



SWALLOW TALES

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

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The Fleming families lovely P60



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 all,

As John Pickles pointed out in an email, a quarter of a year has almost passed. By the time you get this edition it will have. I must say Leila and I are chuffed with ourselves. We only made one New Year resolution and that was not to waste the rest of summer. In the last couple of months we haven't missed many nights working until dark. No need to guess what we have been mostly working on! It was very gratifying, working in the cool of the evenings. Some wine was involved. It sort of bears in on you, that a lot of summers have already passed.

I cannot believe it takes so long to finish the seemingly endless list on a restoration. A few evenings ago we came to a momentous occasion in the Simca and ourselves, 17 years relationship. We went for a drive. I screwed the trade plate on and Geoff, my mate and main fettler, took off down the road. Took off is a massive exaggeration. Geoff had timed the car prior to leaving and it would not pull the skin off a custard. Even one of Mum's, which is more like a thin viscous liquid. We staggered out onto the superb roads of the wine district. The car started going even more slowly, with a back brake starting to smoke. Still more trouble with the master cylinder. We waited until the brakes cooled down and then set off. As we crept down the road something cream flashed past the driver's window. The r/h headlight eyebrow mould had come flying off and was lying up the road, covered in gravel rash. Luckily the road was deserted, or it would have ended up looking like a Frisbee. I had forgotten to secure it with a screw. As we crept home I kept thinking, "if only we could get a fuel leak going, right over the distributor. I have Shannon's number in the phone."

I had purchased from a club member a very impressive Renault 12 distributor conversion. Trouble is, it had been re-graphed by Stevie Wonder, it only had about half the advance needed and that was in the wrong place. I will persevere with it and send it to Ignition Developments in Melbourne. In the mean time I spoke to Geoff and Morrie with the result Geoff sent me a distributor. Unfortunately it is for a Flash motor and I am running a Rush. Morrie, as always, came to the rescue and has sent me one for a Rush. As yet that has not arrived. Australia Post are now on a par with Wells Fargo re-delivery time.

Not to be put off, Geoff gave it all the distributor had at static, about 12 degrees. He had already been through the reco Master cylinder so we set off again. Geoff had given all the brakes a bit more clearance, so fingers crossed. This time the car had more urge and we made it to the wonderful twisty country roads near my place. We were both very impressed by the way the car handled and stopped. We had thought that lowering it with Pedders suspension, combined with 6inch wheels, it might be a bit harsh. Certainly firm, but man does it handle. The brakes started going hard again and the left rear was smoking by the time we got home. Back to the drawing board. When you spend a grand with a brake engineering firm, you don't expect all this grief. We are going to keep going until it is perfect, but I don't feel confident in taking it all the way to Tweed Heads. It is very disappointing, we have been in the

club for some years and never had a car in a rally. All being equal it will make its debut at French day, Vic, in October.



On its way to the Paint shop again.

Paint work. Soon after I got the car I got in and rubbed it down. It was only a shell with a ute load of parts. The shell was superb, in that it was totally rust free and straight as a die underneath. A young chap who had recently started out on his own was doing some used car work for us. I dropped the car off and over a period of time, he painted it inside and out. I supplied the paint, top quality two pac and plenty of it. He put it all on, there are runs but after 16 years it still cuts up with a glassy shine. For some reason he could not get the boot to fit at all and could not get the bonnet gaps right. Sadly he passed away from cancer not long after.

Wind forward 16 years. My mate Peter Leech said I will help you with the paint work and panel fit. Now Peter Leech is a world renowned car restorer and paint guru. People book in years ahead and send Ferraris from all over the world, for 50k resprays. He recently came over for tea with the view of making a plan to tidy up the Simca paint work. He spent a couple of hours quietly trying to fit the boot, whilst surveying the rest of the car. You have to realise this man is the quintessential gentleman. The sort of chap who helps old ladies over the road and gives up his seat on the Tram. At last the great man spoke. "Iain, to do anything with this in its current state, would be like trying to polish a turd!" Gentle readers, being a sensitive soul, I was as shocked as you. I promise not to use the word again, although I am reliably told even the Queen.....let's not go there.

