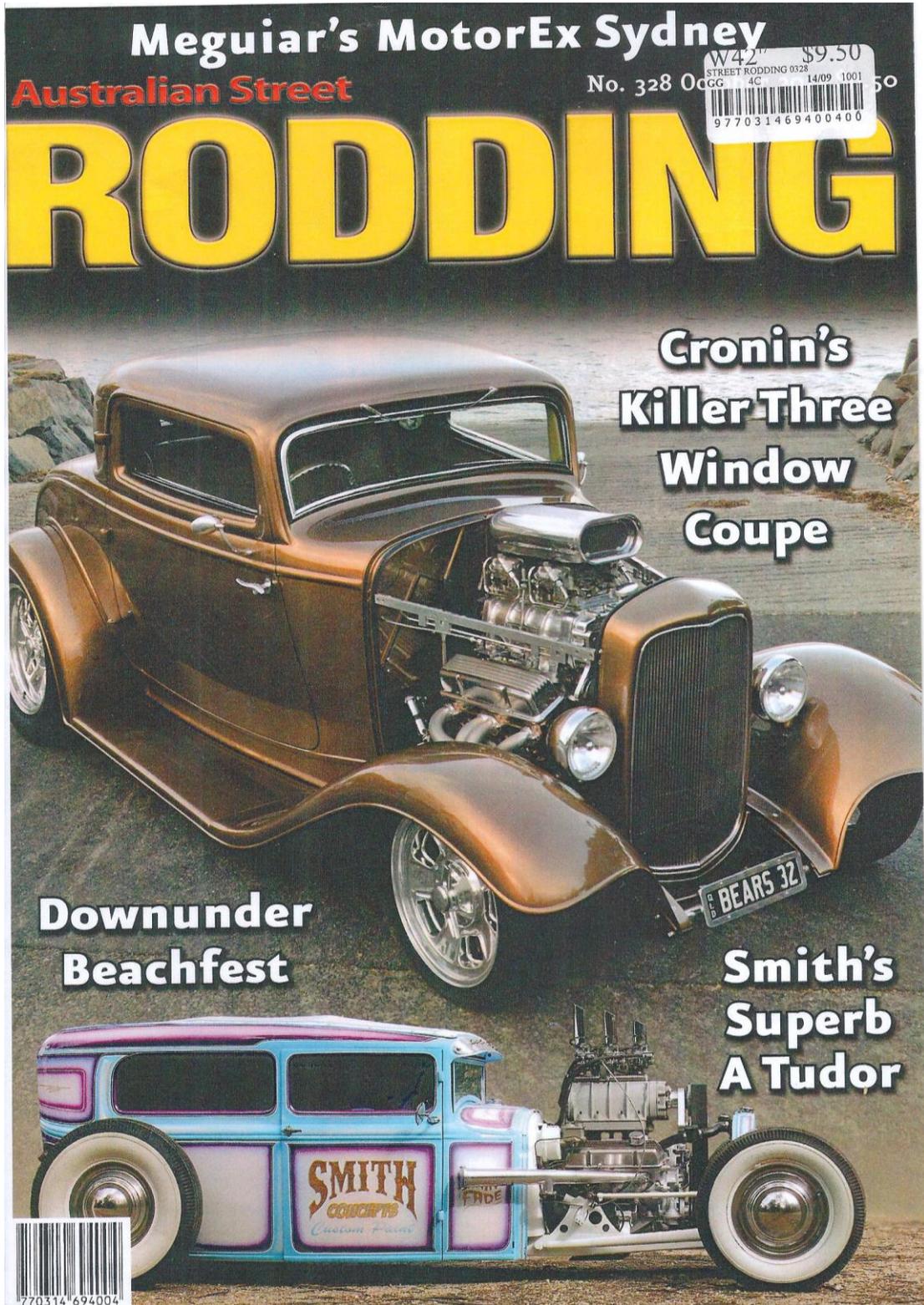
This Club Group photo was taken Sunday 09 October 2005 and is intended as a memory recall and to pay homage to any club member who may have since passed away.

Numerous Tours were organised by Rob Verhagen to a Winery by Paddle Boat, local Car Museums, Merrigum Museum and Raverty's Motor Museum all of which were very entertaining.



