



SWALLOW

TALES

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

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First prize peoples choice, Winton Historics (2014)



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.

COMMITTEE OF MANAGEMENT (as elected at the 2013 AGM)

President:	Vince Parisi Ph: (03) 94013966 Mobile: 0412867386 12 Paul Crescent Epping Vic 3076 Email: vincp@optusnet.com.au
Secretary/Treasurer:	Morrie Barrett Ph: (02) 96869719 Mobile: 0429495003 54 Disraeli Road Winston Hills NSW 2153 Email: morriebarrett@optusnet.com.au
Editor:	Iain and Leila Dyer Ph: (03) 63310447 Mobile: 0419353075 121 Penquite Road Newstead Tas 7250 Email: sales@autocourt.com.au
Public Officer:	Margaret Barrett 54 Disraeli Road WINSTON HILLS NSW 2153
State Representatives:	
NEW SOUTH WALES	Barbara Scanes Ph: (02) 45712238 Mobile: 0427527708 Email: dbscanes@bigpond.com
QUEENSLAND	Luke Huntley Ph: (07) 46223361 Mobile: 0439830117 Email: beitz@hwy54.com.au
SOUTH AUSTRALIA	Rob & Ina Stapley Ph: (08) 8389 6176 Email: inastapley123@hotmail.com
VICTORIA / TASMANIA	Stephen Maloney Ph (03) 9584 6180 Email: Stephen_maloney@hotmail.com
WESTERN AUSTRALIA & Life Member	John Pickles Ph: (08) 9535 5023 Email: jpickles@dodo.com.au
NEW ZEALAND	Colin Smith Ph 0011 6468 440212 Email: lucol@clear.net.nz

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

Greetings all.

Another three months has flown by which is a little bit scary. When I was but a lad, I used to hear all the oldies say, “The older you get the quicker the time flies by.” I used to think what a load of twaddle, but they were right. It could be that it takes twice as long to do anything these days.

On a bright note I gather all our members are doing well, although I did hear Ina Stapley’s mother passed away at 102. Whilst obviously sad for Ina, what a remarkable life span. I hope I last that long, I might get my Simca finished. I had our workshop completely re-co my engine and had it on the button. I got a tilt tray to take the car to my trimmers to do the head lining and install new carpets. Prior to having a stroke I had stripped the interior with the intention of making the car into a tarmac rally car. Having done all the above I thought I was on the home stretch.

I decided to let the new motor idle for a few minutes whilst I was on the exercise bike on the back veranda, all of a sudden the engine got the death rattles, with no oil pressure. I must admit I wished it had caught fire and burnt the garage down, including the Porsche 911 beside it, collect the insurance and put a Simca badge on our MX5.

After much fuming, a couple of mates who race MX5’s, said let’s get it out and go through the motor again. One of them builds race engines and is anal in every detail. So out it has come. All the new carpet and under felt, so carefully glued in place pulled out in clumps (underfelt). This time round it will be built as if it was going to be raced i.e. balanced, new big end bolts, head flowed etc. As usual everyone in the club has been brilliant with assistance, Morrie, John Pickles, Rob Lewis, John Brown plus good old eBay. I bought new inlet valves, radiator hoses from France, exhaust valves from the Netherlands, clutch parts from Canada, other parts from the UK. At the end of the day I could have bought a new Bugatti Veyron for what the Simca will owe me. I keep telling myself the Veyron isn’t as cute.

Enough about my dramas, it’s a pleasure to feature such an exquisite car as Morrie Barrett’s Grand Large. I personally love the 90A shape and the Grand Large is the epitome of the design. The late art deco design would suit that most illustrious detective, Hercule Poirot. I can just hear him saying to Hastings, “Mon Ami, the Champs Elysees with all possible speed, if you please.” Morrie’s Grand Large is a pleasure to the eye and from what he tells

me very lively on the road. Apparently he knows of another one in Victoria that needs restoration. An opportunity for someone to obtain what must be one of the rarest classic cars in Australia.

The AGM in NZ is fast approaching and we are looking forward to catching up with the ever on the move Smith family. They certainly have contributed hugely over the last several years.