After that pronouncement the second shock came. "We will have to start all over again, getting the car square for a start and as you can see there are different colours down the left hand side". The reason the boot didn't fit is that the car earlier in its life had had a fairly good shunt in the rear, which had pushed the car into something on the left hand front. We know it was early on for two reasons ,firstly, the repairs were lead loaded and secondly, Simca resale was so poor, it would have

been a write off not far down the track. Peter quoted me a \$1 p/h price and it would have been the best in the world had we gone ahead.

Tiger Moth country. Dr Wilson is going to operate, welding in fresh panel steel and dressing to suit. I hate to say it, in case he reads this, he's the best in the business.



After mulling it over, I decided I couldn't face going through it all again. I have another project for him, refreshing the paintwork on Simca's garage mate.



1974 Porsche 2.7 911 S

Having been in the used car trade all my life, I have become quite adept at polishing the unmentionable. The basic problems were:

- 1 Most important and serious the boot hinges and mountings which are an integral part of the car were bent out of shape from the accident. Fixed by me. See story.
- 2 The left hand rear guard was out of shape with a horrible gap you could fly a Tiger Moth through. Fixed by Dr Wilson.

- 3 The left hand front corner was crinkle cut and didn't fit the bumper. Fixed by me. See photo.



- 4 The bonnet gaps were out due to the l/h front guard being out of line. Fixed very satisfactorily by Geoff Sherriff, master fettler.
- 5 Paint work needed attention in various places after fettling. Yet to be attended to.



To give you some idea of the scope of Peter Leech's work, the car in the above photo was built entirely by Peter from the ground up. It was for a client in Vic who entered it in last year's Motor Classica. The most prestigious car show in Vic. It gained second place in the judging. Not satisfied with this, Peter brought it back and spent 6 weeks free of charge, making sure it came first next time.

Let's attend to item no 1. The boot hinges are welded in as an integral part of the rear parcel shelf. In USA cars they can be serviced via the rear parcel shelf. Not Chrysler Aus. Martin Wilson looked at it and declared it a mammoth job to unpick the old ones and weld in replacements. Geoff Sherriff came up with a theory. It might be possible to leave the brackets there by drilling 1 inch holes with a hole saw under the hinge. This would allow you to maybe access the pin the hinge swivels on and maybe dremel the pin and tap it out. It sounded feasible, but he didn't want to give it a go.

Faced with an 11k Simca you may as well turn it into a ute, what do you do? You have a crack yourself. First stop Bunnings, the best 1" hole saw money can buy, new safety goggles you can actually see through. After carefully measuring where the pin should be, drill 4 holes. I can tell you there isn't much room for a big guy upside down in a Simca boot. After much staring through the 4 holes, I could see the pin both sides. Bless their French hearts they kept the pin in place with a split pin. After some colourful language, not French and some very long nosed pliers I was able to remove the split pin. As in key hole surgery you were then able, with great difficulty, to move the pin. You were then able to re move the bent hinge, leaving the bracket in place. To shorten the story you are then able to install the new one. With only one good arm, that is an epic task. Remembering you have to go through it twice, as you have to do the other side. You may well ask where did the replacement hinges come from? Sadly from my spare car, which had a perfect body and shut lines. I cheated this time. I measured accurately and drilled the eight holes from the top. I felt a cad, but the hinges were a doddle to remove. Leila and I refitted the boot lid and voila, with a bit of tweaking, not a bad fit. This story is getting longer than one of Ronnie Corbetts so I will close off.

The replacement hinges fitted.



I used to think the purchase story I was told was true. I.e. the car prior to being dismantled, was a carefully looked after 58,000 mile example. Not the case. This car is a bit of an old lag. It's been a bit of a lad in its day, been in a few scraps and it's still fighting us all the way. That 58,000 miles on the clock, well that's been there a few times. I remember what Mum used to say when you were a kid "you aren't playing with that Geoff Rose down the street, he's a bad influence!" (They were always your best mates). That's my car. Best keep your concours queens away from my car, it's from the other side of town! I am actually liking our car more and more.

The National Rally is fast approaching and we are really looking forward to it. For a small club the participation ratio is amazing. John Pickles reminded me recently that the club has been going 30 years. The clubs vibrancy is due in no small part to our committee members, enthusiastic club members and particularly our President, who always has a glass half full. You know what I mean. Just heard an amazing story. Our ever active club members the Smiths in Melbourne, Pat has been in hospital to get her knee done. She went in early in Feb for her knee, a couple of days later they decided to fit a pace maker and she was sent to recovery. Only 5 weeks later she was out on the town dancing last Saturday night. You don't get 'em like that on E Harmony!

