

SWALLOW



TALES

SIMCA CAR CLUB WESTERN AUSTRALIA

VOLUME 01 NUMBER 01

OCTOBER 1994



SIMCA CAR CLUB OF WA

Dedicated to the preservation and restoration of the SIMCA CARS for the purpose of maintaining the SIMCA marque as part of the Australian motoring history.

The club was formed to provide technical information and spare parts assistance to Simca owners. The club has established an affiliation with Simca owners and clubs in many parts of the world, permitting an update of Simca activities on a global scale to all our members.

The club maintains a register of cars suitable for restoration. This information is available to those with a genuine interest in the SIMCA CARS.

Interested enthusiasts are most welcome to join the club and we invite You to gain further details by phoning:-

The President: Darrel Manning (09) 275 7654

The Secretary: John Pickles (09) 271 3892

OR WRITE TO
SIMCA CAR CLUB of WA
184 RAILWAY PARADE
MELTHAM 6053
WESTERN AUSTRALIA

FROM THE DESK

Warm welcome to "SWALLOW TALES", the very first edition of our newsletter that we will bring to you each quarter in the year.

The mission of the SIMCA CAR CLUB OF W.A. is to foster through this newsletter a friendship of sharing among the genuine Simca enthusiasts throughout the world. The aim of this friendship is to establish and maintain the name SIMCA as a marque in the world history of motoring. Sharing of information, technical data, parts sourcing or just plain car talk will unite those of us with a common interest in the great SIMCA cars.

"SWALLOW TALES" will also enlist some of the people that are regarded as 'EXPERTS' for their input into the various features that we will present. These together with the regular old road tests, people profiles, club activities and classifieds will hopefully make interesting reading.

One of the most important objectives that we have set for ourselves with this newsletter is "FEEDBACK". We would like to hear from you with constructive comments and/or articles for publication, you do not have to be an expert on any subject, just share your thoughts or information which I am sure will be welcome by fellow enthusiasts. So with your feedback our efforts in producing this newsletter will be made a lot easier and the final winner will be YOU!!.

John Pickles
Secretary

IDLE TORQUE

Thanks to Jim Conrady and the Simca Car Club in America the name John Pickles is now known to most of you. To the fellow readers of "VITESSE" I shall steal Jim's thunder and announce that my good wife and I together with the Vedette parts have arrived back home in Australia safe and sound. To those people who have not had the good fortune meet Jim Conrady in person, you can take my word that apart from having the largest selection of Simca parts I have seen in the past twenty five years, Jim also possesses a genuine quality of sharing, which was aptly displayed by his hospitality during my short stay in the tranquil surroundings of his beautiful 15 acre retreat. For those of you who may not have been fortunate enough to visit the States, I could only suggest that if the opportunity ever arises that you should be in that great country, take up Jim's standing offer and pay him a visit.

During the eighteen weeks spent abroad in which I drove nearly 18000 miles in seven different countries, I came across only one Simca on the road, which was a 1000 spotted in Christchurch on the south island of New Zealand. Apart from the fleet of Simca's in Jim Conrady's barn and those at Dick Husband's U.K. workshop, the only other Simca I came across was a Rancho in a wrecking yard at Lakenheath in England. I must admit to my surprise at the almost rarity of Simca's, particularly Vedette's in America and England.

So those of you out there with a Simca tale to tell or knowledge of those hidden Simca's, please drop me a line so we may share the good (or sad) news.

Having carried on about my big trip I must now humble myself and apologise to all those good people who responded to our club notice in the "Unique Cars" magazine. I should explain that at March this year the total membership of the club numbered 7, which should make us the smallest big car club in the world, or would it be the biggest small car club?, whatever..... In my absence no one was given the role of secretary and with the overwhelming response to the notice we were caught with our pants down, so to speak. We hope to make amends with our regular newsletter.