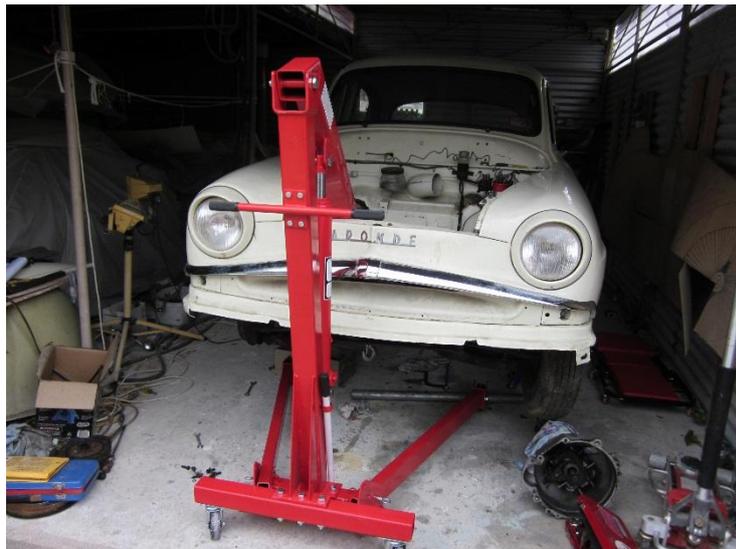
French day in Victoria is almost upon us, unfortunately Leila and I will have only been back from NZ two days and won't be attending. We have business commitments and unfortunately much as I hate it, the stroke has slowed me down.

Someone who isn't slowing down is our President Vince Parisi. He is well into his group NA Vedette race car which I can't wait to see. He was telling me today that the car itself did not have a spot of rust. He is hoping to take it to French day as a work in progress.

Rob and Lois Lewis have just been over to Tas for a couple of weeks and Rob came for tea. Lois didn't come as she had the flu. Rob just happened to have a full carburetor rebuild kit in his back pocket and went through the carburetor before he went. We are a little club, but have great members.

Enough of my ramblings, so until next edition good health and safe travelling. Don't forget if any member has anything to contribute, any suggestions we would love to hear from you.

Kind regards to all,
Iain and Leila Dyer



Grumpy Aronde

PRESIDENTS REPORT - by *Vince Parisi*

A big springtime hello to all.

Hope this newsletter finds everybody in good health and excited that the days are getting longer which of course will let us enjoy our Simca's much more. Of course this time of the year means that there is a lot on, especially if you are a motoring enthusiast as there is something on most weekends all over Australia. So let's make sure we get plenty of photo's of those events into Swallow Tales over the next couple of issues and share what you do with all of us (whether it is a Simca or other motoring interest you have.)

The NZ AGM is only a couple of weeks away and I am looking forward to meeting our NZ members and hosts Colin and Lucy, I'm sure a great time will be had by all. The weekend after the AGM we have the French Festival on in Melbourne which is always a great event and I am also looking forward to seeing some familiar faces there also. Both these events will be covered in our last Newsletter for the year I'm sure.

There's plenty of projects going on and hopefully some will be covered in this Newsletter, I'm certainly very busy with the build of the Vedette for "Historic Racing" and am now well into the project. I must thank John Pickles for the Fantastic Impala Floor shift that he has sent to me and also Mel Rogers for the second Carby that I need (which almost didn't get here, but that's another story) both have gone out of their way to help which is very much appreciated. But of course that is the essence of what our club is all about whether it is sharing parts, information or long tall stories and/or lots of memories of our love of Simca's... That's why it is "The Best Little Car Club in Australia."

Enjoy your Simca.



Dry sumped flatty anyone?

SECRETARY'S REPORT - by Morrie Barrett

Grand large

I first became aware of the Simca Grand Large during the running of the Biennial Simca Meeting at Tenterfield on a bus trip to Inverell to inspect the Simca collection of Bruce and Barbra Holder's.

Bruce's garage contained about 16 Simca's including the Grand Large and along with most other visitors I was impressed, however at no stage I felt the need to own let alone restore another Simca having totally restored the P60 wagon at great cost this was 2007 and I had no further thoughts about owning a Grand Large

One evening in November 2009 Bruce Holder phoned me saying that he was selling his Grand Large and was giving me first offer as he believed I would do it justice in a restoration, my first thought were I have no space at my home I probably could not afford it, then there was the cost of restoration.

My wife Margaret was standing next to me and on hearing my response to Bruce, Margaret said that she thought that it would be a good car to have, the final decision was made easier with Bruce saying that I could restore the car in his garage.

So for the next 4 years I became a regular visitor to Inverell always staying at the Twin Swans Motel usually for about 3 to 4 nights.

The engine and gearbox front cross member and rear axle including springs were removed and the shell placed on a rotary unit the Bruce had built to restore other Simca's the GL was pressure cleaned underneath NO RUST to be found, then the underneath sprayed with stone guard.

