



SWALLOW

TALES

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

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10 - 1961 - MIL MILHAS BRASILEIRAS - Close Simca 59/60 - Interlagos - São Paulo



SIMCA CAR CLUB AUSTRALIA Inc.

Dedicated to the preservation and restoration of SIMCA cars for the purpose of maintaining the Simca marquee 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 to all our members,

Especially those who have recently joined. Sorry this edition is late, as some will know I have had another spell in hospital. Many thanks for the numerous calls from well wishers. We really do have a warm and caring club. Speaking of hospitals, our member from my old patch, John Brown, has had a horrific experience. He re-entered hospital to have a faulty knee replacement re-done and ended up spending fourteen weeks in hospital. The worst of all, the second knee has been removed and a stop gap measure put in place until he recovers. Then he has to go through it all again. John, words fail me, we are all thinking of you at this time.

We had booked and paid for Winton and I was particularly disappointed we missed out. Similarly for our President, due to the passing of his father. A sad time for Vince, as I know he was great mates with his dad. Fantastic Morrie winning his award, especially after his last attempt to come south! WE have booked for next year, if any club member wishes to attend, you must book accommodation now. It really is worth the journey.

This month's edition features the Vedette. We are fortunate to have quite a collection amongst our members. Vince has dug up some fantastic historical material on Vedettes in their heyday, racing in Brazil. [See cover photo, what a shot!] It is unbelievable the sheer numbers, I wonder if any survive with racing history? Speaking of racing our irrepressible President is going Vedette racing. Believe me, when Vince decides to do something, it happens! The car he collected from Altona is going to be the donor car. He is building it to full CAMS specs, so it will be able to race anywhere in Australia. If it comes out any where as good as his Alfa, it will be a stunner. Vince be a good chap, one day tell us how you get twenty eight hours out of twenty four!

A couple of months ago we had family reasons to be in WA. We took the opportunity to visit John and Evelyn Pickles. Surely the most gracious hosts in WA, they put on a spread fit for a king. They had another club member as a luncheon guest as well. Very retiring chaps, reticent to speak, painfully shy. He might have been when he was ten but he sure aint now, it was Rob Lewis of course! We had a terrific time. One of Rob's jokes, as told in John's garage, appears in this edition. Obviously we had a good look at John's cars. Johns Versailles is simply stunning. I believe you could take it to any concourse in the world and receive an award. However, almost more appealing to me is Johns totally original Beaulieu, which he took me for a drive in, still tight as a drum. The couple of nicks and scratches is a testament to its originality. I would love to own that car.





There is an interesting story attached to the car. The rear window has a 'Century Motors' sticker in pristine condition. This being a car yard, now long gone, was in my home town, Launceston, Tasmania. Apparently the person John bought the car from purchased it there and then moved west. I actually worked there for half a day. I started at eight thirty Saturday morning and resigned at lunch time. It was a cowboy outfit. I went back to my old job at the local Datsun dealership. If you bought a new Bluebird you didn't need a fish pond at home, Datsun kindly provided you with one in the boot! Mind you, George Fury won Bathurst in a Bluebird, he's lucky it didn't rain.

It's an interesting concept Stephen Maloney and John Pickles have touched on. That is sharing outings with other French Marques. It's one thing I notice with our club, members freely admit admiration for other marques. I'm all for it and hope to get well enough to join in the fun. Trouble for us is that stretch of water. I wonder if you can fit a long snorkel to a 90a ?

Cheers till next time.

Iain & Leila.

PRESIDENTS REPORT - by *Vince Parisi*

Bonjour, amis enthusiasts... I thought a French greeting would be appropriate as we are French car enthusiasts after all. That being said I cannot believe how fast the year has gone and I hope that it has been very good to you all and that you have enjoyed your Simca's or projects as much as I have. I know of a few projects underway, Richard Laney, Vedette 2 door, Mel Rogers, Vedette, Ian Dyer, 90A. Stephen Moloney, 90A and I am well into another Vedette rebuild. I am sure there are many others out there and would be very grateful for those members to make contact with me or your state rep so as we can let everybody know about these great projects that are underway or maybe you are at the "I wanna start but don't know how" stage. So if you have a project underway send photos/info and they will be in our Newsletter for all to read about.

