

SWALLOW TALES



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

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SIMCA CAR CLUB AUSTRALIA Inc.

Dedicated to the preservation and restoration of SIMCA cars for the purpose of maintaining the Simca marquees 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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PRESIDENT'S PERSPECTIVE – from Morrie Barrett



At our Annual General Meeting in Western Australia a discussion arose regarding to the non-recognition of our current logo by current members and outsiders to our Club, followed by a proposal for a more recognizable logo was carried unanimously to look at the design and adoption of a new logo.

Two suggested alternatives were prepared by our new editors who I might add were responsible for the design of the door stickers for Simca's that made the trip to West Australia.

Following the release of Swallow Tales depicting possible logos an Email from a member cited the potential of an illegal act and to advise the Secretary of the risk of litigation should the published logo have any similarity to that of the currently approved logo.

The member chose not to contact our Secretary instead a number of letters from a legal firm have been forwarded to our Secretary stipulating a time frame before taking this matter further, I have advised the Secretary to responded to these letters.

In researching this issue an add was placed in a newspaper seeking to contact members of the original NSW Simca Car Club, a number of responses continue to provide constructive information and advice is about to be sought with the view of resolving this issue.

On the more positive side Stephen Maloney has agreed to accept the committee position of Victorian representative and Graham Powell has agreed to accept the committee position of South Australian representative. I congratulate Stephen and Graham and trust the Victorian and South Australian membership will give then all their support as other Committee members will.

I will be attending the French Car Festival in Melbourne on the 25th March 2012 so please put this event on your to do list. Health and family commitments have prevented me from working on the Grand Large however I would like to take it to Melbourne.

Morrie Barrett



From the Editor's Desk – Rob (and Lois) LEWIS



Hello again to all our SIMCA enthusiasts! How time has flown – we are into March already. Hope the New Year's resolutions are coming true and some car restorations are taking shape.

Thanks to everyone who contributed to this edition of Swallow Tales. We are sure you will enjoy reading the many articles that have been supplied.

Lois and I depart in two weeks and will be heading across the Nullarbor in our caravan for our big trip. Lois retired in February and our plan is to head to Melbourne for the Flower Show at the end of March and hopefully be there in time for the French Car Day on March 25. We look forward to catching up with some Simca enthusiasts on the day. Hope to see you there!

We will spend April in Tassie visiting family and friends before heading up the east coast towards Brisbane.

A friend of mine found the following article from a 1960's magazine - I thought I would share it with you.



SIMCA MONTLHÉRY

With Rush Super Five-Bearing Engine

THE Simca has been for some time a very popular car in England, and it is not difficult to see why this is so. Although the price is competitive, it has a Continental chic which our own medium-sized cars lack. The styling shouts "Paris" and the handling is as light and responsive as that of a good sports car. The engine is lively and willing, and the little machine has a *joie de vivre* which makes it a lot of fun to drive.

Curiously enough, the Simca is even better suited to British conditions than to those of its own country! In France, there are those who consider the ride too hard, especially on the bad roads of the north. In England, where the roads are smooth, the fairly firm suspension and roll-free cornering are ideal for the curves and corners which abound. Thus, the Simca has many enthusiastic owners on this side of the Channel.

The car just tested had the new Rush Super engine as well as various detail improvements. This power unit has the same cylinder dimensions as of yore, 74 mm. x 75 mm. (1,290 c.c.), and push-rod-operated overhead valves. It is, however, an entirely new unit, with five main bearings and a Vandervell centrifugal oil filter. It is available on the Continent in economy versions of 40 b.h.p. (1,090 c.c.) and 48 b.h.p. (1,290 c.c.), but in England one can specify the Rush, with 52 b.h.p. at 4,900 r.p.m., or the Rush Super, giving 62 b.h.p. at 5,200 r.p.m.

The car submitted to AUTOSPORT was the Montlhéry model, which is fitted with the 62 b.h.p. engine. Other recent improvements include a great reduction in the use of chromium plating, such things as the wheel covers, door handles

and side mouldings being of stainless steel. This change must be applauded, as well as the rubber buffers on the bumpers.

ABOVE: Several styling refinements characterize the 1961 Simca Montlhéry. It features new straight side body mouldings, wheel covers and lower body strip. The bumpers are fitted with rubber shock absorbers.



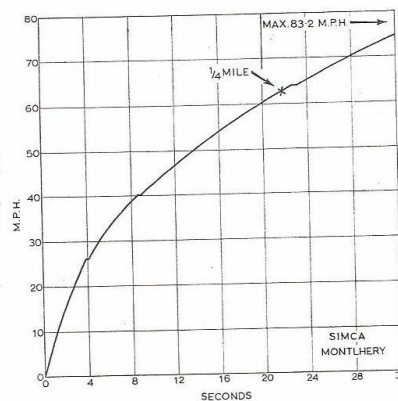
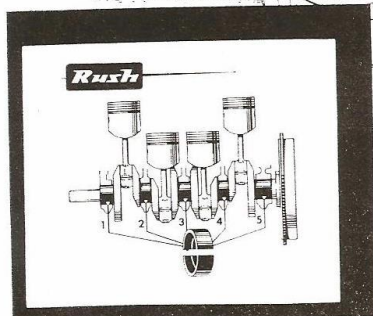
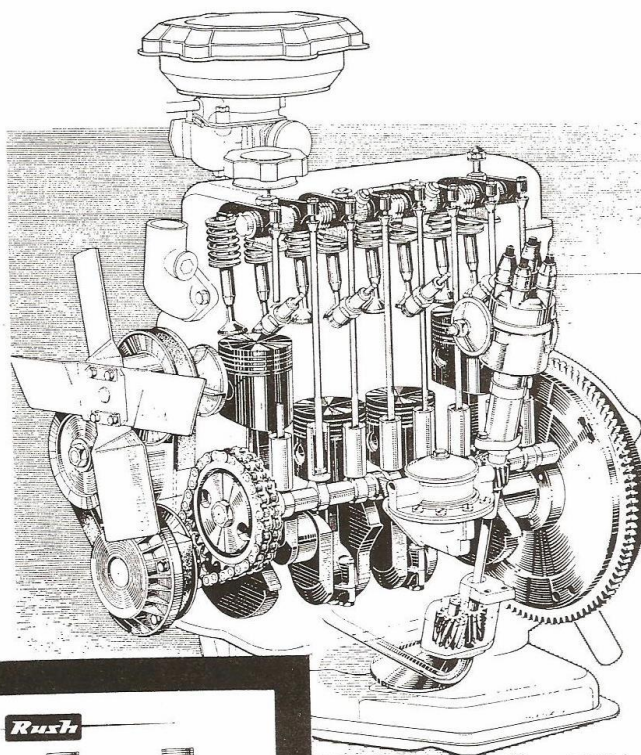
The gay colours of the upholstery and interior trim are somehow reminiscent of a Caravelle aircraft. Quite excellent are the adjustable seat backs, and I was delighted to find that a few seconds suffice to convert the car into a most comfortable double bed. In their more usual position, the seats provide a comfortable ride, and the adjustment allows a change of posture on long journeys.