The Front end and rear end were totally re built with all bearings and bushes replaced and once replaced on the GL it was taken by trailer to a paint shop for minor body work and paint including the engine bay.

The engine was taken to an engine rebuilder who came highly recommended hmm 11 months later the engine was back not cheap and as it turned out the welch plugs were not properly installed and subsequently had to all be replaced, the first one to be replaced was the one at the rear of the camshaft which leaked large amounts of oil from day one, this meant the gearbox had to be removed not happy, the second, blew out at Campbelltown whilst on my way to Mornington peninsular 2013 Biennial Meeting.

With all welch plugs replaced I drove down to Benalla for the Winton Historic Race meet where the GL was awarded the prize for "Best Spectator Vehicle." More next Swallow Tales trouble with gear boxes upholstery wheels etc.

SECRETARYS REPORT

On behalf of all members condolences to Ina Stapley and family on the passing of Ina's mother aged 102 an appropriate card has been forwarded on behalf of our membership.

Welcome to Doug Murphy from Wellington Point Queensland who is now the proud owner of Ian and Rosemary Mckill's P60 Ian has made the big decision to stick to driving modern cars which offer more comfort and safety features, however it will be missed.

Doug has been in contact with weather shields in Qld seeking weather shields for P60 no luck at this stage however I am following up with the manufacturer as I do have 2 different types on hand with slight damage.

Also welcome to Jonathan and Phyllis Leighton at Primrose Sands Tasmania, Jonathan is restoring a Vedette Beaulieu, Vedette owners please make your selves known to Jonathan.

Presently I have on hand six sets of rear Vedette Beaulieu tail light lenses, our President has already purchased a couple of sets and advises the quality of the lenses are of good quality.

Our General Meeting at Napier New Zealand is fast approaching I request Committee Members who are not attending to please forward their reports to me by 9 October 2014, much preparation has been undertaken by the New Zealand Members we look forward to catching again.

Members please contact your State representative if there are any matters you would like raised at our GM.

Please remember and support the French car Day in Melbourne on Sunday 26 October, I plan to be there with a Simca.







Now that is how you restore a car!

QUEENSLAND REPORT - *by Luke Huntley*

Hello again everyone. How time is flying by. New Zealand is just around the corner and preparations are still continuing for the trip which we are looking forward to. We attended the July meeting of the Roma Historical Motor Club held at a member's property between Wallumbilla and Yuleba approximately 50 km east of Roma. We decided to take the Simca for a run to blow out some cobwebs. As per usual nothing went smoothly. Luke had noticed a leak from the water pump when it was sitting in the shed. Usually it takes up after start up but this time it did not but managed to make it to the meeting and back. Upon removing and dismantling the water pump it was found the sealing surface of the mechanical seal was severely corroded. We have a new mechanical seal with a ceramic seal rim to install after some modifications to the water pump housing.

We also have a new member in Queensland. Doug Murphy has recently joined the club with the purchase of Ian McKill's Simca. Thanks to Morrie for assisting Doug with his membership. It is good to see our club grow and Simcas staying on the road.



Picture of Luke in front of Calico Cottage, Wallumbilla on the way home for the July RHMC Meeting.

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

Spring time is upon us again and with it comes the opportunity to show our cars to the adoring public, it least that is what I thought. Our annual “French Car Festival” was scheduled for Sunday the 21st September and a week out all looked rosy until the weather bureau changed the outlook. The days progressed nicely with sunny days and increasing temperatures with Saturday reaching the hottest September day on record at 34.4 degrees but with a forecast of an early storm for the next day. After spending a week in preparation of sprucing up the old girl (the car that is) repainting signs and even purchasing a 12V TV/DVD combo to enhance our presence at the show we were placed on an overnight weather watch. Woke up at 6.00am on Sunday to the blue sky but by 7.15am the wind had risen and within thirty minutes the cloud band was on the horizon indicating the ominous predictions of 100kph winds and 40mm of rain were not far off, as we had to travel 100kms to the venue in Perth an executive decision had to be made. With the memories of vehicle breakdown on return from the Festival in the past two years we and our vehicles were not too conducive to a miserable day in the pouring rain so it was a phone call to Rob Lewis to say I was calling it off. From all reports the numbers of exhibitors and spectators were greatly down as could be expected, Perth ended up with about 34mm of rain, ironically the following day was perfect sunshine with few scattered clouds.

Been given a loan of an old book on vintage cars I was surprised to find within a reference to 1924 Simca Violet, a car with a twin cylinder air-cooled engine.