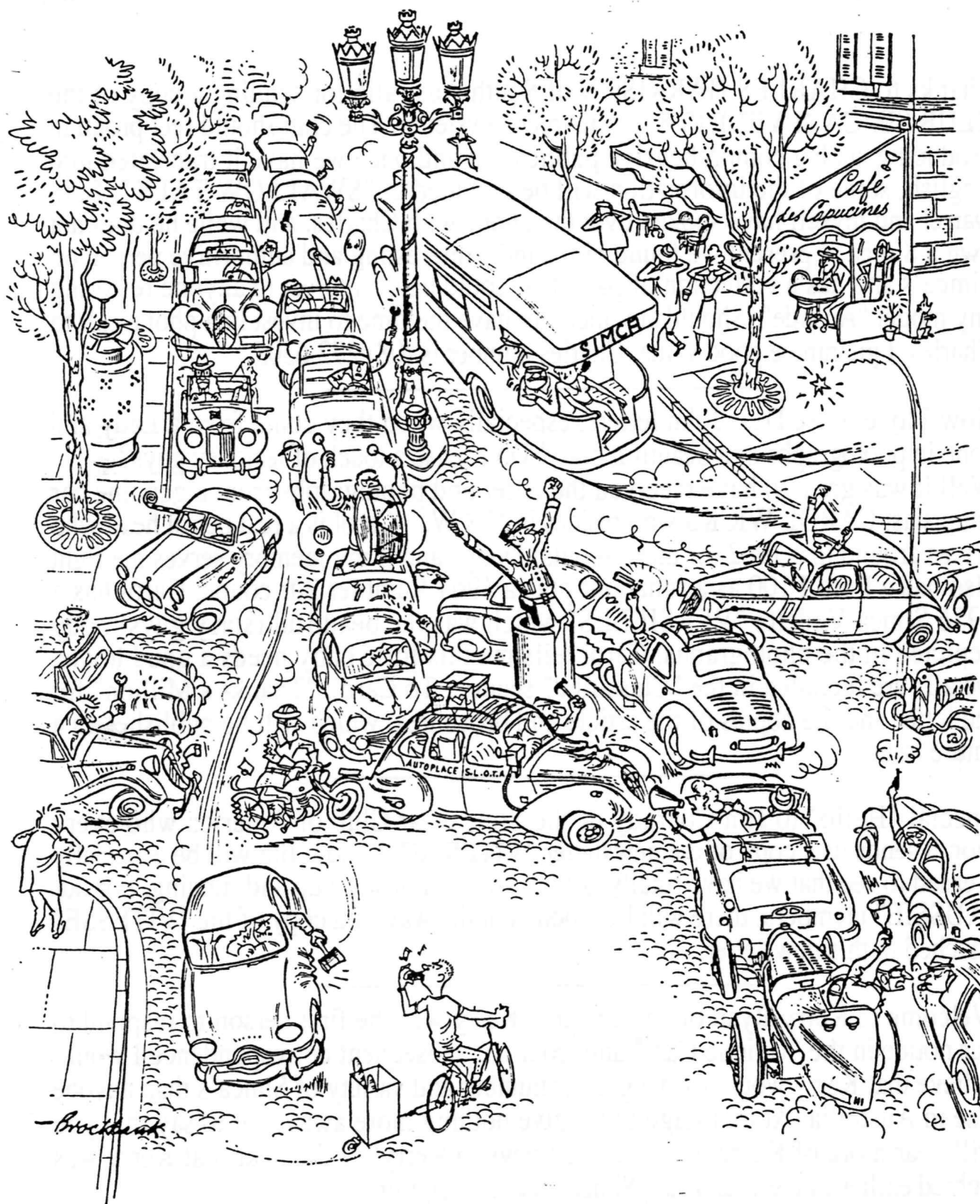
Thanks to CHARLES HARRISON of South Australia for sending a copy of the CLUB SIMCA & VEDETTE, FINLAND newsletter. The club should feel proud in producing such a comprehensive publication and once we have it translated into English, some of the information will be included in "SWALLOW TALK". Both Darrel and myself have spoken over the phone with Charles, and while he does not own a Simca at present we found him a most interesting and authoritative person on Simca's and has a collection of parts that could be of interest to anyone restoring any model "Aronde". Should any member have the time to invest in a phone call to Charles, I guarantee good value. Charles number is (08) 272 6305

How I love those Dear John letters, especially when they come from a Lady and contain photographs of a beautiful body! Do I sense a touch of jealousy guys?