An entirely conventional design for the chassis has been adopted, except for the rear suspension details. Here, one finds very light semi-elliptic springs, reinforced by helical springs. This layout has been arranged to give a variable rate, so that a softer ride is given with only the driver aboard than with all the seats occupied and the boot full of luggage. In this way, the handling remains constant, virtually irrespective of load, and the car does not assume a tail-down attitude as the boot is filled.

In front, wishbones, helical springs and an anti-roll bar look after the suspension. There is a Gemmer steering box and the dampers are telescopic all round. The transmission is orthodox, the four-speed gearbox having a "plain" first speed and the axle being a hypoid.

On taking one's seat, the all-round visibility is found to be good. All the controls are light, and the gear lever on the steering column works well, except occasionally when selecting a gear at rest. The engine is smooth for an efficient four-cylinder, and such noise as it makes is entirely in keeping with the sporting character of the Montlhéry model. It is capable of very high revolutions, and though it becomes fairly prominent under

BELOW: The Simca Montlhéry has front seats with separate three-dimensional seat-backs adjustable to 10 positions from upright to fully reclined. The contoured seat-backs have been shaped to take the form of the body and are modelled along the lines of the bucket seats normally used in sports cars.



ACCELERATION GRAPH

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Simca Monthéry four-door saloon.
Price £896 including P.T.

Engine: Four-cylinder, 74 mm. x 75 mm. (1,290 c.c.). Pushrod-operated overhead valves in light alloy head. Compression ratio, 8.5 to 1; 62 b.h.p. (S.A.E.) at 5,200 r.p.m. Solex down-draught carburettor. Coil and distributor ignition.

Transmission: Single dry-plate clutch. Four-speed gearbox with synchromesh on upper three speeds. Ratios, 4.44, 6.51, 10.40 and 16.38 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Combined body and chassis. Independent front suspension by wishbones and helical springs with torsional anti-roll bar. Gemmer worm and roller steering gear. Rigid rear axle on semi-elliptic and helical springs. Telescopic dampers all round. Hydraulic brakes in 10 ins. x 13 ins. drums; 5.60 x 14 ins. tyres on bolt-on disc wheels.

Equipment: Twelve-volt lighting and starting. Speedometer, fuel and temperature gauges. Heating and demisting. Windscreen washers and self-parking wipers. Flashing indicators and individual parking lights.

Dimensions: Wheelbase, 8 ft. 0½ in. Track, 4 ft. 1½ ins. Overall length, 13 ft. 6 ins. Width, 5 ft. 2 ins. Turning circle, 32 ft. Weight, 18 cwt.

Performance: Maximum speed, 83.2 m.p.h. Speeds in gears, 3rd 64 m.p.h., 2nd 40 m.p.h., 1st 26 m.p.h. Standing quarter-mile, 21.6 secs. Acceleration, 0-30 m.p.h., 4.8 secs.; 0-50 m.p.h., 15 secs.; 0-60 m.p.h., 19.8 secs.

Fuel Consumption: 28-30 m.p.g.

these conditions, it is pleasantly quiet at normal touring velocities.

The firm suspension and quick steering render this a very easy car to drive fast on winding roads. Indeed, it more than keeps its end up with considerably larger vehicles and the good roadholding qualities are even more pronounced on wet roads. The Bendix hydraulic brakes have been developed since this model first came out, and now they are entirely adequate for the most spirited driving. The rear passengers can feel the bumps, but the ride is quite satisfactory for British road conditions.

As with previous Simcas, the speedometer was hilariously fast. During the timed tests, the needle went past the 100 mark and then disappeared altogether. The speed of the car is in fact very satisfactory, and on a rather windy day we recorded 83.2 m.p.h. as a mean of runs in both directions. Under favourable conditions, a one-way speed of 88.2 m.p.h. was timed, so it will be seen that the Monthéry does not lack performance. The gear ratios allow the engine to

POWER UNIT: Same capacity as before (74 mm. x 75 mm.). It is now, however, a completely new unit with five main bearings and a Vandervell centrifugal oil filter.

work in the upper revolution ranges during the brisk negotiation of traffic, and this renders the Simca a lively small car. When the five-bearing engine was announced, there were those who said that the extra friction and oil drag would spoil the performance. Such is certainly not the case, and the new car is both faster and livelier than its three-bearing predecessor. The good low-speed torque of the earlier engine has not been lost, and one would expect a longer life from this more lightly stressed power unit.

The detail work is good, though I must again remark that the clutch and brake pedals are too close together. Full marks must be awarded to the switch under the steering wheel, which gives every possible

combination of lights and may be used as a flasher too. No competent mechanic will find anything to perplex him in the Simca, for its general design does not differ greatly from that of the average British machine.

It would be fair to say that those who liked the previous Simca models will like the new ones even better. The Monthéry is a family car with a sporting feel about it, and that is what many people require. It is a roomy four-seater with quite a large boot, yet it is narrow enough to slip into any gap that the traffic may offer. Above all, it has that French look about it, which will endear it to the girls even more than its practical virtues, such as its fuel economy.



Magazine Article..... PARISIAN STYLING

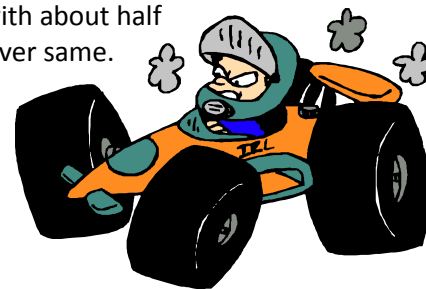
The Simca has been a consistent winner in concours d'elegance in spite of being an economical and practical family car. The Monthéry model with its "Flash Special" engine adds high performance to its more solid virtues.

SECRETARY'S REPORT by Geoff Rose

I hope that 2012 is going well for all our members. January was very busy with about half of the members sending me their membership renewals and a cheque to cover same.