Priding myself that I was reasonably knowledgeable on the history of Societe Industrielle de Mecanique et Mecanique et Carrosserie Automobile (SIMCA) that was started in 1935 I was bewildered to find that a Simca existed in 1924, next step was the internet and Google, this is what I found.



Simca Violet Cyclecar- 1924

This company began under the name “Sicam” in 1912 and produced a small cyclecar. In the early 1920s they began making 98cc engines for attaching to bicycles. By 1924, the company was reformed under the new name for the purpose of making the Sima-Violet. They used the same Marcel Violet-designed 496cc flat-twin engine as its



predecessor had used although this vehicle has a more streamlined design. It has a two-seater, plywood body, tubular backbone frame, and a 2-speed gearbox on the rear axle. A few were fitted with 750cc engines and took part in competitions—a 1.5 litre flat-4 grand prix car was built, and it finished third in the 1926 Boulogne Grand Prix.

VI Grand Prix de Boulogne (France)
Formula Libre, Vioturette & Cyclecar Race
27 August 1926
(37.375 km x 12 laps)



Specifications:

Manufacturer: Sté Industrielle de Matériel Automobile
Country of Origin: France
Drivetrain Configuration: Front engine, rear wheel drive
Engine: 2 cylinder, air cooled, 2 stroke, 8 hp
Transmission: 2 speed manual
Top Speed: 45 miles per hour
Years of Production: 1924-29

There has been very little in the way of Simca activities in the West in the past few months. Apart from the attendance at the annual Pinjarra Fair and a visit to an age persons facilities which were events organised by the Veteran Car Club, the Beaulieu has been sitting out the winter in the confines of the warm garage. As for the Versailles, I have exhausted all possible solutions to the low oil pressure on idle and accepted the fact that the motor has to come out to find where the problem is.

Ian Williams continues to make slow but positive progress with the modifications to his Beaulieu which when finished will be of superior build than when it left the factory. I also hear Ian has acquired another tractor or two, or is it three? These are long term restorations which will keep him out of mischief for a few years to come.

Believe Paul Evans has made a start on the restoration of his Matra Murena and hopefully we may see it at the French Car Festival this time next year. Paul drives a rare Renault Clio V6 182 CUP F1 which is one of just a handful imported into Australia, its engine is rear mid-ship which makes the car a two seater but an exciting car to drive.

A picture of a car not unlike Paul's.



The time has come when I must clear the shed of all the new (and used) Simca Aronde parts that I have accumulated over the past twenty five years, unfortunately very little of the new P60 items remain but have a heap of Simca nine and 90A mechanical bits including bearings in various sizes from 1948-1961, plus a few bits for the 1000 and Simca 8, the Simca 8 Huit is mechanically the same as the Fiat 100 1948-1953.

For all those fortunate enough to attend the AGM in New Zealand we wish you a safe journey, happy days and constructive input to the AGM, we are thinking of you all the way.

Safe Simca Motoring.

John Pickles.

At a Car Dealership:

"The best way to get back on your feet -miss a car payment."



VICTORIAN/ TASMANIA REPRESENTATIVES REPORT - *by Stephen Maloney*

No submission.



A pair of Simca Abarths.

Oh how I want one but sadly it

Isn't going to happen!

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

Hi everyone.

By the time this issue of Swallow Tales is circulated the Bay to Birdwood rally will be over and done. This year another change to the route the third different route in three years. The challenge is to get up off the plains into the hills with as few stops at the traffic lights etc. as possible. this year pre 1955 vehicles and forecast temperature of 28* will prove quite testing and being stuck in traffic is not ideal for old cars. We will be in my 1954 Austin A40 Somerset and I am quietly confident of a trouble free run. Hope so, as next Easter we will be travelling in the same car with Fred in his Austin A95 Westminster to Tasmania for Austin's over Australia.

Organising a rally expecting up to 200 cars would be a logistical nightmare so my task for the Simca rally in S.A. should be relatively easy, although I need some cooperation from fellow members. If possible if you intend attending the 2015 National Simca rally in Adelaide during the last week in September culminating in the Bay to Birdwood run. Start planning now we will need to know numbers early in 2015.

I expect we will be staying at the Semaphore Tourist Park where the rates are reasonable and the facilities are top class. The next issue of Swallow Tales will include an itinerary for our rally from Friday 18th Sept to Monday 28th Sept. including the 2015 A.G.M. so start planning now.

Meanwhile I have to apologise my non attendance at this years A.G.M. in New Zealand. I understand that Colin has put in a lot of hours organising this meeting but unforeseen circumstances make it impossible for me to attend. Enough from me for now.