This Simca assembly photo was taken on Sunday, 09 October 2005 at the Echuca Park site.

Article submitted by Peter Walker



TED ROBINETTE
TECHNICAL WORKSHOP

The column wherein all your questions relating to the technical aspects of hot rodding can be answered by our technical consultant, Ted Robinette. Write to: P.O. Box 232, Castlemaine 3450. Email: info@grafftipub.com.au



HAVING FUN WITH DIVERSITY RODS

The fun approach to hot rodding as personified last issue in the Stuart Brown supercharged 1919 Dodge feature struck a chord with readers, going by feedback received, and emboldened by that the unique technical and engine diversity continues for another column. Herein I offer up some vehicle examples that may not be a reader's cup of tea but look past that and absorb the mechanical and engineering ingenuity involved. Also appreciate the endeavour and perseverance involved in creating a vehicle and engine combination that doesn't fit the mainstream and therefore doesn't enjoy the same level of parts and services availability as the regular ones do. If there is just one component or modification shown that provokes a lateral thought of using it on a regular type of rod then the exercise hasn't been wasted. Against all the odds smaller capacity V8 engines like the Ford V8-60 and its improved French Vedette V8 derivative stir reader interest, especially amongst established hot rodders, and that emboldens me to include an update on a previously featured road racing application and a new example (to this column) of a modified road going one. Both of these still power Simca Vedettes but from across the pond and beyond I share one powering a Hillman Husky and a similar, but not Ford or Simca related, V8 engine of comparable size and sidevalve configuration manufactured in England during the late '30s.

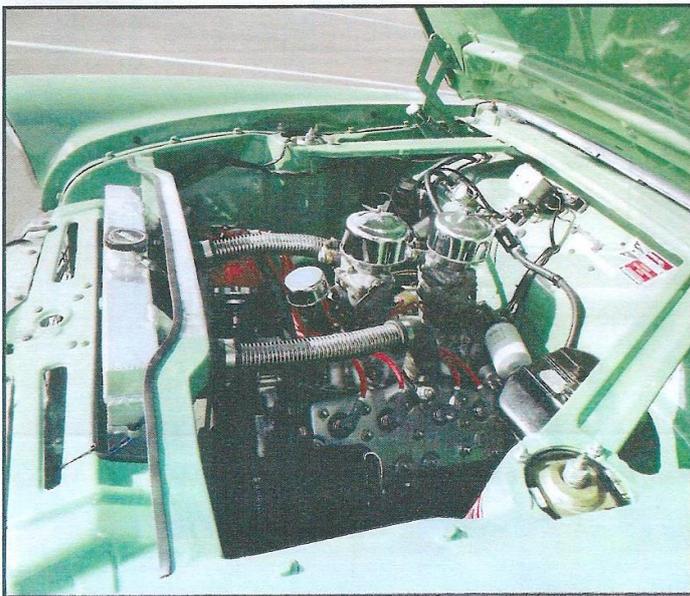
As mentioned previously, during each Historic Winton race meeting I spend the bulk of my time browsing the pits or wandering the car park looking for unique or otherwise interesting mechanical combinations to share and otherwise learn from. The pits are filled with racing cars, and bikes, some of which are survivors from the old days while others are more recent creations built using the benefit of empirical engineering and more modern parts to end up with an interpretation of a "traditional" looking ride without contributing to the national debt. The use of an "Aisin" branded Roots supercharger (AMR300, AMR500, SC12, SC14 etc) instead of an original Marshall/Godfrey supercharger is but one visible example of

such a "traditional" modification. Some builds involve chasing down parts from overseas versions of the same vehicle or an engine that continued to be manufactured long after cessation here and so benefited from ongoing product development or perhaps a factory racing program. Others use home grown parts and modifications to achieve the same end. The result is sometimes a vehicle that outwardly looks modified or otherwise is such a clever amalgam of parts and body modifications that it still looks like a factory job to a casual observer.