A couple of matters have come to the surface as a result. The first is that some people have sent me cash which I then change to my own personal cheque (because the bank is 100 km away) and then post off. We could accept Electronic Funds Transfer (EFT); our **BSB** at the Bendigo Bank branch at Braidwood NSW is: **633-108** and our account number is: **135 350 668**.

If you do it that way please identify who is paying and for what if possible e.g. Rose Subs \$40.



Some folk have altered their details for this year, such as new address or phone number, and have kindly circled the change or made a note so I can see at a glance what needs to be altered in the database. A small number have altered their details from last year without any indication, almost as though they are hoping that I might miss the fact that they do not wish their contact details to be passed to other members any more. I guess communication is a two-way thing!

Thanks for all the Vehicle Register info and the terrific photos that some of you sent me. I think that Kerry Ryan still has and keeps the very detailed Register that was started by early member and past president Richard Gibson. I haven't had a chance to touch base with Kerry because of his very busy work commitments but I will do as soon as possible. I will make certain that none of the stuff you have sent me goes missing!

You will all by now have received your receipts, membership list and note regarding the matter of who has copyright to what Simca car club logos. I know that most of you have the same strong view on this as I have. Our president, Morrie Barrett, is leaving no stone unturned in deciding what action the SCCA Inc. takes next. On the matter of our logo choices as published in the Christmas edition of Swallow Tales;.....

"And the winner is...." Logo 2 by a small margin. I know some of us would have preferred the old French two winged two tailed Swallow instead of the Chrysler Bird of Prey but both are well known and have been recognized as representing Simcas for about 50 years!

So now I'll need Rob and Lois's help to get your new membership cards done and sent to you all.

That reminds me of another thing that some of us have discussed informally. Why do we print a new Membership Card for all members every year? It is not as though we need to show it to the policeman because we are driving on Historic plates with Conditional Rego when he pulls us over for a check. Why not just issue a one-off Card??

Best wishes and happy, trouble-free motoring,

Geoff Rose



Tony Osbourne from VIC at the wheel of his Simca DM200

NEW ZEALAND REPRESENTATIVE'S REPORT by Colin Smith

G'Day from N Z. It was good to see the picture of Iain and Leila with Morrie and to see how well Iain is getting along after his collision with a speed hump on the highway of life. Hope one and all had a good Christmas and new year - Ours was very quiet. Not a lot of motoring. Still waiting for a scan to see how bad the right knee is and what to do about it.

A flurry of activity in February to get 'warrant of fitness' for some cars to go to a show in Danneverke on the 5th. I drove the Ariane with Don and Jenny as passengers and we had a nice fine day. This fine car found its second wind for the run home and caught up with Ivan in the v8, Jan in the truck with firetruck on deck (Austin 7) and Lucy in the Simca 1000. I even thought it had enough power to pass the lot! We had a long chat with Steve Fisk while we were there at the show. On the 11th Lucy and I took part in a parade of fire engines for 100 years of the Wypuckarau fire brigade.

On the next weekend Ivan and I visited Richard to find that he has finally started the necessary repairs to his Versailles. We also went to a place near Teawamutu where we saw several classic cars including a Simca 1000 and a Dion Bution. I went to see the progress on Peter's Simca 1501 station wagon. He has tidied up the engine room and was fixing up a wee rust spot in the roof, but he will not be at the show on March 11 as he is working. Thanks to Morrie we have a club banner to show off at the display. I have painted the engine bay in my Simca 1501 station wagon. I have to refit front and rear suspension and it goes to the show in skeleton form. Now the sad news is we will be a man down as of today the 29th. Ivan is now residing in Perth! for an unknown length of time. Hope he does well at his new job. On that note - happy motoring!

BYE for now - from Colin and Lucy



1000 at Teawamutu



The classic cars we saw with a lost 1000



4.5 litre Bentley



Car used in TV's Bergerac



Fire engine parade in wypuckarau



Trophy for gymcana done with A7



Lucy with our going fleet



Four cars on display at Danneverke



NSW REPRESENTATIVE'S REPORT by Don & Barbara Scanes

Hi from NSW

On Australia Day in January the NRMA Motorfest was held in Sydney but unfortunately the weather the day before was pretty ordinary and many of us chickened out. Amongst the brave hearted were Ian and Rosemary McKill in their Aronde P60 and Keith Reddcliff in his Vedette.

Early February saw the Pickles landing in Sydney for a couple of days on their cruise from NZ to W.A. Morrie Barrett, Ian and Rosemary McKill and Don and I met them off their ship at Circular Quay and had a great few hours with them. The next day Morrie and Margaret met up with them and showed them around the Sydney beaches.

Have had news from Colin Smith from NZ that he is trying to bring his Austin 7 fire engine over to participate in the Bay to Birdwood this year. The Austin 7 is the feature car this year for the run and Don and I plan to participate as well with our Austin 7 special. Hope Colin can succeed with his plans as it would be great to catch up with him.

The ongoing saga of Don's engine is that he had it rebuilt again and hence him and his mate Michael took out Geoff Rose's borrowed engine and replaced it with his own. But!..... Something is still not right and what do you know..... they are once again practicing removing and installing Simca motors!

NSW as is other parts of Australia is experiencing extreme weather conditions and we trust that all members are safe and dry.

Our next event in NSW is the French Car Day in mid July, usually held the 2nd Sunday of July at Silverwater. Hope to catch up with a lot of Simca enthusiasts there.

Don and Barbara Scanes



Hope this does not happen to Rob & Lois!

The policeman pulled over a car and strolled up to the driver's window,

"Excuse me sir but do you know that you're driving without a rear light?"

The drive jumped out and ran to the rear of his car and let out a whimpering groan. The driver seemed so genuinely distressed that the policeman took a sympathetic view.

"Don't take it so hard... it's not all that serious offence."

"Isn't it!" the drive cried, "Where's my caravan gone?"



Western Whispers – WA State Representatives Report - By John Pickles

With the passing of time you could be forgiven in thinking that “Daddy Time” was given a new pair of running shoes for Christmas as the days have come around so quickly. We trust all our members had a most joyful festive season and now settled in for another year of Simca activities. It has been no secret that Evelyn and I have been on a cruise which left from Auckland and finished in Fremantle (WA) and this time Simca hunting was kept to a minimum, although the Simca did get me into a little bother on the ship. Boarding the ship in Auckland we lodged our baggage at 11.00am and by 2.00pm Evelyn had her case delivered to the cabin, however come 8.00pm there was no sign of mine which prompted me to enquire at the desk where the receptionist asked if I had any metallic items in my case, which in fact I did have and was directed to security. I had parceled eight Vedette pistons for posting to Colin Smith in New Zealand and they had showed up on X-Ray. Arriving at security I was asked to identify my case to which had been attached a strip of masking tape with the wording “UNKNOWN”, under this wording the security people had played a guessing game, one had written “iron” another “hand grenades”, forget the other and the fourth had said “pistons”. I then asked who had written pistons and when identified I suggested he be given a chocolate frog for his effort, this lightened up the situation and when I said the parcel was being taken ashore the next day for posting they even checked with customs that it would receive clearance and rather than open the package they put it through the X-Ray for a second time, it was then released it to me on condition that if the ships pistons packed up overnight they could commandeer these!