Cheers
Robert Stapley.



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

In July a group of us met at the French Car Day in Silverwater. It turned out a beautiful day by the river and it was great to catch up. Morrie Barrett came in his Grande Large, Keith Reddacliff in his Vadette, and Don in his P60. Geoff Rose, Richard and Lorraine Laney and Ian and Rosemary McKill also came, so we had a lovely gathering of Simca enthusiasts. We also caught up with Geoff Lee.

Ian and Rosemary have sold their car to Doug Murphy who is now a member. Welcome to the club Doug, looking forward to meeting up with you soon.

Morrie took part in a re-enactment of the Centenary of the first airmail delivery between Melbourne and Sydney by a Frenchman. Also congratulations to Margaret and Morrie on the birth of their grandson.

Richard is working hard on his convertible Vedette and I do hope we will see it at next year's Bay to Birdwood in Adelaide.

Geoff and Ruth are at present travelling overseas and having a great time I'm sure.

Don has been out and about in his car attending various Rallies including Kenthurst Orange Blossom Parade (with the grandchildren), the SAMC Clarendon Classic and the Orange Blossom Festival display at the Bull and Bush at Baulkham Hills.

I wish everyone going to the AGM in New Zealand a great time and wish Don and I could be with you, but Don had surgery recently and we felt it not advisable for him to travel at this time.



*Cheers,
Barbara Scanes
NSW Representative.*

**Left: Don and brother-in-law at
Clarendon Classic.**

NEW ZEALAND REPRESENTATIVE'S REPORT

Hi from the land of the long white cloud

After two attempts we finally have Richards versailles here as you can see there is a lot of work to be done i have had the motor running it is ok the motor is now out and cleaning up has started waiting for the paint shop to match the colour . still trying to locate some wires. While Ivan has been traveling the north island he has come across a ausie v8 lying derelict for some years it is for sale at a very high price it is only scrap value really. After a lot of strife with brake and clutch master cylinders for the 1501 s/w three visits to expert and no go they were sent to another recon at the opposite end of the country and done again the same hassle also applied to the rear cylinders but after a lot of stress we are up and running so now there is two 1501 s/w driving around Napier. A couple of weeks ago we joined in a display for suicide awareness allsorts of vehicles were there the Smiths won a spot prize of car cleaning stuff is there a message here somewhere? It looks that there mite be a choice of places to eat at the sailing club on Friday night. a special place is where the sat lunch is to be held after a visit of interest in the morning some further things are to be looked at. Looking forward to meeting up with you folks then.

Colin

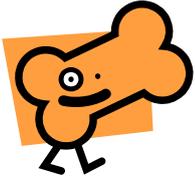




Hi Morrie please pass on to those attending agm that they need to be at the Napier sailing club by 4.30 on friday THE 17TH FOR happy hour etc and also the bbq starting at 5pm is there any change to the number coming for catering.

Thanks enjoy your trip up the country.

Colin



Funny Bones

Waiter: How did you find your steak sir?"

Diner: "Well I just pushed aside a pea and there it was!"



Sent in by Colin & Lucy -NZ.

Lucky driver

A police officer pulls over a driver and informs him that he has just won \$5,000 in a safety competition, all because he is wearing his seat belt.

"What are you going to do with the prize money?" the officer asks.

The man responds, "I guess I'll go to driving school and get my license."

His wife says, "Officer, don't listen to him. He's a smart aleck when he's drunk."

The guy in the back seat pops up out from under the blanket and says, "I knew we wouldn't get far in this stolen car."

Just then a knock comes from the trunk and a voice calls out, "Are we over the border yet?"



A cop pulls over a blonde for speeding and asks her for her license.

"You cops should get it together," she said. "One day you take away my license and the next day you ask me to show it to you."

A woman was sure that her husband was cheating on her by having an affair with the maid, so she laid down a trap. One evening she suddenly sent the maid home for the weekend and didn't tell her husband. That night when they went to bed, the husband gave the old story: "Excuse me my dear, my stomach aches" and went to the bathroom.

The wife promptly went and got into the maid's bed. She switched the lights off. When he came in silently, he wasted no time or words but had his way with her. When he finished and was still panting, the wife said: "You didn't expect to find me in this bed, did you?" And then she switched on the light.

"No ma'am", said the Gardener.



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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

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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

Club membership is growing, the future is bright ☺





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

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

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

Address: -----

Please print full postal address

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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

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:

**Secretary/Treasurer
Simca Car Club Australia Inc.
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