This year I was delighted to catch up with Vince Parisi of circuit racing 1958 Simca Vedette fame and learnt he has now equipped it with a four speed gearbox to better row the "small" V8 around race tracks. If you haven't already read them, cruise back to the columns in issue 314 and 316 to learn more about this race car and how the improved French version of the engine differs to the original Ford manufactured V8 Sixty version. To save confusion I'll use Vedette V8 and V8-60 to differentiate between the two engines from here on. Manufacture of the Vedette and its engine continued in various guises in Brazil, including as the Aquilon, long after it was dropped in France and Australia. The Brazilians even produced Rallye and GTX Esplanada versions that came equipped with a four speed whereas in France and Australia only a three speed column shifted box was available behind the V8. Vince managed to find and import one of these somewhat rare four speeds, only 750 were made, and was racing with it this year. Being a "factory" performance option it was a bolt in swap and compliant with the historic class rules whereas the cast aluminium adaptor bellhousing and Toyota five speed option shown in issue 316 would be disbarred if detected. As if having the Rallye/GTX four speed wasn't cool enough Vince ramped up the coolness factor with the news that he had located an Emi-Sul OHV version of the Vedette V8 engine in Brazil and had it crated ready for shipping to Australia. Pundits often conclude that because the heads on these Emi-Sul engines are overhead valve configuration and covered with wide rocker

covers they must be copies of the Ardun V8-60 OHV heads but as I outlined in issue 317 the cylinder heads may well have been inspired by it but they are not copies of the small Ardun heads. Indeed the complete V8 engine was redesigned to suit the OHV configuration. I don't know if there is a running Emi-Sul V8 already in Australia, or a running V8-60 with Ardun Heads here for that matter, but I sure do look forward to seeing and hearing this one run once Vince gets it built and installed in his Vedette.

Parked next to my Willys Tourer at Winton was a Simca Vedette that most passers-by would have thought was just a well presented stocker with a wheel change. Me too until the owner Peter Walker introduced himself as an ASR reader and laid some neat customising and engineering detail on me. Apart



LEFT: To save readers going back to ASR314 here is a fresh photo of the V8 engine in Vince Parisi's Simca Vedette complete with its Brazilian sourced twin Zenith carburetors and matching inlet manifold. The performance and fun factor was increased this year with the addition of a four speed gearbox, also from Brazil, bolted up to the Vedette V8. The flathead engine hardly fills the engine bay but that is due to change once the bulkier Emi-Sul OHV version is installed giving it the full Brazilian.





ABOVE: See what I mean by most passers-by would not realise that this Simca "Chambord" is actually a wolf in sheep's clothing. As mentioned in the story text a lot of thought has gone into creating this machine and that includes the selection of compatible offset wire wheels that compliment the car.

from the obvious addition of wire wheels, the body had been customised to create a 1959 Vedette version that was not officially sold here. By adding imported badges and cleverly faking extra side trims pieces he had changed the outside appearance into that of a Chambord which was a version only available in France. At first I thought he said "ShamFord", seeing as it had a bogus Ford V8 under the bonnet, but it was just the racing noise in the background masking my hearing. The change



ABOVE: The Toyota SC12 supercharger adapted by Peter Walker to the top of his Vedette V8 engine looks right at home. Obviously a lot of thought and home grown engineering went into adaption to create a reliable and driveable installation. It even has cold air ducting to the air cleaner.

to a floor mounted gearshift signalled something underneath the floor was different and sure enough he had adapted a Toyota Celica five speed up to the Vedette bellhousing. An interesting tech snippet is that by machining down the major (outside) diameter of the Celica input shaft spline until it matched that of the corresponding Vedette spline he found it would slip into the hub of the Vedette's clutch driven plate because the spline count and minor diameters were the same. How neat is that?

Under the bonnet there is more home grown engineering in the form of a Toyota SC12 supercharger adapted to the top of the Vedette V8 engine that had been bored and rebuilt with 60 thou oversized pistons. That takes



ABOVE: The shifter poking up through the floor controls a Toyota Celica five speed that Peter adapted up to the Vedette V8's bellhousing. Check out the text for the clever way he re-engineered the input shaft spline to suit the Vedette clutch plate. The period style under dash air conditioner unit looks right at home too.

BELOW: To place the SC12 supercharger back far enough over the inlet manifold opening an extended drive from the belt pulley back has been added as visible here supported by a bearing pillow block at the forward end. Apart from it being slightly shorter than a SC14 supercharger the other distinguishing feature of a SC12 is the two mounting lugs visible here cast on the side of its main casing.