Well it was great to have received the letter and photographs from a genuine car enthusiast CAROL WICKS who resides in N.S.W.. Carol is a real petrol head who drives around in a 1962 (or thereabouts) Dodge and if my memory serves me right also has a Ford F100 as a runabout plus a 1964 Rambler 2dr coupe. Carol has a 1956 Simca Vedette "VERSILLES" which was the beautiful (sorry guys) body depicted in the photographs. Carol tells me this little baby needs a good home. Details are included in the "Classified" section. To Carol, "Thanks a Million" for the letter and the copies of the article and brochures, which will be published in a future issue.

Special "Hello" to Jim Conrady of the Simca Car Club of America who every month sends us a copy of the newsletter "VITESSE". I know Jim will be especially pleased to see that we have finally got our own publication up and running. For our "AUSSIE" members, there will be a bonus in the way of a copy of the "VITESSE" attached to this newsletter.

Welcome to Kerry Ryan of Queensland. Kerry was the first person to respond to our notice in the "Unique Cars" and from our subsequent correspondence I would believe that Kerry would own a greater number and variety of Simca's than anyone else in Australia. At this stage I will give nothing more away, but to say that you will hear more of Kerry in the future (news to Kerry?) I did hear that Kerry was sighted earlier in the year at the Simca meet in Belgium.



First day of the 'No Hooting' rule in Paris

ROAD TEST

Australian Simca ARONDE P60 Wagon

So popular was the Simca "ARONDE" in Australia in the late 1950's, Chrysler Australia designed and build their own version of the estate wagon for release on the Australian market. The wagon was based on the Aronde P60 four door sedan and so successful was the design it offered a sleeping area 9ft. 5in. long, which was more than that of the American Fairlane wagon of the day.

As the wagon was a hundredweight heavier than the sedan and designed to carry a payload, it was fitted with heavier shockers and rear springs than the saloon--plus larger section tyres (5.90 by 14in. instead of 5.60s).

Most noticeable difference between the two Arondes is in riding and handling. Empty, the wagon's back end proved to be quite lively. It bounced on erratic bitumen but can be handy on a slowish corner, because it produced a shade of oversteer. A little juggling with the wheel, and the back lines up nicely where you want it. A couple of back seat passengers or a load in the back gave the wagon the same cornering powers and smooth ride as the sedan.

While very few of these wagons survive today, every now and then one appears for sale. Late last year a very original example was advertised in the eastern states of Australia for A\$1500.

AUSSIE WAGON BEATS 'EM ALL

AUSTRALIAN automotive designers are starting to make their presence felt on the world scene. First there was Jack Brabham — part creator of the world-beating Cooper racers — and the Repco factories, whose Australian-designed technical equipment is now selling in England and Europe.

Holdens, of course, are now exported to several countries — and last October the enlarged 1622c.c. engine, which B.M.C. Australia had developed for their Austin A60 and Morris Oxford, was adopted by the parent factory in England.

And now the Chrysler-Simca factory's designers in Adelaide have come up with a Simca Aronde station wagon which is so much better than the current French counterpart that it is likely to be adopted in France.

The present French wagon still uses the old, pre-P60 Aronde body and has only two doors — a feature disliked in Australia.

Rather than produce it here, Chrysler-Simca asked and obtained permission to design a wagon of their own, based on the latest, more attractive Simca P60 four-door saloon.

The result of their work was released on November 23 — and it's a beauty, as the pictures show.

The full-length roof, supported on slim slanted pillars, blends neatly with the P60's elegant lines.