Much behind the scenes work has taken place in the last couple of months to promote our club and bring it into the IT world with the great work that Morrie Barrett has done we are very very close to having our very own Website. This means that anybody will be able to prowl our Club info from anywhere in the world just as we can see what other Clubs are up to. In the last few months I have been in contact with Simca Clubs in the USA, Netherlands and Brazil, It is amazing the amount of Simca enthusiasts worldwide and our site will bring us closer to them. Of course the main reason for our Website is to give you information about our Club at your fingertips 24/7 and we will appreciate any feedback. We also must have a master controller and I am happy to announce that Lorraine Laney has agreed to manage our site. I know she will be excellent at doing so, Thank You Lorraine.

The Austin 7 Club held their annual Historic meeting at Winton in March which celebrated 80 yrs of Simca and it was a great effort for SCCA members to attend, Morrie Barrett, Peter Walker, Stephen Maloney, Peter Gaggioni, Peter and Sue McCarthy and John and David Smith and former member but I believe soon to be a new member Phil McClumsky were flying the flag for the Club. Morrie Barrett was delighted to bring home a Trophy for that rare Plein Ciel of his in its first outing. Well done Morrie, can't wait to see that Simca. The SCCA had a page in the program advertising our club and together with our display in the car park created some interest in our Club. In lieu of this the SCCA was given entry tickets to the Historic meeting to share with its members. I am sure a good time was had by all.

The last couple of months have also been a little bit tough with our wonderful and hard working Editor Iain Dyer not being the best of health and needing some work on that ticker of his. Iain is very determined and I know he will be back to his cheeky self very soon, we wish you good health mate. Unfortunately my family also had to endure some sadness with the passing of my Father which was unexpected and Thank You for those kind words of sympathy. On the other hand I have a beautiful little Granddaughter Martha born on the 5th of March. So Upwards and Onwards we must go.

The AGM is approaching so for those wanting to go over to NZ and need some advice as to info your best contact is Morrie Barrett on 0429495003. Let's get a big crowd over there and enjoy the company and hard work that Colin and Lucy have put in for us. I hope to see a few of you there.

Unfortunately I have killed off a very sad Vedette that I have had for some years. It took me a long time to come to the conclusion to strip it down and take the remaining 650kgs to the scrap yard but it was just too far gone to bring back, so RIP Frame Number ASV1-2A-1204,

your donor parts will live on. I could go on and on and there is probably a lot that I should have written about that I've missed but hopefully it will be covered somewhere else in the Newsletter. Keep working on those Simca's.

Good Health to all and..... Profitez de votre Simca
Adieu pour maintenant,

Vince.

For Sale

New cast aluminium bell-housing to adapt Toyota 5 speed gearbox to Vedette V8 Flathead. This took \$2,300 to develop the casting pattern. Selling for only \$1295 each – includes all machining.

This is the way to go to make an old classic drive like a modern car. Smoother, faster and will keep the revs down at highway speeds – meaning the beautiful Aquilon engines will last longer and use less gas. Please email stevesgarage@xtra.co.nz for more info.



12 - 1961 - MIL MILHAS BRASILEIRAS - Simca Ultrapassando Alfa Romeo - Interlagos - São Paulo

Left: Absolutely Amazing..... and how Ironic, A Vedette passing an Alfa...

Thanks to Vince & Fran Parisi for the picture.

SECRETARY'S REPORT - by Morrie Barrett

Hi all, since the last report much has happened, most important is our Members and it is with regret we record the passing of our Presidents dad and on behalf of members we extend our heartfelt condolences. Ian Dyer has also spent some time in hospital after suffering a mild stroke and continues to make a good recovery. Don Scanes suffered a severed thumb whilst performing an amputation on an alpaca who strongly objected to the procedure. John Brown has just returned home after 14 weeks in hospital following a routine knee replacement he contracted a serious infection, it will still be some months before he is fully operational, we wish him a good recovery.

Following an Invitation from the Austin 7 Car Club Victoria to attend the Winton Historic Car, six of our Members were able to attend namely Stephen Maloney, Peter Walker, Peter Gaggioni, Peter and Sue McCarthy and myself. An excellent representation the Simca marque were on display a Grand Large, 90A, P60 and a Vedette all attracting much interest attention, the Grand large was awarded "The Most Outstanding Spectator Vehicle Award." I also congratulate Iain and Leila Dyer for a job well done for the page promoting the Simca Car Club in the Winton Historic Race programme book (see page..)