Looking forward to catching up with everyone at the Rally.
Kindest regards to all,
Iain and Leila

We wondered where all our spare time went in the last couple of months. These photos cleared up the mystery.





PRESIDENTS REPORT - by Vince Parisi**Presidents Ramblings March 2017**

Hello Simcaites, I hope this Newsletter finds you all in the best of health and that you have been enjoying whatever you have been up to whether that be travelling, family time or just enjoying your Simca.

We are now well into 2017 and wow how fast has it come and gone with Xmas and New Year now just fond memories. I have had an email from Lenka Thompson who is the Grandaughter of Tad Lucoszek informing me of his passing, more details in the newsletter and on behalf of the SCCA I would like to express our condolences to her and the rest of Tad's family.

The year brings many activities for the Club all over Australia and New Zealand with our 2017 AGM to be held in Coolangatta at the Famous Cooly Rocks Festival, The Club has secured 15 Premium spots on Marine Parade during this event, The event attracts vehicles of manufacturers and are only vintage/classic or veteran with no moderns allowed, it certainly seems like it will be a very busy and exciting AGM with lots to see and do... I will send more details on once all vehicle details have been sent and confirmed, If you have accepted a spot in the display it will be allocated to you and your vehicle.

Early this year I was contacted by the Bay City Chrysler Club who invited the SCCA to attend their Chrysler by the Bay event, I must say I was a bit shocked that a Chrysler Club has accepted that Simca in Australia is/was part of Chrysler Australia and welcomed us to this event. The event was held at the grounds of Geelong Grammar on the weekend of the 11/12th of March.. I am pleased to say that there was a great attendance of Simcas and their owners with some travelling hundreds of miles to attend..... In attendance where.

Geoff and Ruth Rose.. P60
Harsha and son.. 90a
Harshas nephew.. 90a
Ian with partner Mandy.. Matra
Stephen Maloney..90a
Me.. Vedette

A great big thank you to all who attended and hope that next year this can be bigger event for our club to attend, the Chrysler club highlighted our cars and club all day and awarded the Vedette with a very nice award (I am told that there will be a Simca award next year). The Bay City Chrysler Club welcomed us to attend on a yearly basis..

I have just got over the Phillip Island Historic meeting where the Vedette ran impeccably all weekend and continued to impress the crowd, I was fortunate to receive 3 medallions on the weekend for Best in Class (but that's a long story) and have been approached by Glenn Everitt from Man and Machine magazine for a story about the Race Vedette and Simca in Australia, more details soon...

Now for the biggest news.....

SIMCA RACE TEAM TO ATTEND WINTON HISTORICS

Yes Geoff Rose with his Simca 90a and my Simca Vedette will appear together in the same event as a TEAM at the Winton Historic Race meeting on the 27/28th May.....

Let's have a big turnout to cheer on our heros (me and Geoff) and display our Simcas, I will arrange some entry tickets and a display area for us, let me know if you wish to attend and I will allocate a ticket for you...

The poster for the 41st Historic Winton event, held on the 27th & 28th of May 2017. It features a blue Simca race car with a driver in a white helmet. The text '41st HISTORIC WINTON' is prominently displayed in a stylized font. Below this, the dates '27th & 28th May 2017' and the event description 'Historic Cars, Motorbikes and Sidecars' are shown. The website 'www.historicwinton.org' and the location 'Winton Motor Raceway, Benalla, Victoria' are provided. Logos for Benalla Rural City, Winton Motor Raceway, VACC, Penrite, and others are at the bottom. A photo credit to Peter Ellenbogen is also included.

41st HISTORIC WINTON
27th & 28th May 2017
Historic Cars, Motorbikes and Sidecars

www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria

BENALLA RURAL CITY **WINTON MOTOR RACEWAY** **VACC** **PENRITE**

PHOTO - Peter Ellenbogen

VALE: TAD LUCOSZEK

Hi Iain,

Here are a couple of pics of Tad, I have been informed by his niece that Tad passed away recently, Tad was a Simca Vedette owner since 1958 when he purchased a new Vedette and was still driving it up until a couple of years ago, he was possibly the oldest, longest owner of a Simca in Australia, he was only a member for a short while and of course he was where the Race Vedette was found back in 2013 in his garage.. We pass our sincerest condolences to his family and hope that his love of his Vedette has stayed in the family..