BELOW: Rear three quarter view shows the added belt line trim and Chambord name badge to good effect as well as the non standard wire wheels.



the bore from 2.6 inches to 2.66 inches which calculated with the standard stroke of 3.37 inches increases the engine capacity from 143.4 cubic inches to 150 cubic inches. For comparison the regular Ford V8-60 shared the same bore of 2.6 inches but a shorter stroke of 3.2 inches giving a capacity of 136 cubic inches. Stated power output for these engines varies depending on whether the source is a Ford or Simca fan but suffice to say the Vedette produces at least 30 bhp more than the earlier Ford version. With the overbore and supercharger I doubt this "little" V8 has any problem pulling the overdrive fifth gear and combined with the stock 3.9 to 1 rear end acceleration of the Chambord would be in the fun spectrum also. For those not familiar with the Aisin made Toyota superchargers the SC12 denotes that it is sized to pass 1200cc of air each revolution under ideal conditions. The larger SC14 version can pass 1400cc each revolution. The 60 thou over Vedette engine has a capacity of 2458cc so at first the SC12 would seem on the small side but being a four stroke means only four of the V8's cylinders breath each revolution and then not at 100% volumetric efficiency, so even if only overdriven a small percentage the SC12 can make useable boost. There is more to it than I can fit in here but this installation obviously works with the key words being useable boost and not "boastable" boost. Thanks for sharing your ride Peter.

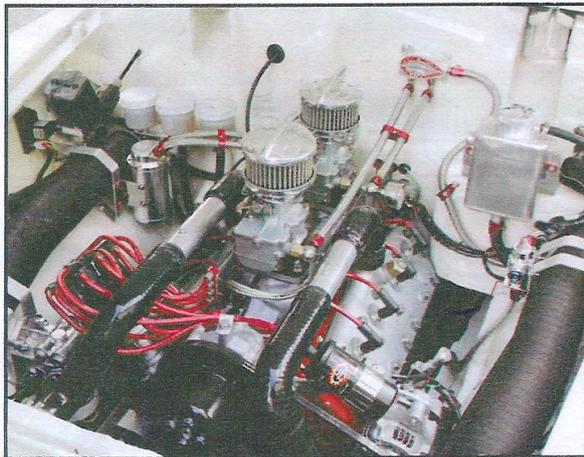
Next in the engine trilogy we go over the pond to New Zealand for a V8 powered 1956 Hillman Husky example. This is the vehicle shown towing a tear drop camper trailer at the bottom of page 8 in the New Zealand News section of ASR326 as presented by Craig "Style" Counsel. When I read that it was V8-60 powered I just had to contact Style seeking a photo of the engine compartment to share in these pages. In reply I got more than I asked for because Style had previously done a photo shoot of the vehicle and being a mate of the owners, Stevan and Nicki Fisk, he was able to also



ABOVE: Bad Dog the Simca Vedette V8 engined Hillman Husky shown here sitting in front of its kennel looks ready to spring up and surprise a ricer or two. Stateside these Huskys usually get built gasser style with an over blown V8 poking up through the bonnet and a tyre/wheel combo that is only good for straight line blasts and squeaking around corners. Stevan Fisk's interpretation looks like it would be equally at home punting along a country road or hauling his homemade teardrop camper van as shown in ASR328. Craig "Style" Counsell photo.

provide information about the engine. As it turns out the engine is actually the Vedette V8 version and not a Ford V8-60 but it still came from the USA – go figure. Style wrote regarding the flathead: Stevan's came from a 1960 Vedette that had sat in California untouched for 20 years. Block was hot dipped, crack tested, sealed and painted inside. Bored 20 thou over so now 145 cubes, new German made pistons, rings, gudgeon pins and bearings. 3/4 race cam with new bearings, crank reground, shot peened rods, performance valve springs, ports smoothed, fully balanced, heads planed giving 8.5:1 compression, hardened valve seats, Edelbrock twin carb hydroplane manifold, twin Stromberg 97s with O'Brien Trucker air cleaners, owner built custom headers, machining and brackets all owner built...as Stevan says.. "I have spent a fortune to go slow"...