Special thanks to the Members of the Austin 7 Car Club Victoria for inviting us to attend the meeting and promote our Club. Nice to catch up with former Member and Vedette owner Philip McCumisky would like to purchase a good 90A preferably with history.

A number of enquiries were fielded from the public and as a result Ian McKill's P60 has been sold and will shortly be garaged in Qld, the new owner Doug Murphy is in the process of joining our Club and plans to attend the French Car Day in Brisbane and is considering our NZ General Meeting.

You may have noticed a P60 wagon on Ebay it has been sold and will be transported to Lakes Entrance Vic it was sold without rear wheels however John Smith to the rescue the loan a pair of wheels to enable transport. Thanks John.

Yet another potential Member from Benalla is seeking to purchase a P60, Stephen Maloney is providing assistance.

2015 will soon be upon us and now would be a good time to start planning for and preparing your Simca/s for our Biennial AGM in Adelaide and taking part the e Bay to Birdwood car run.

Our website, special thank you to Loraine Laney who has given so much of her time to ensure we have a website to be proud of.

If you have not received a Simca windscreen sticker it is because you have not yet renewed your membership, a receipt and sticker will be posted when your subscription is received.

A numbers of Members have made enquiries regarding Caps and T shirts.

Cheers, Morrie.

QUEENSLAND REPORT - *by Luke Huntley*

Things have been busy as usual. Finally got the Simca going after the breakdown on the Christmas Light Run. The problem wasn't too major - cleaned the spark plugs, points and electrical connections and readjusted the timing. After firing up it sounded as if it was running on three cylinders. After an investigation to determine which one was missing it was discovered that an ignition lead was left off the spark plug hence why it was running on three cylinders!! Unfortunately it was too late to be entered into the Easter in the Country Rally in Roma but we still managed to take it to the Poker Run checkpoint which we were manning at the Westhaven Nursing Home. It raised some interest from spectators as that hadn't seen a Simca for a long time.

In May we attended the Restored Vehicle Association of Dalby annual rally. Unfortunately we could not take the Simca so we had to resort to the MG ☺. After discovering that one of the stops was in the little township of Bell just north of Dalby and one of the Simca members lived not far from there, we decided to take a detour and make a surprise visit. We found that Mr Bev McQuaker wasn't home so we left a note to say we dropped by. A few days later we received a nice phone call from him and will make an effort to catch up in the future.

Some of the Queensland members will be attending the Grand Display of French Cars and the RACQ Motorfest. Plans are also underway and are looking forward to seeing everyone in New Zealand for the AGM.

Luke & Michelle Huntly

Photo of Luke in front of his Simca at the Westhaven Nursing Home Poker Run Checkpoint waiting for the next car to arrive.



WESTERN WHISPERS - WA STATE REPRESENTATIVE'S REPORT - *By John Pickles*

Winter is here and I am complaining about the cold, then I spare a thought and remind myself of what our fellow enthusiast in the Northern Hemisphere have to put up with. Although, I would imagine our friends in the northern parts of the world would at this moment be enjoying some Summer Simca motoring.



In the meantime our Canadian friend Jim Marr has sent us pictures of the Simca's owned by his friend Jack Thurman who resides in Careywood, Idaho (USA). Spot the subtle differences in the P60 to the Australian version, the Vedette inspired over-riders and the mandatory crash bar (to meet the USA safety rules) and for anyone looking for a challenge the garden ornament "Chatelaine" is up for sale.