SECRETARY'S REPORT - by Doug Murphy

Good day Ian and Leila,

Here's the Secretary's Report for the next issue of *Swallow Tales*.

Secretarial Matters;

This is the busy time of the year for the Secretary with membership renewals *and* the National Meet. Dawn at Billabong Caravan Park advises the balance of your accommodation can be paid upon your arrival.

Vince has booked 15 car spaces for display at Coolys. These are very good spots, along Marine Parade Coolangatta. Most pedestrian traffic goes past here so this will give the Club maximum exposure. Also here, cars can park rear to the kerb and onto the lawn (above the kerb). At these spots, you can sit under an umbrella or shade tent, right behind your car. Good work Vince. There is huge demand for these spaces. A decision on payment of Registration fees to Coolys had to be made quickly so Vince paid with his credit card and the Committee decided that the Club should refund him. (1826.85). Then the question arises, should each member pay or should the Club pay collectively for all those member presenting their cars. Vince, Morrie and I think the Club can and should pay. The price of parking seems horrendous (but even with subsidies I hear Coolyst battles to break even. It's the cost of doing business in Aus).

I subscribe to the philosophy, that a Club exists to maintain and improve the welfare of its members, and with members' agreement, to assist charities and those less fortunate.

Registration forms for the National Meet have been sent out with a few completed and returned. Luke and Michelle have circularised Queensland members seeking their willingness "to put their shoulder to the wheel". Skip and David Reeves have been on car runs with the Peugeot Club on the Gold Coast and have some ideas about car runs.

Our member Bev Mc Quaker of Bell in Queensland has been in hospital. We send our wishes for a speedy recovery, Bev.

There is a lot of accumulated expertise in this Club, especially with the longer term members. I believe some or much of this restoration information was

circulated in the past, and I think this should be updated, especially when we have new members asking where to source parts and how to do things. So I'm advocating we do the following:

1. Set up a *List of Interchangeable Parts*. The sequence would follow that of the *Vedette Parts List* book and would apply initially, to *Vedette and Aronde*.
2. Develop a *List of Parts Suppliers*- people who supply parts (and make them), parts, like lens or rubber seals or gears etc. This list could include members and others who have Simca spare parts and want to sell them. Some parts are very difficult to obtain or are very expensive to buy when dies have to be made. I would like to float the idea, that where dies have to be made or where the first item produced is very expensive, the Club can and should pay, and then recoupi that cost from subsequent sales. Morrie is prepared to be involved.

Treasury Matters: From 01/01/2017, the Club has received \$1030 from membership and Registration fees and \$10 in donations, outlaid \$489.68, producing a balance as at 28/02/17 of \$7860.09. Most of the outgoings were costs associated with producing the Newsletter, (\$304.04) and webhosting and domain charges (\$176.94) and name badges (\$8.70).

Membership Matters:

It's membership renewal time, with January 1 the due date for renewals. At the latest count, the Club has 41 financial members and 10 unfinancial members. This number of unfinancial will reduce; some have made arrangements to pay later. I will send out an overdue reminder notice. A warm *Welcome* to two new members; Delano Pinto and Pamela Fernando of Sri Lanka- restoring a Vedette and Steve Korezelids of Hobart. We also have a prospective new member in South Australia.

Doug Murphy

Dear Iain & Leila,

I'm not sure if you are aware, but your Simca Car Club membership fees were due on 1st January.

Would you please send me the attached Renewal form along with your payment if you wish to continue your membership.

If you wish to leave the club would you please let me know so our records can be updated.

The newsletter coming our very shortly will be the last one we send you unless you renew (which of course is our preference)

Cheers,

Doug Murphy
Secretary
Simca Car Club of Australia Inc.



Dear Members, if you are slack like us and haven't paid your membership fees it may be a good idea to get around to it as soon as possible. The spectacle of Doug appearing at your front door is quite frightening. It worked on us!

QUEENSLAND REPORT - by Luke Huntly

Hi Everyone,

Hope you all had a good Christmas and a well-deserved break. Apart from members being busy with organising the rally there is not much else happening. It won't be long now until registrations go out as June is approaching fast. We have only done a couple of runs with the local car club around Roma. We have also included an article from the Ipswich Veteran & Vintage Vehicle Club magazine, The Good Oil, which you may find interesting.