Instead of the conventional two-part tailgate (as used on the French wagon) the Adelaide designers wisely decided to fit a tailboard with a wind-

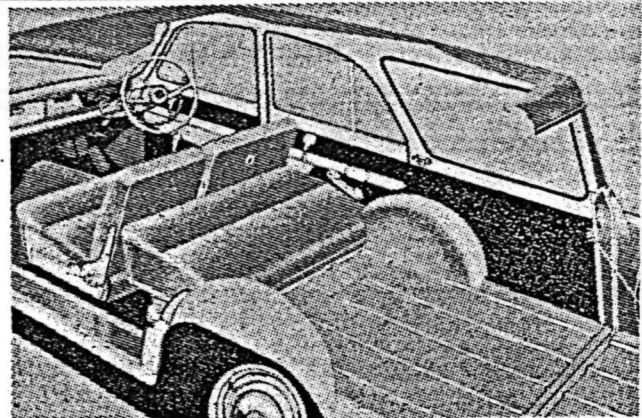
up window, similar to the arrangement pioneered by Ford.

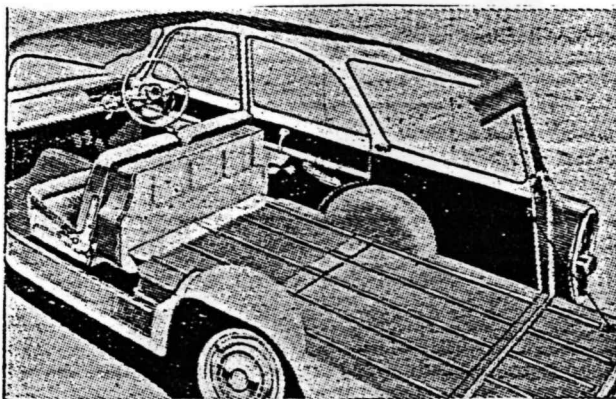
This means there's no upper flap to worry about when driving with tailgate open. Moreover, the rear window can be locked in seven different positions to provide ventilation and must be wound down fully before the tailboard can be lowered; so there's no chance of children opening the tailgate accidentally from inside.

All the comforts of the saloon are retained, and a sturdy roof rack, fitted as standard, can take loads up to 200lb.

New Simca station wagon developed in Adelaide offers the greatest yet variety of interior conversions — plus the longest load space of ANY station wagon!

BASIC body styling is that of current Simca P60 saloon, and tailgate is on the excellent Ford pattern. The roof rack is standard equipment.





But the wagon's biggest feature is the incredible versatility of its interior layout, which actually offers a longer space for loading or sleeping than any other station wagon on the market—including Ford's huge Custom and Fairlane!

Maximum length for sleeping is a fantastic 9ft. 5in.—enough to sleep two adults plus two kids (the big Fords offer less than 8ft.). This is obtained by folding the rear backrest forward, lowering the front squabs and putting the rear-seat cushion forward of the front seats.

If you want to carry long loads, proceed as above but leave the rear

seat cushion out and the driver's backrest upright. Loading length with tailboard down is then 11ft. 2in. and objects up to 14ft. long can be carried without undue overhang.

An alternative sleeping position for two persons, with feet on open tailboard, is obtained by folding the rear seat squabs and using the rear cushion as a pillow—or you can use the normal Simca lay-back arrangement, as in the saloon.

The usual load-carrying conversion, with rear seat folded forward, is also obtainable, of course; this gives a loading area 5ft. long—as much as in a big utility.

With all seats up, the wagon takes five adults, still has a load space 3ft. long and 2ft. 9in. high in the back.

Aluminium skid strips protect the hinged, lockable rear floor, under which are the spare wheel and tools.

The wagon has heavier shockers and rear springs than the saloon, plus larger tyres (5.90 by 14in.), to cope with a maximum total load of 9cwt.

Numberplate is hinged and hangs down when tailboard is lowered. Heater-demister and screen-washers are fitted as standard.

The latest five-bearing 1290c.c., 52 b.h.p. Simca Rush engine is fitted, too—all for £1159, tax-paid. • • •

PERFORMANCE ON TEST

SPECIFICATIONS: As for saloon (see page 46), except for kerb weight (19½cwt.), tyres (5.90 by 14in.), and heavier-duty springing.