Whilst the “Century” was the smallest ship of the Celebrity line it still carried over 1800 passengers and it stood up to its reputation of providing the best service of any ship within the line. Pushing the Simca as I always do I came across two fellow passengers that had owned Simca’s in the distant past and they were delighted to reminisce of their Simca days. Having been to Christchurch twice before I was interested to see the progress on the reconstruction of the city, I have to say more than anything that I was surprised at the resilience and positive attitude of the people. While much of the business area is still barricaded and demolition is still in progress, the land vacated by demolished buildings has with joint effort of the land owners, financiers and council been turned into open shopping arcades bounded by two streets, the buildings (including toilet blocks) are recycled 40ft shipping containers with the sides and/or ends replaced with glass and in many cases stacked two high.



Shipping containers as buildings in Christchurch

A place of interest in this city is their great museum which has among other things an interesting exhibition on the Antarctic, for our machinery minded members I have taken a photograph of the first tractor to be used on the ice.





Another interesting machine was the gold plated speedway bike, the story behind this gold plating was that some wealthy speedway enthusiast back in the 1960's made an offer to the current champion that if he could take off the world championship he would pay to have his bike gold plated. History now tells us that the championship was won and the benefactor kept his word, the bike was completely stripped and almost every part inside and out was gold plated.

Sailing into Dunedin we had made arrangements to meet our fellow member Marilyn and Keith Marshall and although we had corresponded for a great number of years it was the first opportunity to meet face to face. Maybe through our common interests or perhaps being the same age both Evelyn and I felt so comfortable in their company and at this point I must offer our sincere thanks to Marilyn and Keith for their hospitality. Although they were heading for the country later in the day they took time out to drive us to the most beautiful areas around Dunedin and back to their lovely home for afternoon tea before retuning us to the pick-up point for the ship. The one big regret of this visit is in the fact that while I had the camera in the pocket I forgot to take the photo guess the excitement was just too much!

Back to the high seas and into Sydney for two days and to be met by a surprise welcome committee of Simca club members consisting of Morrie, Margaret, Barbara, Don, Rosemary and Ian. It was exciting to catch up with old friends and the latest news on the Simca front.



On the second day in Sydney we were treated to lunch and chauffeur driven around the suburban beauty spots by Morrie and Margaret which we thoroughly enjoyed, unfortunately for Margaret and Morrie I left them with an unwanted gift of the flu. Evelyn and I pass our thanks to all for making the effort to catch up once again. The day after departing Sydney I came down with a severe dose of influenza which swept through the ship and was too ill to visit our next port of call Melbourne, being such a generous person I gave it to Evelyn two days later and she too was confined to the cabin when we reached Adelaide. Leaving Adelaide we docked in Albany and Bunbury before departing the ship in Fremantle after a voyage of seventeen days.

Now to the *real Simca news*.... Just after Christmas the Pickles were honoured with a visit from Eddie Abrahams and his good lady "Bossie" who were in Western Australia to attend the Vauxhall Rally which was to be held in the New Year. Eddie is a most interesting person to talk to and with a large collection of diverse makes of cars he is obvious a true enthusiast of the automobile and I think we will see him at future Simca meets.

Ian Williams is progressing with the restoration of the Vedette with re-assemble in progress. Ian is a perfectionist and has made a large number of mechanical modifications to accommodate the Ford motor and its output of power, perhaps when the project is completed Ian may write a series of articles for Swallow Tales.

In December I assisted the businesses of Mandurah by arranging a small car show as part of their Christmas carnival. With the co-operation of the Veteran Car Club, SIVA Car Club and the Simca Car Club we had sixteen vehicles on display with Santa arriving in the 1911 "STAR", included in the display were three Renaults and the Simcas of Rob and John. In appreciation the businesses presented to each car an envelope containing vouchers for free items and would like to see us back next year. The bonus of this event was to repay the businesses for their support to the Simca Nation Rally and also to bring together the car clubs in Mandurah, hopefully with more lead time the event will be bigger this year.



BAD DAY



There I was sitting at the bar staring at my drink when a large, trouble-making biker steps up next to me, grabs my drink and gulps it down in one swig.

"Well, whatcha' gonna do about it?", he says, menacingly, as I burst into tears.

"Come on, man," the biker says, "I didn't think you'd CRY. I can't stand to see a man crying."

"This is the worst day of my life," I say. "I'm a complete failure. I was late to a meeting and my boss fired me. When I went to the parking lot, I found my car had been stolen and I don't have any

insurance. I left my wallet in the cab I took home. I found my wife with another man and then my dog bit me."

"So I came to this bar to work up the courage to put an end to it all, I buy a drink, I drop a capsule in and sit here watching the poison dissolve; then you show up and drink the whole thing!.....But enough about me, how's your day going?"



Letter to the Editor - **The Simca Story**

Owner: Andy Trusttun

Location: Timaru, New Zealand

Car: 1969 Simca 1000

Colour: Bright Orange

Miles: 69000

I first laid eyes on my 1969 Simca 1000 at a very young age. I must've only been 2 or 3. It was parked in old wooden garage on my grandparent's farm. I used to peer through the crack in the Doors and see just its head lights. I longed to break through those old doors and play in this mysterious machine but don't recall ever getting the chance, not until the late eighties when that tired old garaged was demolished and the Simca was moved to a larger 2 car garage beside the house. It was then I realised what this little beast was and fell in love with her. The Simca also shared that garage with another beautiful motor vehicle. A completely original 1968 HK Holden Monaro with only 68000 miles on the clock. The Duo sat in that garage dormant for a number of years until one dreaded day in 2002, the Monaro was dragged out in to daylight and sold. I remember feeling extremely upset and made the decision that I was not going to let the other classic leave my family.