Kind Regards,

Luke & Michelle Huntly
Queensland Representatives

Luke and Michelle sent us a most interesting article on Keidge Motors Simca dealers in their area. Unfortunately we cannot get it to format for this edition. Instead we have sent you a pic to take you through the long cold winter.

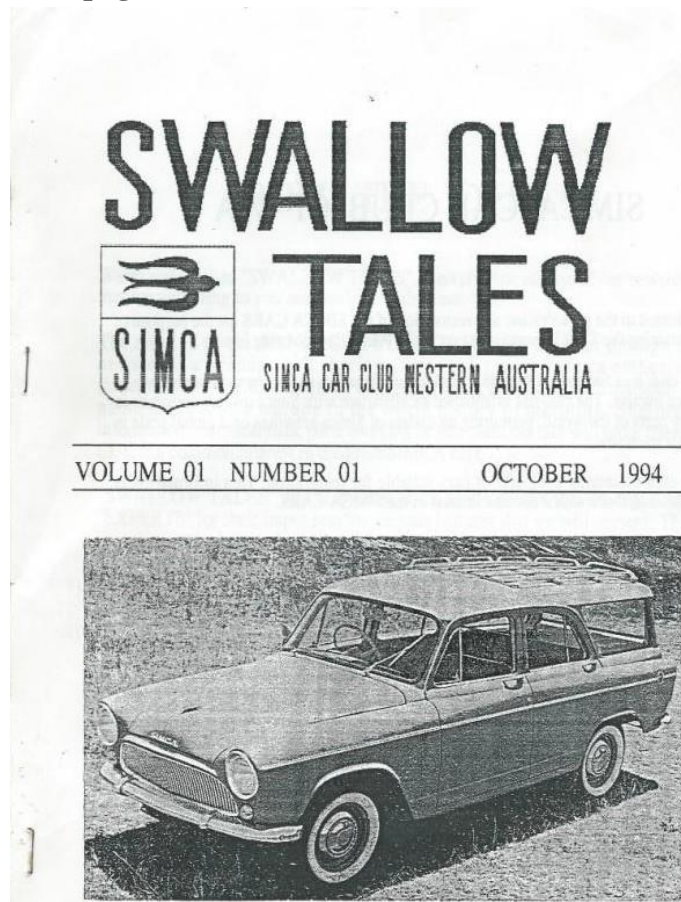


Coolangatta Beach. It might look like a scene from the movie Cocoon come June!

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

WA State Representatives Report – By John Pickles

With almost a quarter of the year behind us it's a reminder of how time flies. With our Simca Rally only months away my thoughts went back to the time the club was formed in 1988 with just two members and how it has survived and grown over the years, at the time of the rally in Queensland the club will have been in existence for thirty year. Must admit it took a while to get off the ground and our first newsletter "Swallow Tales" consisting of fifteen pages was not issued until October 1994.



This first issue of "Swallow Tales" gave homage to the unique Australia only Aronde P60 four door wagon with a full road test report of the vehicle. Also included was the first of our "People Profile" segments and featured our President Darrel Manning. I am sure we are all pleased and proud to see our club develop as a friendly Simca family who not only care for our cars but more so for the people who own them. For one reason or another it has been very quiet on the Simca front in WA so we have very little to report except for the activities from around the world. I guess the Simca enthusiasts would already have read an article suggesting the PSA group (Peugeot – Citroen) is considering reviving the SIMCA name with a low cost SUV manufactured in an Eastern Bloc country; the vehicle will carry the "Rancho" designation.



Nothing like the old Rancho



Our friend Jim Marr in Canada has put out a request for a pair of the rectangular front park lamps from the P60 Monaco 2 door. Any leads would be appreciated. Had a word from our good friend and president of the Simca Car Club USA Jim Conrady to say he found a 1956 Simca Vedette Versailles which is minus the engine and gearbox, this poses no problem as Jim has a motor and gearbox tucked away in his barn. From all indication the car is straight and near rust free and for US\$400 a real bargain even though it's on the West Coast and Jim has to get it to Ohio. Someone has combined my two favourite cars, the Studebaker bullet and the Simca Vedette to make the ultimate camper out with the welder boys!!