A stock Hillman Husky weighs around 863kg and even if you add 100kg to cater for the increased weight of the V8 engine installation that's still some 266kg lighter than a Vedette, so it must be a case of going slow



ABOVE LEFT: This engine compartment shot of the Hillman Husky van reveals how neatly the firewall has been reworked to fit the rear of the Simca V8 in and the attention to detail Stevan has applied in locating and installing all the plumbing, wiring and other components. Retention of the original Lucas voltage regulator cum fuse block and the wiper motor provides contrast to the modern plastic brake and clutch fluid reservoirs and fabricated polished aluminium containers. Craig "Style" Counsell photo.

ABOVE RIGHT: Side on shot again shows how neat and detailed the whole installation is with the twin Stromberg 97 carburetors on an Edelbrock inlet manifold originally made to suit the Ford V8-60 version taking centre stage. Reading the photo I can make out what look like bleeder screws added into the top surface of each metal tube connecting the rubber sections of the radiator hoses. With the crossflow radiator inlets being lower than the cylinder head outlets, air can be trapped within the upper sections making these bleeders necessary to get the air out for cooling system efficiency. Craig "Style" Counsell photo.



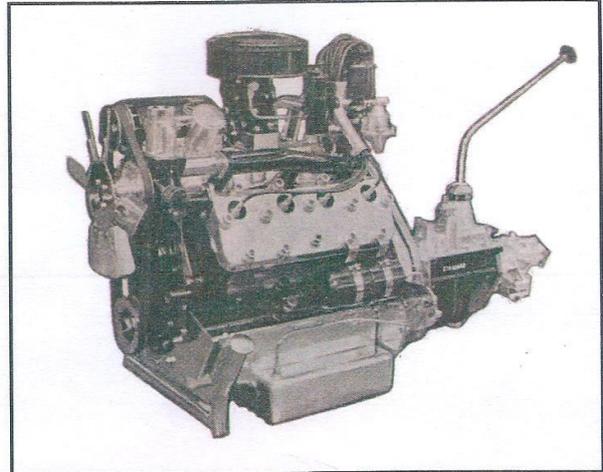
quickly, especially compared to a standard Husky or Vedette. I found then lost a facebook photo that showed BAD DOG, as he calls it, is underpinned at the front by a custom made IFS complete with ventilated disc brakes so obviously go is matched by the whoa. Enough modifications have been done to the engine and the Husky itself to make it worthy of a stand alone feature by Style so for now I'll leave you all to appreciate the workmanship shown, and the dare-to-be-different vibe emitting from the included photos.

Next from even further beyond the pond, we have a small capacity flathead V8 that is not of Ford or Simca manufacture and until the current issue 244 of Restored Cars magazine arrived I had forgotten it existed. The engine in question is the factory fitment in a 1937 Flying Standard V8 saloon that is featured as an ongoing restoration project. Not standard as in stock as a rock, but standard as in the Standard Motor Company that might be more recognisable to some as Standard Triumph that it became after WW2. I've probably fudged those company names a bit but the point is that the Poms actually made a home grown flathead V8 during 1936 and 1937. With a bore of 2.5 inches and a stroke of 4.17 inches its 164 cubic inch capacity helped to produce 75 bhp that compared more than favourably with the 60 bhp (approx) of the USA designed Ford V8-60 of the same era. Like a lot of the good stuff made during the late '30s, production of this V8 engine was short lived due to the need for industry to concentrate on manufacturing vehicles (and aircraft) to support the war effort. With such limited production it is no surprise the 1936/37 Flying Standard car and its V8 engine are thin on the ground these days. This is most likely why you don't see "period" Specials powered by them in historic racing or on the road.

The one being restored was imported from New Zealand along with a four cylinder version for spare parts. This Flying Standard Fourteen model with its 108 cubic inch four cylinder engine (also used in a Jaguar at the time) was produced in greater numbers so if hankering to create you own flying squad Standard it would be easier to find a Fourteen body and chassis then swap a Simca Vedette V8 engine into it. Okay, creating a sidevalve V8 powered Flying Standard sleeper is a bit too far fetched but the concept is not much different to fitting a V8-60 into a Hillman like Stevan Fisk has done. By coincidence way back in ASR168 (February/March 2004) in relation to modifying a Hillman Californian (same front body section) I suggested to the reader that: *"The Rootes Group, parent company of Hillman, ended up owned by Chrysler who also had control of Simca during the '60s so swinging a V8-60, ex a Vedette, into the Hillman would certainly inject a good dose of patina"*.