CONDITIONS: Fine, warm; no wind; smooth bitumen; two occupants, premium fuel.

BEST SPEED: 77.2 m.p.h.

FLYING quarter-mile: 75.8 m.p.h.

STANDING quarter-mile: 24.8s.

MAXIMUM in indirect gears: 1st, 26 m.p.h.; 2nd, 39; 3rd, 63.

ACCELERATION from rest through gears: 0-30, 6.8s.; 0-40, 10.5s.; 0-50, 15.1s.; 0-60, 26.8s.; 0-70, 36.8s.

ACCELERATION in top (with third in brackets): 20-40, 14.8s. (10.9); 30-50, 14.7s. (10.6); 40-60, 16.5s. (12.4); 50-70, 23.4s.

BRAKING: 32ft. 3in. to stop from 30 m.p.h. in neutral.

FUEL CONSUMPTION: 26.2 m.p.g. overall for 200-mile test.

SPEEDO: 3 m.p.h. fast at 30 m.p.h.; 9 m.p.h. fast at 60.

PRICE: £1159 including tax

PEOPLE PRO FILE

Darrel MANNING
President SIMCA CAR CLUB WA

Current Cars :

1954 BONDLEY open wheeler race car

1957 90A SIMCA "Elysee"

1959 SIMCA "Vedette"

1962 SIMCA P60 "Aronde"

1964 SIMCA P60 "Aronde"

1965 MUSTANG coupe 289



My interest in Simca's goes back to the early 1960's to when I attended the local car racing (Caversham) and watched the funny little French car consistently winning their class and generally going very quickly. I thought I must have one of these! So it was in 1962 that that I became a proud owner of one used 1959 black 90A (obviously owned and used by a little old lady).

On driving home in the little black beast I really began to think "how very quick" is this car as I slipped through the floor mounted gear shift. After looking into the history of the car and meeting the previous owner, I was to discover that it had been quite modified and had been raced from new. That was enough for me, I continued the trend and went racing! (instant love affair with Simca's).

After the speedo showed 140,000 road and racing miles, the car was sold. Ah Ah! only because I thought a bit of quiet luxury would be in order, so I purchased a 1961 Vedette and sort of "settled down" for nearly a year. However it didn't stay like that and the racing bug bit again and I have been involved car and motorcycle racing ever since.

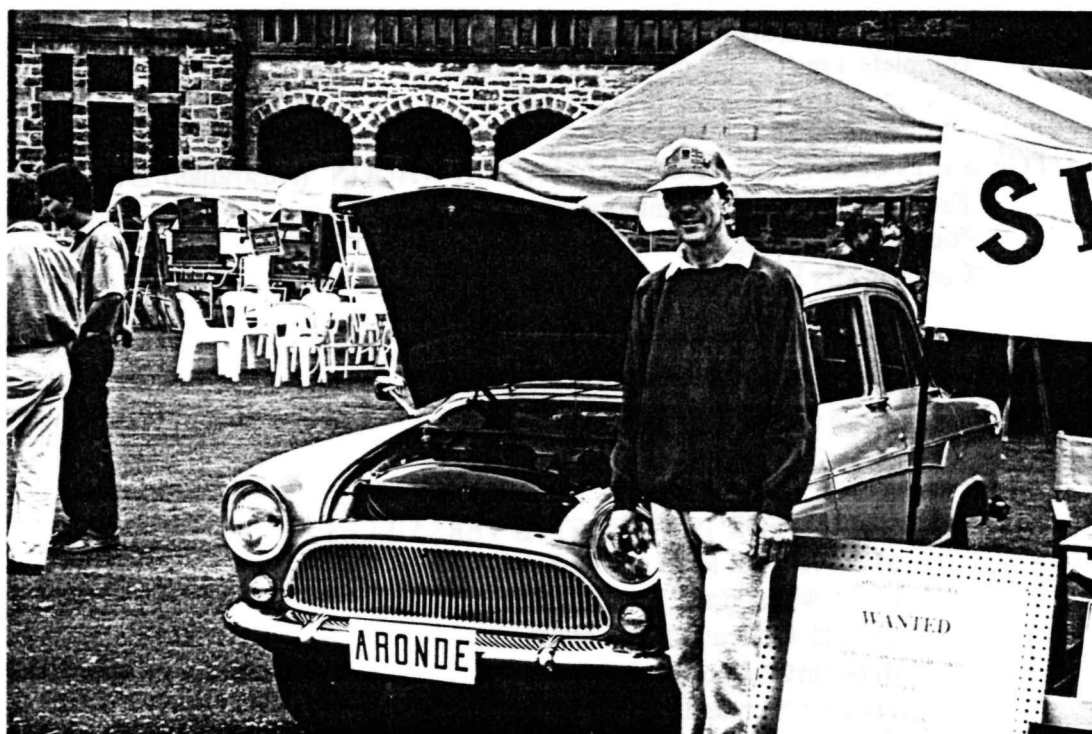
In the most recent years I have been enjoying the circuits in my "BONDLEY" open wheeler. But here I am today, full circle, about to embark on a new racing career in another 1959 black 90A on the local race circuit. I think there is a moral there somewhere!