The Simca was my Uncles first car. He brought it in 1972 with 26000 miles on the Clock. It had been a rental for a local garage my Granddad worked for throughout the first 3 years of its life. This near new Bright Orange machine was my uncle's pride and joy. He added a few extras such as mud flaps, chrome dual exhaust tips, cassette player, clock and tachometer and a set of Dunlop Mag wheels. He drove the Simca through till the early 80's, but also had many other cars throughout those years, hence the reason for the Simca's low Mileage still. At some stage in the 80's my Granddad took over the 1000. He continued to use it till 1985 when the Clutch slave cylinder started to play up. Although Granddad was a mechanic, he had other commitments and never got around to fixing the cylinder and that is the reason why it was parked up with 66656 miles on the clock.

In August 2006 I was between jobs and had some spare time, so I spoke to my Uncle and Granddad about taking the Simca off their hands and putting it back on the Road. They were happy for me to do so. A few days later a couple of mates gave me a hand and we pushed the 1000 out of the Garage, hauled it onto a trailer and took it home. The poor thing was coated in thick layer of dust. The first thing I did was give her a groom. It only took a couple of days to get her back to her former glory. Underneath all that dust there was a near perfect little gem. A few small dents and scratches and a small patch of paint below the front windscreen that was a bit light were the only cosmetic defects on the car. It had a tiny amount of surface rust underneath, which I still haven't attacked yet and has never been an issue. Once I was satisfied with the condition I took it down to the local mechanic to get it running. We removed the points and gave them a light file, placed some fresh petrol in the tank, attached a new battery, sprayed a little engine start down the carby and turned the key. It took a few turns, but with-in moments she fired back into life. I couldn't believe that after 20 years being parked up that it was so easy to kick back into life. There was hardly any smoke, it just purred like a kitten. We let it run for a bit and had a bit of a play, I then took it for a quick run up the road.



I remember thinking what is this going to be like?? "Well, what a journey that was". It felt horrible, shuddering terribly, I really thought there was something majorly wrong with the drive shaft or gear box. After reviewing the situation back at the shed we discovered that the shuddering was caused by the flat spots

in the front tyres, where they had sat flat for so many years. The very next day I had 2 new tyres placed on the rims and took it for round 2. Wow, amazing!!!! For a car that had sat for so many years, it just went like a dream. Unfortunately there were a few issues to get through after this victory. I discovered that the radiator had a slow leak. I sent it away to be re-cored. Whilst I had the radiator out I removed the water pump and had that re-kitted. I also had to replace a number of radiator hoses. That was not an easy task. I had to take the old hoses into the parts shop and look through shelves and shelves of hoses from all sorts of vehicles and pick out similar sized and shaped hoses to customize my own. I also had the brake drums machined and tidied up and the exhaust muffler replaced.

As the Simca had been off the road for 20 years and the registration plates were not put on hold it had to be re-complied to be put back on the road. Unfortunately I came across another issue during this process. Back in the 80's the Simca had been backed into at the service station and was damaged. It was repaired by a reputable panel beater and had no further issues. However because of safety regulations now days the job



did not meet today's standard forcing me to take it to a panel beater and have the front of the Chassis re welded and then a repair certificate had to be issued. This exercise was extremely expensive and I feel uncalled for as the repair was only to the very front of the chassis where the front bumper bolts to. However in February 2007 she was finally legal and back on the road. That was a fantastic feeling! I immediately drove to my grandparents place and took them out for a run in it. They were thrilled.

Since then I have enjoyed getting out on the road in the wee Jaffa. (a name

given to the 1000 by a friend). I haven't driven her all that far yet, and have only covered around 2500 miles since I first pushed it out of the garage. Throughout the first couple of years I had a few teething issues such as fuel pump and clutch master cylinder but it is becoming reasonably reliable. I just have to keep using it. It does an old vehicle no good to sit around for a long period of time in my mind. I get a bit of a thrill taking the 1000 out as not many people know what it is, and I often get told by older people that they remember them well, but haven't seen one in years. I'm often asked where I managed to find such a wee gem. Especially since it is still original and looks great. I do plan on joining the Timaru Vintage car club so I can attend their runs and would one day loved to drive the 1000 around the South Island.

From Andy Trusttum



Letter to the Editor -

The Youngest Simca Owner of New Zealand (we know of) by Peter Langbroek

Let me introduce ourselves. I am Peter Langbroek of Dutch origin and came 2.5 years ago to New Zealand. And my son is Quinn Langbroek, 12 years old. When we lived in Holland, we were the proud owners of several Simcas. In my 22 years of Simca hobby I have had several 1301/1501s, one Aronde Artisinale, one Aronde Oceane, an Ariane, and a Simca Rancho. But the Simca we most liked was our Simca 1501 Station wagon, Tourist called in Holland. Our kids grew up with this Station wagon. We have travel to France, England and the Czech Republic with this fine care. We've visited almost every International meeting possible.

But this all came to an end when we decided to immigrate to New Zealand. The Simcas which I had at that time I had to sell, because it was too costly to send them over to New Zealand. Plus in the Netherland we have a left hand steering, so that didn't make sense as well.

The Oceane was bought by a painter who completely renovated the Simca. The Artisinale went to a guy who wanted an old car, because his Volvo Amazone was renovated in Poland. And the Station wagon went to a couple who wanted to use the car for daily transport. I sold most of my spare parts, including a lot of panels for the 1501 station wagon. At that time I thought I will focus on our immigration, and place for all the parts in the container to New Zealand was a nogo.

Then we came to New Zealand, got a job within 2 weeks, and bought a house within 2 months, and went on with our lives. Simca was not present at the moment. Until on one day. I saw a little blue Simca 1000 on the parking lot at Mitre10. I knew there was a Simca owner in Napier, this I had heard from an Australian club member. 2 days later, Colin and Ivan rang my door bell. They had found out my address via the Australian Simca club. We talked for an hour, and I was able to give them some parts for the Simca Ariane which they have.

Since then I and my son Quinn has driven some of the Simcas of Colin and Ivan to several car meetings. It was a pleasure to do, especially because it was the last thing I expected to do. Then, 2 months ago the unexpected happened! There was a 1970 1501 Station for sale on Trade me. I told my son on the way from school to house that I saw something special on Trade me. He couldn't wait to get home, and when he saw what kind of car it was, he was so excited! This was his favourite car! He had saved all his pocket money to ever buy one.

Then the nerve wracking days began. One guy was asking of he could buy it for a buy now price, but luckily it became an auction. The first couple of days not a lot happened. The last day the price went up quickly. All the dreamers were left behind, and we still had to deal with a car dealer. Eventually, the dealer gave up and we won the auction. We cheered and clapped, because you don't find these models every day, not even in Holland!