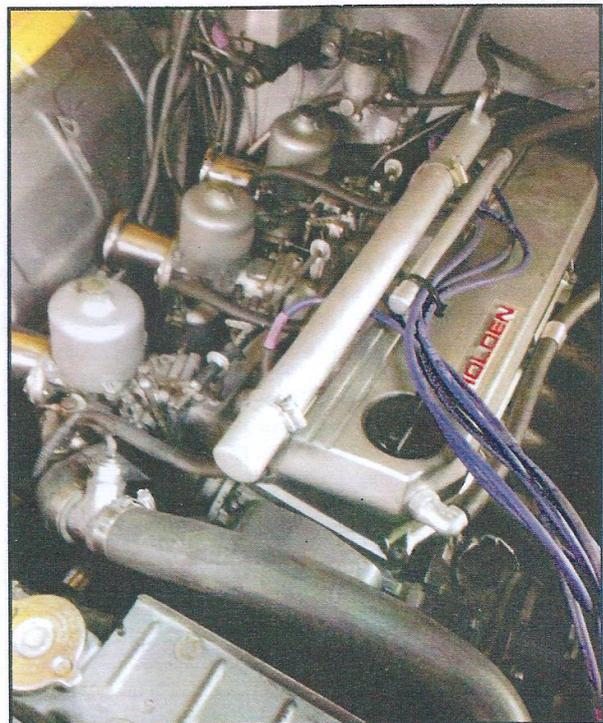
Stevan wouldn't have read that, but I'm sure glad he spent that fortune showing it could be done. By the way, another reason for buying that issue of Restored Cars is it includes a feature on the 1933-36 Willys Model 77 vehicle and its engine.

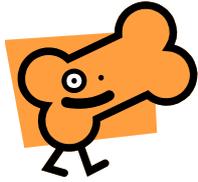
One of the few Facebook pages I visit is the Holden Grey Motor Enthusiast Group and in recent weeks FJ Holden racer Ellis French has been promoting the Baskerville Historics race meeting scheduled to be held over the 22nd-24th September 2017 weekend. He has been posting photos of the Pre EH Holdens that have been pre-entered for the meeting and amongst those entries is Dave Ryan's 202 powered FJ that was featured in ASR281 prior to him taking it over to Mexico to compete in the 2013 running of the La Carrera Panamericana road racing event. Another one entered with relevance to this column is the Queensland based RB30 engined FX Holden of Cracker (Roy) Reeves. The engine swaps in both these Humpies make them non compliant with the Historic rules that require the Grey motor to be retained. Instead both will be running in the Regularity races competing against their own personal best lap times and any other non compliant pre EH Holden that gets in their way. The Commodore/Nissan RB30 engine powering the Reeves FX with its triple SU carburettor set up and conventional ignition distributor caused a déjà vu moment when I saw its photo on line. It took me back to the Technical Workshop column in ASR229 describing how an RB30 engine could be "normalised" for a rod installation by doing away with the EFI and computer controls usually associated with this engine. I won't make it over to Tasmania for this event but with Hugh Nally virtually being a local we might end with some photos in his Short Cuts column or elsewhere in ASR. Would be good to see how a different state goes about this facet of Aussie hot rodding for a change. ■



ABOVE: Photos of the sidevalve V8 engine made by the Standard Motor Company in England during 1936 and 1937 are hard to come by so no choice other than to use the same factory one as Restored Cars did. This V8 engine had a capacity of 2686 cc and produced 75 bhp. From the outset it was fitted with aluminium cylinder heads and a four speed gearbox. Note also that the distributor is positioned high in the valley at the rear of the engine instead of crab fashion at the very front like the Ford V8-60 of the same era. Photo ex Wikipedia.

BELOW: Ever since suggesting fitting multiple carbies to a RB30 engine in ASR229 I've wondered what a Commodore/Nissan RB30 OHC six cylinder engine would actually look like with triple SUs fitted in place of the factory EFI and a conventional early Nissan Patrol, or similar, distributor installed in place of the computer triggering Commodore one. As this RB30 engine installed in the Cracker (Roy) Reeves racing FX Holden with what look like 1-3/4 inch SUs shows I don't have to wonder any more. Now just need to wonder how well it goes and sounds. Steve Barber photo.