When we started the Simca Car Club in 1988, I thought we were the only people in the world that owned Simca motor cars. Since that date I have been totally (and pleasantly) surprised at the response that a couple of advertisements have achieved.

We have had telephone calls and letters from all over Australia and internationally. It is good to know there are enthusiasts who give these cars the love and acknowledgement they deserve.

'Til next issue - Viva Le Simca

Editors note: Darrel is too modest to tell you that he is a wizz on Simca's. Together with his partner, he runs a vintage car service and maintenance business and has an established reputation among the car collectors and enthusiasts in Perth. His Bondly open wheeler runs a "Vanguard" motor, but we wont hold that against him. Darrel could not come up with a photo for this issue, but he forgot that I hold the archives. From the photo heading this article you can decide for yourself if he is incognito or the original "FRENCH CON MAN"?



Darrel Manning with his 1964 ARONDE P60

CLUB ACTIVITES

The annual "FRENCH CAR DAY" is to be held at College Park in Nedlands (Perth WA) on Sunday 23rd October. It is to be expected that the Simca Car Club will be represented so the babies will given a spit and polish for the day. Anyone with a french car is most welcome to join the show and display their car. If you have a Simca and a day to spare in the sunshine, come and join us.

CLASSIFIED

FOR SALE: SIMCA VEDETTE 1956 - all complete but requires total restoration (rust in floors, needs paint/upholstery) asking A\$800. Phone Carol on (02) 6028631.

FOR SALE: SIMCA VEDETTE 1958 - good overall condition, \$5000 in repairs including \$3200 on engine reconditioning. Good driver as is but needs paint. \$5000 firm. Contact John Pickles (09) 2713892 for details.

FOR SALE: SIMCA P60 ARONDE 1962 - complete and in sound condition black in colour, spare interior and all parts to complete a restoration project (u/lic.) \$500. Contact Darrel Manning (09) 2757654.

FOR SALE: SIMCA P60 ARONDE "STATION WAGON" (Australian) 1962 Fawn in colour with red interior. Owned by elderly couple who no longer drive. \$2000 O.N.O.
Contact: Mrs. Hilda Plemming
290 Union Road
ALBURY N.S.W. 2640
OR
Phone (060) 251 035

WANTED: PARTS FOR 1957 VEDETTE VERSAILLES -

- a) 2 x rear tail lamp assembly or lens
- b) 2 x wheel rims
- c) front and rear bumper overriders
- d) bonnet badge
- e) rubbers - rear and quarter windows
- f) side mouldings and trim from "REGENCY"

WANTED: PARTS FOR 1959 VEDETTE CHAMBORD -

- a) side mouldings and trim
- b) continental kit and dividing window from "PRESIDENCE" model.
- c) "PRESIDENCE" convertible hood complete

WANTED: PARTS FOR 1956 ARONDE -

- a) grill
- b) front park light lens
- c) NEW water pump (any model)

PLEASE CONTACT JOHN PICKLES - CLUB SECRETARY

THE CLUB IS INTERESTED IN PURCHASING N.O.S. PARTS TO ASSIST CLUB MEMBERS IN THE RESTORATION AND MAINTANENCE OF THEIR CARS.