It was around this time in 1994 that Evelyn and I were in America and I had the opportunity to visit the president of the

Simca Car Club USA Jim Conrady. We were in Michigan at the time and with an invitation from Jim I drove across to his hometown of Amherst in Ohio (leaving Evelyn behind.) Jim and I had been in touch with each other for a few years and now we had finally come face to face. Jim has a small acreage with a double story house that contains a basement, on the land was a huge barn and a beautiful lake, the barn contained models of the Simca which at that stage I had never seen, they were even stacked two high on pallet racking and in the house he has areas set aside for the large inventory of Simca parts he carries. We had so much to tell each other Jim convinced me to stay overnight which gave him the opportunity to take me over and introduce me to his parents. His mother Kath and his father Jim Snr. were such delightful people and I have never forgotten their hospitality and we have kept in touch all the years since. By coincidence, this year is the twenty year anniversary of our meeting and it was a surprise when Evelyn and I received a parcel from our American friends with gifts from Kath to Evelyn and for John the two Jim's sent some Vedette parts and two amazing clocks especially put together by Jim Jnr. These 1950's style clocks are illuminated by a neon



type circular lamp surrounding the face illustrating my Simca Vedette, one clock featured the "Versailles," the other my "Beaulieu." I think it goes to show how genuine and unique is the bonding between Simca owners worldwide.



Talking of gifts, I have to mention the most interesting and rather rare book that was recently given to me by a leading car dealer in Perth. This book titled “Cars Characters & Crankhandles” is the history of Motor Dealing in Western Australia with only just 200 copies produced, I was privileged to be given one of the last two copies left. It is a most interesting book which details the cars, the agents, the people and the places where cars were sold from the time the very first vehicle came onto the road in Western Australia, for me to remember so many of the faces, names and places it was a trip down memory lane. The book mentions that in 1951 Westralian Farmers Ltd. changed their name to just “Wesfarmers” and at the time sold Daimler, Lanchester, Simca, Nash and Fiat vehicles. It was in their showrooms on the corner of Wellington and King Streets in 1957 that I first laid eyes on the (black) Simca Vedette Versailles, it was love at first sight and I vowed to one day own this car. History now has it that this particular car has long gone to the crusher as have every Versailles that came into the state, but I am proud to say that I have achieved my ambition with the restoration of a Versailles that came from the Eastern States and now resplendent in it’s black livery. This



was the car I saw in 1957.

Life is full of surprises and the Pickles received a most pleasant one with a visit by Leila and Iain Dyer on the 8th April. They were in the West on a short visit to see the relatives and gave up a valuable day to drive the 100kms down to Mandurah to pay us a visit. All that have met Leila and Iain will agree they are just great people so it was not surprising that the day went so quickly, in fact as dusk was approaching and they had a long drive back to Perth I had to kick them out (well that’s the story I got from Iain). The day was not all talk as Iain and John dusted the cobwebs off the Beaulieu and took her for a drive, think Iain was suitably impressed with the old girl, especially by her originality.



Rob Lewis is now back on the road with the sweet running Aronde P60 after installing a reconditioned motor. On removing the sump from the original motor he found what caused the clatter in the original engine, the bolt holding the bearing casing on the end of the push rod had broken and allowed the bearings to rotate, fortunately no real damage. Once the winter months are over I'm sure we will see beautiful little Aronde gracing the roads once again.

Progress on Ian Williams car ground to a halt as he helped his friend on the farm in preparing the machinery ready for harvesting, but he did take time out to do some reading of the old magazines and books he found articles. In the first was a photograph on a page of the 1966-67 Power Farming Technical Manual taken outside a company known as PITT WADDELL BENNETT CHAINS Ltd., in the car park was a Simca Vedette parked next to an EJ Holden station/sedan. The second was an article that appeared in the British magazine "Tractor & Machinery which illustrates a very small Simca tractor, never knew they made one so small. Simca had a subsidiary called SOMECO (Societe de MECAique de la Seine) which manufactured machinery including tractors.



SIMCA INDUSTRIES



BALDWIN'S A-Z Nick Baldwin continues alphabetical history of manufacturers

SIMCA, SA
SOC. INDUSTRIELLE DE MÉCANIQUE ET DE CARROSSERIE AUTOMOBILE, POISSY, SEINE, FRANCE
 In 1934 Fiat importer Henri Peugeot took over the Simca car factory at Nanterre, Seine to reconvert Fiat's under the initial SIMCA. Over 20,000 were made in 1938 and the line passed a temporary lull in 1940 with Delage and Delage (which had been during the war. A million post-war Arondes had been made by 1962 and SIMCA had taken over GM in 1951, French Fiat in 1954, French Saab in 1956 and Talbot in 1958. The Fiat factory at Poissy became Fiat and Nanterre was sold to Citroën in 1961 by which SIMCA had 20,000 employees. A sister agricultural machine DEITA business had imported Fiat tractors since 1949 and also adopted President, Steyr and MAF. The latter was marketed in the early 1950s as SIMCA's SOMECA (which was).
 SIMCA cars had come in for a refund conversion to tractors but it appears that the manufacturer made Saturos of its own compact machines from the late 1950s, sometimes under the name SF. In 1962 Chrysler acquired a majority interest in SIMCA, gaining complete control by the time the well-known initials changed to Chrysler France SA in 1970.