The Simca was located in Auckland, and I was just wondering if I was able to get it with my Kitty's RAV4 and a trailer, when Colin gave me a call. He offered the use his truck to pick up the Simca from Auckland. That offer was very welcome! Colin wanted to buy spare parts from the same seller.



So we got up at 5 O'clock in the morning to meet Collin and his truck at our place to hook up the rented trailer. It was still dark outside. Me, Quinn and Colin had a long journey ahead. At 11.30 we arrived at Auckland, a bit later than expected. We had a look at all the other Simcas the seller had. I believe a 1501 Saloon, An Aronde Monaco and a blue Vedette. And a 1957 Aronde for sale. We made the deal and went back at 13.30. The journey with the Simca went a bit slower with the Station wagon on the trailer. But finally at 20.00 hours we arrived at home. The last 600 meters were a bit difficult, because we

had to climb a steep road. The rear wheels of the truck began to spin and we had to switch over to

plan B. I took place on the tow bar to give the wheels some extra weight. Quinn was running next to the truck to check if everything went alright. (Thanks Colin for the use of the truck).

Then the Simca was there. A bit of mixed feelings, because it is not my Simca, but my son's Simca! But luckily, my son has an experienced Simca dad, (who can repair this model with his eyes closed). But the Simca is in a good state. There are some rusty spots on the paint, and the jack point needs a replacement. And the brakes are seized.

At the moment we are doing the brakes. I took the front brakes off and disassembled and cleaned them. It is our plan to use silicone brake fluid, so the whole system needs to be cleaned. Normal brake fluid and silicone brake fluid don't bear each other.

Well that's the story of the youngest Simca owner of New Zealand...



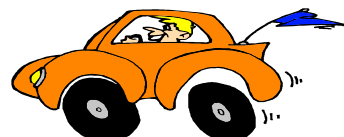
Peter and Quinn with a model



Quinn at wrong door



Two pictures of Peter's 1501 in shed at home



Letter to the Editor -The RACV Australian Rally by Vince Parisi

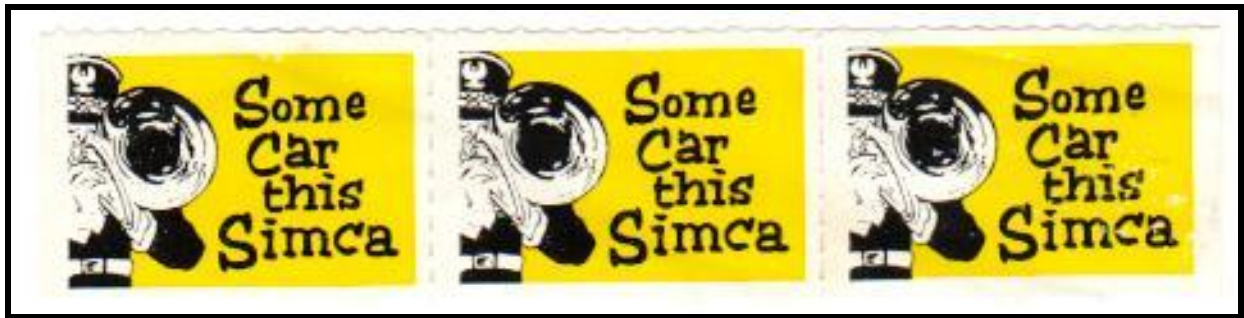


Hi All, Hope you are all well... Here are a couple of pic's from the RACV Australian Rally which I attended with the Vedette on January 15. It was an absolutely fantastic event with over 800 vehicles entered and stalls, bands and rides at the Mornington Racecourse. I have attended a couple of times before but this is the first time with a vehicle (Vedette) and I will certainly be back next year....maybe with more Simcas and maybe a Club Entry. The Vedette attracted lots of attention and at least 2/3 new members will come from the day, I passed on Club details to 7 interested people and triggered many memories.



Letter to the Editor - by John Pickles

I have been in contact with Bob Avery and gave him a disc copy of the “Caversham Capers” on which he is seen driving his Simca 90A around the race track at full bore, unfortunately it’s not working on his video so I will have to have another go at coming up with a good copy. Bob has given me some old Simca brochures which I will use as prizes in a future competition, also given was a set of stamps which Wentworth Motors placed on their envelopes when sending out to customers, never seen them before and would have to be quite rare.