Funny Bones

A GLASS OF WINE BEFORE TURNING IN

***A single glass at night could mean a peaceful, uninterrupted nights sleep.**

**NEW Wine for Seniors , I kid you not.....
Clare Valley vintners in South Australia,
which primarily produce Pinot Blanc,
Pinot Noir, and Pinot Grigio wines, have
developed a new hybrid grape that acts as
an anti-diuretic.It is expected to reduce the
number of trips older people have to make
to the
bathroom during the night.**

The new wine will be marketed as

PINO MORE

A young Arab boy asks his father "What is that strange hat

The father said: "Why, my son, it is a 'chechia.'

In the desert it protects our heads from the intense heat of the sun.

"And what is the long flowing robe you are wearing?" asked the boy.

"Oh, my son!" exclaimed the father "It is very simple.

This is a 'djbellah.' As I have told you, in the desert it is not only very hot, but the sand is always blowing, my djbellah protects the entire body,"

The son then asked: "But Father, what about those ugly shoes you have on your feet?"

"These are 'babouches' my son," the father replied.

You must understand that although the desert sands are very beautiful, they are also extremely hot.

These babouches' keep us from burning our feet."

"So tell me then," added the boy.

"Yes, my son."

"Why are we living in Manchester and still wearing all this crap?"

Pharmacist to a customer: "Sir, please understand, to buy an anti-depression pill you need a proper prescription...simply showing your marriage certificate and wife's picture is not enough."

A bookseller conducting a market survey asked a woman "Which book has helped you most in your life?"

The woman replied "My husband's cheque book!"

More from Queensland

We have received separate invitations and forward programs, from the Renault Car Club of Queensland and the Fiat Car Club of Queensland to join them on their outings. These invitations are on a standing basis. Anyone interested? Contact Doug who has their programs.

Thinking about Club outings in Queensland, the Simca Car Club of Australia Inc is incorporated in NSW and our vehicle registration is in Queensland. We don't have log books like in other States, but if you register your car as a Special Interest Vehicle, there are conditions and restrictions, quoted in part below:

“You and anyone driving your special interest vehicle must only use the vehicle for:

+ participating in rallies organised by incorporated vehicle clubs or events sanctioned by Australian Street Rod Federation (ASRF). Note: a rally is a social event whereby a parade of special interest vehicles travel together for competition or to meet at an agreed location. Rallies are usually listed in an incorporated club newsletter or on the incorporated club's website or social media page.”

(There are eight other conditions and restrictions, and if you have a SIV, not only worth a read, but you should be aware of the conditions and restrictions. Some clubs go to great lengths outlining these and other conditions (like the need to be a continuing member of an incorporated club). You can read more at www.qld.gov.au/transport/registration/fees/concession/special-interest)

Reading and interpreting the above:

+ our club is incorporated
+ we don't need to travel together, we simply agree to meet at a particular location. (this could be as simple as deciding to meet at say Skip's place).

So if we want to do anything as a club, we simply decide when and where and send a global email to our Queensland members. That would meet our legal requirements.

Any thoughts?



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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

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321 Warrigal Road, Cheltenham 3192

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SH02984 29/04/11 A

PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:
The 2017 renewal of membership is due on January 1st 2017. 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

Welcome two new Members
Andy Woodson Benalla Vic just purchased a P60.

Karl Teigesser Elizabeth Grove South Australia, acquisition of a Simca pending.

Look out for our new Facebook page soon.



**SIMCA CAR CLUB AUSTRALIA Inc.
CLUB MEMBERSHIP RENEWAL**

Jan – Dec. 2018

Surname: ----- **Given names:** -----

Membership No: ----- Please print both names for family membership

Address: Please print full postal address

Contact Details: **Home:** -----
Mobile: -----
Email: -----

Please indicate (x) in the email box to receive your club newsletter via email.
Please indicate (x) in the boxes for any personal information you do not wish to be published by the Simca Car Club Australia Inc.

Any more/fewer cars than last year? If yes, then please let us know below.

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 Cheque/money order to Simca Car Club Australia Inc and post to:

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

Fees may also be paid be EFT to SCCA Inc.A/C:
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