SIMI
SOC INTERNATIONALE DE MATÉRIELS SA, 42200 SAINT GERMAIN LAVAL, FRANCE
 Under Saint Chamond it was noted that this miniature tractor which had recently been made by DeWart's passed to a new manufacturer around 1960. This was SIMI, which also controlled the Fiat Council (which was). SIMI may well have been a subsidiary of arrangements under DeWart's and the Perkins three cylinder 45 hp crawler continued to feature a prominent G on their yellow paintwork.

SIMMS
SIMMS MOTOR MANUFACTURING CO, KILBURN, LONDON N, UK
 The Simms family from Warwickshire supplied the German rolling feet from a Hamburg factory and son Frederick Richard Simms was brought up there and started locally. He knew Geoffrey Danner and Robert Bosch and acquired British Colonial rights to their inventions.
 In 1900 he set up a factory in London, having already established what would become the RAC, and in 1907 started the Society of Motor Manufacturers and Traders. His Coventry Danner business had changed ownership but he built his own cars 1907 - 1908, having built an armoured car with Danner's machine gun on a de Dion chassis in 1906.
 At roughly the same time, FR Simms began agricultural experiments and built a patented machine in 1902. Simms built engines for Renault's new motor tractors and the governing Simms and Renault's agricultural tractors of the time were closely related. Simms in fact had the patent for car-derived tractors,

SIMESA, MILAN, ITALY
 Said to have been a three wheeler in 1950 but not recorded in industry listings.

Tractor & Machinery



Fiatagri division Someca (*Société de Mécanique de la Seine*) was a French tractor manufacturer founded in 1953. The company was as an "Offshoot" of French manufacturer SIMCA (*Société Industrielle de Mécanique et Carrosserie Automobiles*) founded in 1934. SIMCA built vehicles under licence from Fiat who also held shares in the company. The Someca tractor models are also (mainly?) based on Fiat models. In 1953, SIMCA bought out the agricultural motors and tractors division of the company MAP, which it then used as the basis for the creation of *SOMECA* ("Société de MECANIQUE de la Seine"). SOMECA went on to produce the very first SOMECA tractors and parts for the last tractors to be produced by MAP. The first Someca model was based on the MAP DR3 design a 37 hp agricultural tractor. SIMCA having taken over MAP who SOMECA had supplied with components.^[1] The model DA50 was followed by the SOMECA SOM 40 with a 4 cylinder diesel engine of 4.16 litre capacity and a power of 45 hp @1500 rpm. They built 18,741 between 1957 and 1964.^[2] The company built many models with petrol or diesel engines. The company parent company SIMCA was also the French agent for Fiat and Steyr Tractor in France until the mid 1960s. By 1960, more than 40,000 SOMECA tractors based on Fiat Trattori were produced. Beginning in 1965 with the launch of the series 15, SOMECA not manufacture more than Fiat Trattori under license. FIAT has always been the majority shareholder of SOMECA and integrated it in its subsidiary in 1983, which became Fiat New Holland in 1993 before being Fiat CNH Global now.



Each year the Peel branch of Veteran Car Club of WA of which I am a member is invited to display their cars at the annual two day "Pinjarra Fair" which is run over the long week-end at the end of May. This year I attended on Saturday the 31st. taking along my old favourite the "Beaulieu" which never fails to attract attention. This year we had 28 cars on display and among them were these of interest.



For those who have money to burn you may be interested in this rare RHD two door Aronde P60 for sale in Kent England. The asking price is 6450 pounds sterling.

In the months or years to come you may be able to read an article on the Simca Vedette "Beaulieu" in the Restored Cars magazine. The renowned motoring writer A John Parker paid a visit to Mandurah last week and called in to take some photographs and get details on the car for a story he is writing on the Simca. Like most car enthusiasts John was quite taken by the car and relished the opportunity to go for a drive to a location for the photo shoot. His big surprise of the day was when I allowed him to see the "Versailles", he insisted on getting shots of the car which I allowed, but no story for the time being.