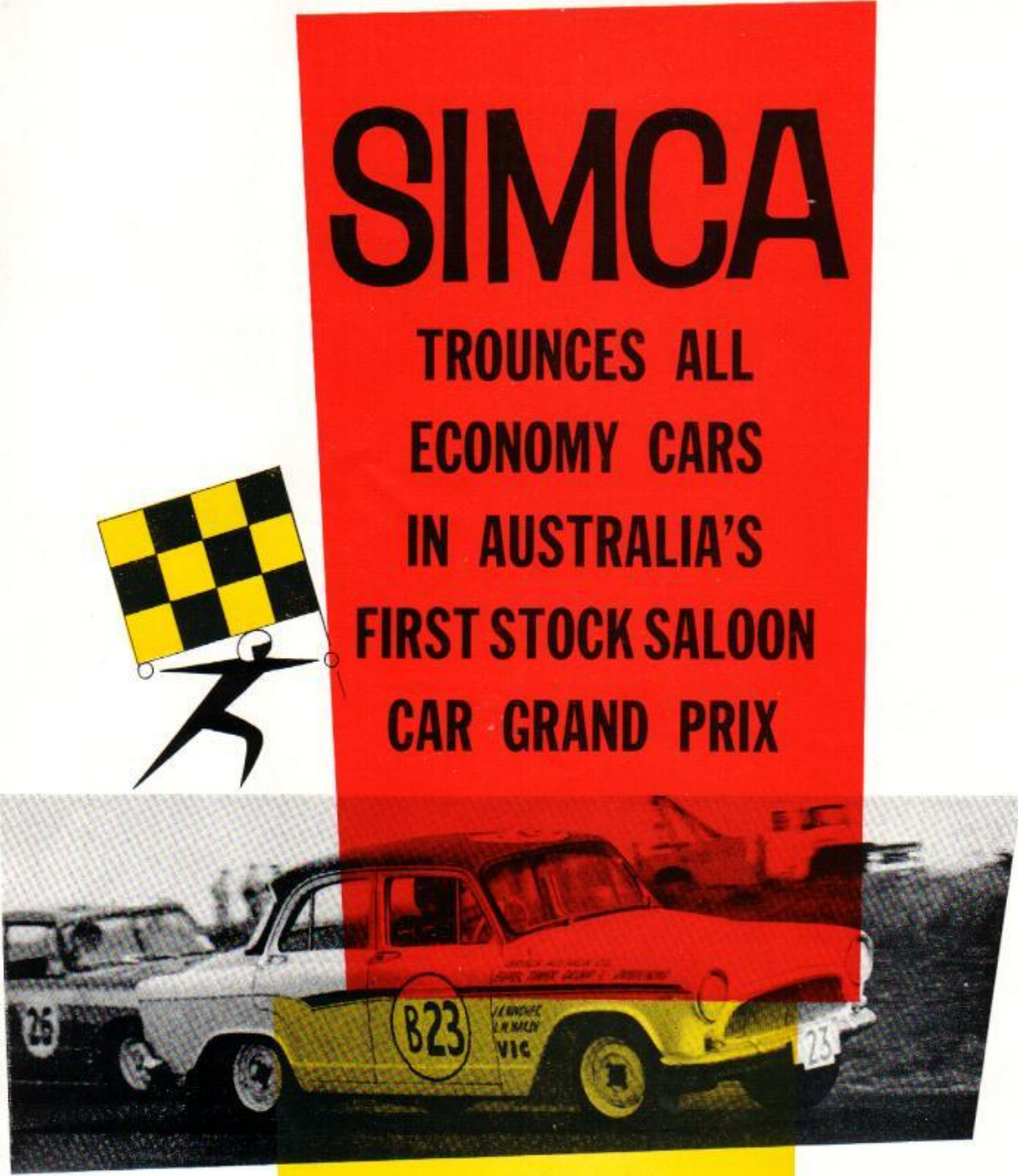


For those who can make it to Northam on the 1st April 2012 they will have the opportunity to see Darrel Manning and the mighty Aronde P60 in action as he competes in the annual “Round the Houses” event. The Aronde racer is a beautiful little car which attracts much attention but unfortunately few young people know what it is, now that Darrel has put the “SIMCA” name across the top of the windscreen maybe they will be educated.

Paul Evans has sold his Renault R8 Gordini that was under restoration, this should now give him the time to concentrate on the rare Simca Matra Murena which he is keen to get on the road.



Last but not least we all wish our editors Lois and Rob Lewis an enjoyable and safe trip as they venture East in their caravan. I’m sure they will catch up with most of you during their travels and will have many stories to tell in months to come.



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ECONOMY CARS
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FIRST STOCK SALOON
CAR GRAND PRIX**

**FIRST, SECOND AND
THIRD PLACES**

751 TO 1300 cc CLASS

The advertisement features a central graphic with a red background for the top half and a yellow background for the bottom half. A black and white checkered flag is held by a stylized figure on the left. Below the flag is a black and white photograph of a SIMCA race car, number 823, with 'VIC' on the side. The car is shown in motion on a race track.

“ARMSTRONG 500” —TOUGHER ON MACHINES THAN ROUND AUSTRALIA TRIALS...

says **Melbourne Herald
Motor Writer**



Above — Driver Jack Murray hugs the inside edge of the track in a delicate point of balance as he takes Simca 21 around Repco Hairpin.



Right — Tense moment in the pits! Tyres and asphalt fought loudly as cars turned in for refuelling, tyre and oil check plus a change of driver. The work of the team in the Simca pits was superb.

“The 45 sedan cars that roared off from the Phillip Island grid early in the morning were subjected to greater strains during the next 8½ hours than is the lot of the average family car in a lifetime. For the second half of the race, the cars were actually competing in a reliability race far tougher on machines than round-Australia trials.” This was the comment on the “Armstrong 500” by Melbourne Herald writer, Peter Costigan.

Under the conditions of the race, the cars were stock production models, the same as can be bought in any showroom. Furthermore, the cars were not allowed to be specially prepared for racing.

So much importance was attached to the race, that for the first time in Australian motor racing history, teams were sponsored by major automotive manufacturers.

The cars were in 5 classes, Class “A” to 750 c.c., Class “B” 751-1300 c.c., Class “C” 1301-2000 c.c., Class “D” 2001-3500 c.c., Class “E” 3501 c.c. and over.



Above — Lined up at the pits, the Simcas await scrutineering prior to the race.

At right — In an attempt to avoid some of the king-size pot holes, driver Bill Murray, in the winning Simca 24, swings wide while cornering at speed on Siberia Corner. The track broke up badly after the first 200 miles.



Simca was competing in class "B" against Renault Dauphine, Volkswagen, Triumph Herald and Ford Anglia.

As was to be expected, the Simcas were miles ahead of the class "A" "midgets".

Simca literally "trounced" all the opposition in its Class "B" taking first, second and third places. First was Melody Motors car, driven by M. W. Galt, D. Stewart and Bill Murray. Second was the Eiffel Tower Motors car with J. A. Nougher and L. W. Marsh at the wheel. Third — B. J. Auto Service with R. G. Brown and M. R. Lempriere as the pilots.

As for the rest of the classes, only two cars came in ahead of the Melody Motors car — both being six cylinder vehicles.

Above — Driver J. A. Nougher burns off a Triumph Herald on Siberia Corner.

Below — Simca 23 has one of her rare "drinks" as the crowd of 25,000 watch cars take the straight at top speed. The long runaway marked in white is for cars entering the pits.