LIKELY CHANGES FOR NEXT HOLDEN

wheels

AUSTRALIA'S TOP MOTORING MAGAZINE

FEBRUARY, 1962

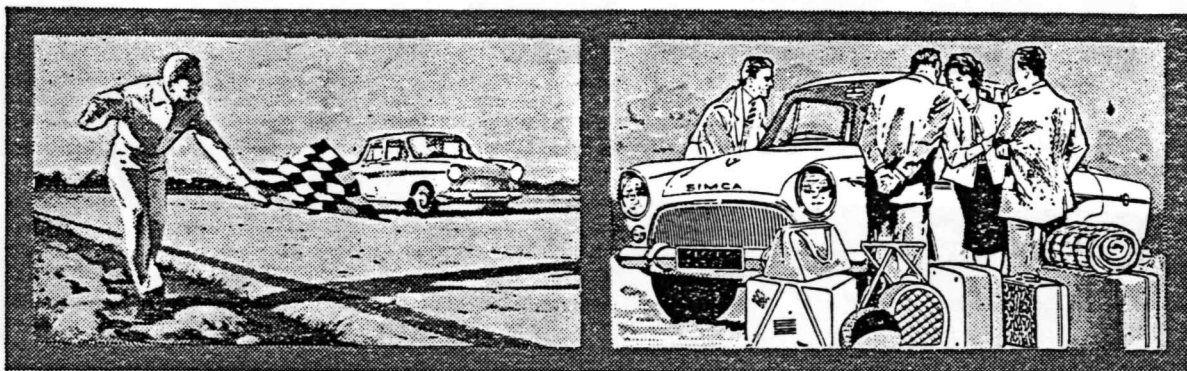
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WHAT YOU
DON'T KNOW
ABOUT VWs



SIMCA STATION WAGON
WITH "RUSH" ENGINE

114 world's endurance records...



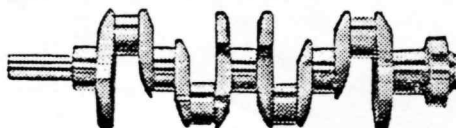
"tops" for family motoring, too!!

124,300 miles in 80 days at an average 65 m.p.h. is the world's endurance record for standard production cars of all horsepowers and prices. This record is held by Simca!

When you buy Simca, the ways in which you benefit are numerous:—

Smooth, vibration-free operation, amazing quietness, overall ruggedness and safety, lay-

back seats—and most important—5-bearing crankshaft "Rush" engine: These are but a few of the fabulous features you get in Simca.



THAT'S SIMCA BY CHRYSLER

£999

TAX INCLUDED

STATION WAGON

£1109

TAX INCLUDED

Roof Rack is
standard equip-
ment



GENUINE MOPAR-SIMCA
PARTS AND ACCESSORIES
AND SPECIALISED
SERVICE AVAILABLE
NATIONWIDE.

CHRYSLER AUSTRALIA LIMITED



SIMCA CAR CLUB
WESTERN AUSTRALIA

MEMBERSHIP ENROLMENT

Member
First Name _____ Last Name _____
Address _____
City _____ State _____
Country _____ Post code _____
Mail Address
Home Phone _____
Business Phone _____

Hobbies & Interests _____

VEHICLES CURRENTLY OWNED

MAKE	MODEL	TYPE	YEAR	CONDITION

I hereby agree to abide by the rules of the club and enclose my annual membership fee of A\$15.00 Cheque ☐ Money order ☐ Cash ☐

"SIMCA CAR CLUB - W.A." 184 RAILWAY PARADE
MELTHAM, 6053
WESTERN AUSTRALIA

SIGNATURE _____ DATE _____