Like to thank our Secretary for his initiative in having the club windscreen stickers designed and produced, I'm sure most would proudly have them on their cars by now.

John Pickles.

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT - *by Stephen Maloney*

The Vic-Tas Branch attended The Historic Winton Race Meeting in May. The invitation came through Vince Parisi and Winton supplied us with free passes for the weekend. Sadly Vince could not attend due to the death of his father and the impending funeral. The club sends its best wishes to Vince and his family.

The event was attended by me, Peter Walker, Morrie Barrett, Ian & Rosemary McKill. We had a good mixture of Simca's for all to see and the interest was enormous and it is surprising how many people have a connection with Simca's in one way or another. The best part of the weekend was the award of most popular vehicle to Morrie's lovely little Grand Large (a well deserved award.) All in all a great time was had by all and we are looking forward to more events like this in the future.

On a different note the Vic - Tas branch has been invited to attend the functions of both the Renault Club and the Classic Citroen Owners Club of Australia in Victoria and I will keep you informed of any upcoming events.

Regards

Stephen (Vic -Tas)



SOUTH AUSTRALIA REPRESENTATIVE'S REPORT - by
Robert Stapley

No news from South Australia.

LES ARCHIVES
du
COLLECTIONNEUR

REVUE
TECHNIQUE
automobile

1955-1959

SIMCA VELETTE
"TRIANON" "VERSAILLES" "REGENCE" "MARLY" "ARIANE 8"

NEW SOUTH WALES REPRESENTATIVE'S REPORT – *by Barbara Scanes*

Photo came from Dawn Fraser's Auto Biography, 'One Hell of a Life.' Apparently Dawn was training in South Australia for the 1962 Commonwealth Games. Chrysler S.A. lent her a Simca Aronde wagon with the number plate 59.999. At the time she was trying to break the 60 sec barrier, hence the number plate.



Photo submitted by Don and Barbara Scanes.



NEW ZEALAND REPRESENTATIVE'S REPORT

Greetings from kiwi land not alot of goingson latley late in March Ivan took the vedette to the annual gathering of allsorts up on the Coromandel pensulla at a place called Whangamata where the population swells from 7thousand to 15thousand for the weekend.a lot of interest shown in the car and some new contacts made. May saw us at the local hotrod show and swapmeet where we had a v8 engine on display alongside various flathead alot of disussion about v860,s and simca v8s. towards the end of May Ivan Lucy and I were heading to Wellington to a display with the v8 on the trailer and to pick up Richard's fire damaged Versailes at 530 in the morning about a hour away we lost a tyre on the trailer and the lights on the truck as the tyre took out the wiring on the trailer so off with v8 and put the v8 spare on the trailer and returned home. Last sat we were to go down again But both Lucy and I came dow with the flu however thi comming weekend we will try again. O)ver the last couple of weeks Ivan has been based in Auckland and has been catching up with the other simca owners up there and spending some time with Phil Butcher learning more about simca history in nz.On 1501 matters I been haveing a lot of bother with brake and clutch master cylinders not working and leaking inside the car they have sleeved and kitted 3 times and now thanks to mr Butcher we now have some original cups and pistons to try. Things are going fine for the meeting the sunday lunch at the model engineering club has been confermed we are looking at changing the sat funchion to the sailing club as it is closer to everthing and cheeper those of you comming down from Auck as you drive along the toupo road when you reach the railway line near this end you phone will work ok and tose from the south your fones will work all the way would you please be kind enough to phone or text when your are near so we can guide you in on these numbers

house 06 8440212

my nz 02102927783

my aus 0429495003

Ivans0276318608

Inans house 06 8422269

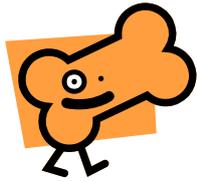
We are looking forward to catching up with you all if you could advise your arrival times ion Auckland as some of our auck members would like to greet you at the airport, thanks.