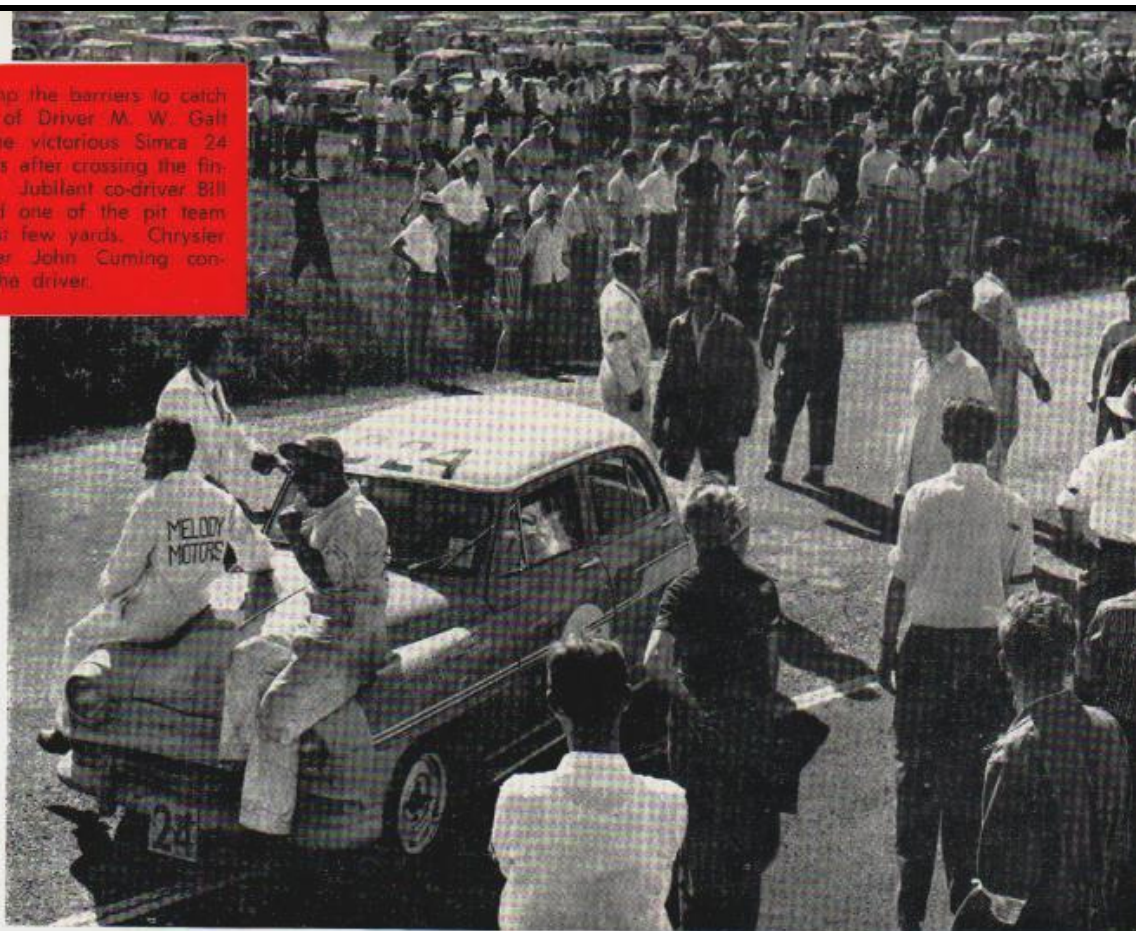


-some Car this
SIMCA
from Chrysler



Above — Map of the 3 mile circuit.

Crowds jump the barriers to catch a glimpse of Driver M. W. Galt bringing the victorious Simca 24 into the pits after crossing the finishing line. Jubilant co-driver Bill Murray and one of the pit team ride the last few yards. Chrysler pit manager John Cuming congratulates the driver.



Lowest Cost Way to a Lifetime of Happy Motoring

There are added reasons today why you should take a good, long look at Simca, for this is the car that gives you family size, de-luxe motoring at a price that will fit your pocket.

● **BIGGEST, ROOMIEST CAR IN THE LOW PRICE FIELD.**

Simca's extra inches of room inside make all the difference between comfortable travel for 5 people and the uncomfortable, tight squeeze of other cars in this price group.

● **FAMILY SIZED LUGGAGE SPACE.** 13 cubic feet — All the space you need for holiday travel.

● **4 DOORS (not 2) —** People can get in and out without turning the operation into an obstacle race.

● **MORE POWER (51.5 B.H.P.) THAN ANY OTHER CAR IN ITS CLASS.** Simca's performance matches that of the "light sixes", and in addition, Simca has the biggest, safest braking in its field. Remember, too, that Simca holds 14 world records for endurance.

● **TWO MODELS TO CHOOSE FROM.** The thrifty Simca standard, with bench type front seat, or for just a little extra, the Simca DeLuxe with individual front seats, each adjustable in 10 positions to "full-down" for camping, plus other special features.



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Don't have a spoon?
I can fix that!



Car stereo stolen?
can fix that!



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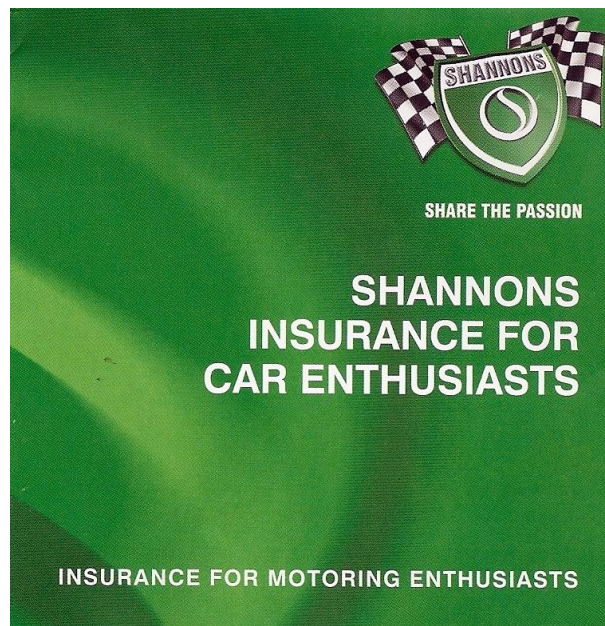


Can't afford a real GPS?
I can fix that!



Car imported from the
wrong country?
I can fix that!





FOR SALE - Mal Lambert has a Simca Aronde Service Manual dated 1963 for sale. It is complete and in excellent condition. The price is \$25.00. He can be contacted on home phone 02 4234 2061 or by email: malcolmlambert@bigpond.com

PS - from the Editor..... The next issue is planned for July 2012.

A very big thank you to everyone who contributed to this issue of Swallow Tales – very much appreciated.

If you have any articles, items or photos that you think others members of the club would be interested in reading or seeing please send them to Rob Lewis at lois.lewis@inet.net.au.

Reminder: Members that have not paid the 2012 renewal of membership please arrange payment as soon as possible. If you are unable to post your payment to Geoff Rose - Don't forget you can pay your subscriptions by bank transfer as mentioned in Geoff's report.

Electronic Funds Transfer (EFT):

- **BSB: 633-108** Bendigo Bank (branch at Braidwood NSW)
- Account number is: **135350668**.
- Please identify who is paying and for what if possible e.g. Rose Subs \$40.

Suggestion:

A 2012 Calendar of Events for Australia and New Zealand. If details are provided for any relevant or interesting events for members, we are happy to include this information in the next issue of Swallow Tales in a calendar format.

What do you think???

See you soon.....

As Lois and I will be travelling east in our caravan for the next four months, the next issue of Swallow Tales will not be published until mid to late July. We apologise in advance for any inconvenience this may cause members. We hope to meet many of you on our travels and I am sure we will have many photos for the July issue. If you see this caravan or these smiling faces please stop and say hello!