Colin / Lucy / Ivan / Jan









Funny Bones

A dairy farmer noticed his bull was off his food and didn't seem interested in any of the cows. He rang the local vet whose simple answer was he was past it. The next day the farmer went to the sales and purchased a fine looking young bull.

Upon arriving back at the farm the young bull sniffed at his hay and took no notice of the cows what so ever. Puzzled the farmer rang the vet who called next day. The vet brought a drum with him and sprinkled the liquid through the bulls hay.

The vet called a couple of days later to see how the bull was getting on. The farmer came to the door, arm in arm with his wife both with beaming smiles. The vet inquired as to how his bull was performing. The farmer replied 'he's at it nonstop.'

The vet pondered, "Wonder what made the difference?"

Smiling the farmer replied, "Could have been the peppermint flavor!"

Thank you Rob Lewis.

A Smart Blonde . . .

A blonde walks into a bank in Sydney and asks for the loan officer. She says she's going to Hong Kong on business for two weeks and needs to borrow \$5,000.

The bank officer says the bank will need some kind of security for the loan, so the blonde hands over the keys to a new Mercedes. The car is parked on the street in front of the bank, she has the title and everything checks out.

The bank agrees to accept the car as collateral for the loan. The bank's manager and its officers all enjoy a good laugh at the blonde for using a \$250,000 Mercedes as collateral against a \$5,000 loan. An employee of the bank then proceeds to drive the Mercedes into the bank's underground garage and parks it there.

Two weeks later, the blonde returns, repays the \$5,000 and the interest, which comes to \$15.41. The loan office says, "Miss, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a millionaire. What puzzles us is why would you bother to borrow \$5,000?"

The blonde replies... "Where else in Sydney can I park my car for two weeks for only \$15.41 and expect it to be there when I return?"



Racing Vedettes in Brazil

Vince Parisi found a web site <http://www.simcabr/> with fantastic photo's of grids of racing vedettes. Check out the shot of a Vedette with the left front wheel showing air. Reminds you of how Bathurst used to be. Vince is about to bring it all back.



A sensacional largada da prova, tendo-se à esquerda o Simca Chambord n.º 9 (Ciro Cayres e Bird Clemente) tomando a dianteira.

Carro n.º 6, que foi conduzido pela dupla gêmea Catarino Andreatta e Breno Fornari. A estabilidade do Chambord nas curvas foi notável.

SÃO PAULO:

EXCEPCIONAL PERFORMANCE NAS "II 24 HORAS DE INTERLAGOS"



Passa o Chambord n.º 11 (dupla Alberto André e Lauro Bezerra). Note-se à esquerda o estado em que ficou um carro de outra marca, acidentado na prova.



O Chambord n.º 16, que foi pilotado por Rodolfo Poratto e Norbert Rochet desenvolvendo alta velocidade na pista de Interlagos.

Pilotado por Ciro Cayres e Bird Clemente, este Chambord n.º 9 sofreu um abalroamento de outro carro, mas voltou à pista e continuou firme.



Outro grande desempenho em Interlagos, foi o desse Chambord n.º 33 conduzido pelos volantes Vitório Andreatta e Aldo Costa (R.G.S.).



Participando, pela segunda vez, das "24 Horas de Interlagos", os carros de passeio fabricados pela Simca do Brasil cumpriram, antes de tudo, dois objetivos primordiais: responderam com a sua presença num grande teste público de resistência e qualidade e não se omitiram da expressiva homenagem que a prova simboliza, ou seja, o preito de admiração ao Grupo Executivo da Indústria Automobilística — GEIA. Colocando 5 carros da sua equipe na corrida, a Simca pode se orgulhar dos resultados, que comprovaram o elevado padrão de qualidade dos seus produtos, especialmente levando-se em conta que os Simca Chambord concorreram contra carros de categoria gran-turismo, tendo sido ainda submetidos — com inteiro êxito — a condições de funcionamento e velocidade que jamais serão reproduzidas no uso normal dos seus compradores. Rodando ininterruptamente (excluindo-se é claro o tempo necessário para os reabastecimentos e troca de pneus) durante 24 horas, em velocidades médias superiores a 100 km. por hora, sofrendo freadas bruscas, torções violentas em toda a sua estrutura, choques e impactos fortes, derrapagens perigosas, uso contínuo de todos os faróis

(inclusive os de neblina) — o Simca Chambord provou a sua excepcional robustez e o seu incomparável rendimento como carro de passeio. As "II 24 Horas de Interlagos" representaram um justo motivo de júbilo para todos os componentes da família Simca e um atestado de maioridade industrial para a nossa fábrica.

RESULTADOS GERAIS DOS CARROS SIMCA

- 1.º) Carro n.º 5 — Pilotado por Zoroastro Avon e Waldemir Costa — 296 voltas — 2.368 kms. percorridos.
- 2.º) Carro n.º 33 — Pilotado por Vitório Andreatta e Aldo Costa — 295 voltas — 2.360 kms. percorridos.
- 3.º) Carro n.º 11 — Pilotado por Alberto André e Lauro Bezerra — 289 voltas — 2.312 kms. percorridos.
- 4.º) Carro n.º 16 — Pilotado por Rodolfo Poratto e Norbert Rochet — 274 voltas — 2.192 kms. percorridos.
- 5.º) Carro n.º 6 — Pilotado por Catarino Andreatta e Breno Fornari — 273 voltas — 2.184 kms. percorridos.
- 6.º) Carro n.º 9 — Pilotado por Ciro Cayres e Bird Clemente — 273 voltas — 2.184 kms. percorridos.

NOTA: O carro n.º 9 sofreu uma forte colisão às 6 hs. da manhã de domingo (segundo dia da prova) tendo retornado à pista. Quando foi abalroado por um carro de outra marca, este Chambord estava com apenas 1 volta de diferença do primeiro colocado.





1 - 12 HORAS DE LAGES 1966 - Largada na Avenida Presidente Vargas Lages - Santa Catarina

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Winton Raceway



Historic Winton Raceway was the venue for a fine display of Simcas. Morrie of course taking home the spoils. Must have been pretty close as they all look good to me. Peter Walkers supercharged, not a misprint, see photo, and is a particularly nice car. Leila and I hope to have our Aronde there next year. Watch out Morrie!









L-R: Peter Walker, Peter Gaggioni, John Smith, Stephen Maloney, Rosemary McKill, Morrie Barrett and Ian McKill.

Homebuilt Simca V8 Powered Cafe Racer by Malcolm Oastler

BY PAUL CROWE



Simca V8 cafe racer built by Malcolm Oastler

When you're an ex technical director for the BAR Formula One team and then a chief engineer for the Jaguar racing team plus designer of numerous race cars, what do you do when you retire? Well, if you're [Malcolm Oastler](#), you head back home to Australia and build a V8 powered cafe racer that looks extremely tidy and sounds like a old street rod.

Malcolm started with a 2351 cc V8 out of a 1959 Simca Vedette, an engine based on the Ford Flathead which is what I thought it was when I first saw the video. There have been other flathead powered motorcycles around, appearing very Harley like but none as compact or good looking as this. Malcolm's design skills are very much in evidence here.

The frame and running gear are BMW boxer and the Simca V8 engine has been modified with new mounting points for the front and rear frame sections. A large aluminum fuel tank was fabricated along with custom handlebars that extend back to keep ergonomics in line. If you're not familiar with a Ford flathead, you might be confused by only six header pipes but that is because the centre cylinders share a single exhaust port.

The engine sounds just like an old flathead should and the riding video shows you what an ample supply of torque will do as he does roll ons and even starts out in 5th gear.

"Adios Old Friend"

“And so we come to the final curtain.” Vince Parisi's parts car meets its end. Off to car heaven... or maybe it will come back as an Impreza?





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PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:
The 2014 renewal of membership is due on January 1st 2014. 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: 633-108 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

The club extends a warm welcome to our two new members, Megan Heritage from New Town, Tasmania and Doug Murphy, Wellington Point, Queensland.



Many thanks to Julie Dalton, our Tasmanian Editor for the Jaguar Car Club of Tasmania, for helping us put this edition together 😊



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

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Please indicate (x) in the email box to receive your club newsletter via email.

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

Annual Membership Subscriptions

Fees are set at each Annual General Meeting for the period 1st July – 30th June the next year.

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

Signature: ----- **Date:** -----

(Both signatures required for Family/joint membership)

Signature: ----- **Date:** -----

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

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Simca Car Club Australia Inc.
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