**You reckon Vince has an attractive racer, then what about this one.
John Pickles – State Representative WA**

PEOPLE PRO FILE

Darrel MANNING
President SIMCA CAR CLUB WA

Current Cars :

1954 BONDLEY open wheeler race car

1957 90A SIMCA "Elysee"

1959 SIMCA "Vedette"

1962 SIMCA P60 "Aronde"

1964 SIMCA P60 "Aronde"

1965 MUSTANG coupe 289



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

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

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

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

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

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

'Til next issue - Viva Le Simca

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

by Chris Bailey

Hello Iain, Doug Murphy sent me an email suggesting we try getting the following into the next Newsletter . Simcas have been Invited to join the French Car Festival in Melbourne on 1st October 2017 at Macleay Park on Buchanan Oval in Balwyn . Also, should there be any interest in Gippsland , Victoria there sits a lonely P60 in a farmers paddock up for grabs , photos are available . The contact here is Robert on 0427564336 . Regards to you, Chris Bailey

It was a great day down at Geelong on Sunday attending the Chryslers by the Bay event, Our club was invited to attend by the Bay City Chrysler Club and we were made very welcome on the day with the Simcas attracting much attention....

Regards Vince Parisi





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

Hi All from S.A.

Now the weather is cooling down it is easier to get outside or into the shed for car related activities. Of course the excitement is building as we plan the trek to the National Simca Rally.

With Freds help we relocated Ross Flemings "Simca 1" to Lobethal and last week transported it to transport company to be trucked to Sydney for Morrie to play with. Fred and I managed to make it driveable ,first up by bypassing electric fuel pump and syphoning fuel into carby from container sitting on the battery. I had to disconnect generator, as with battery connected generator was smoking ,not good when you have loose petrol in the vicinity. By the time Swallow Tales is printed car will be at Morrie's where it will be his headache to work out where all those extra wires come from or go to. This is a good example of adding wiring or bypassing original wiring and expecting whoever inherits your car knowing what on earth you have done,magnified when only red or green is used. Draw a diagram for future reference.

Ina and I went on a local club run last weekend, about 150kms and the blue wagon ran exceedingly well with recon radiator fitted, so good we have decided to do a longer run to Mildura for the Easter Rally.It will probably be a good 1000km plus the weekend runs. We will then decide wether to drive or trailer the car to our rally in Queensland.Time is flying and we will be there sooner rather than later.

We have sold our house but not my sheds and transferred household effects into sheds taking up valuable space,however my hoist is still

accessible. Glen the new owner works for "Collectable Classics" in Woodside, the same family which owns the Goolwa motor museum, the rally visited in Sept 2015. so he is sympathetic to the old car movement.

You will be happy to know from last magazines story that Ina landed safely in a swimming pool and was very happy to have saved \$10.00, after all \$10. is \$10.

Time is flying and before we know it June will be here and we will be on our way to Queensland, can't wait and look forward to seeing you all again.

Cheers Robert.



Pretty good landing Ina! You should try out for the Olympics!

NEW SOUTH WALES REPRESENTATIVE'S REPORT – by Morrie Barrett

New South Wales report.

Already two and a half months have slipped away and deposits have been paid for accommodation for those attending “Coolies Rock” on the Gold Coast, great to see that Barbra and Don Scanes will also be able to attend.

The first outing for Sydney based Simca's was Australia Day I was able to attend two functions the first being at the 3rd Settlement Reserve Toongabbie this hosted by the local Lyons Club and also includes an Australian Citizenship ceremony.



Only one Simca at this event there as seen on the photograph and the other photo is of a small engine display by the Sydney Antique Machinery club, this concluded at 11am, then I drove to the Australiana Village at Wilberforce and displayed the Grand Large alongside Don Scanes P60.

Belinda the daughter of out late Member Ross Fleming has transported two of Rosses P60's from Adelaide to NSW and thanks to the efforts of SA Member Rob Stapley, Rosses prize winning P60 with SA number plate SIMCA 1 was made driveable so it could be driven on and off the flat top.

After meeting and discussing with Belinda on the best way to get the car registered in NSW, I have undertaken to get it roadworthy for Blue Slip inspection by firstly refurbishing the brake system and obtaining new tyres, the P60 arrives at my place on Thursday 16 March.

It will be nice to have another P60 on the road in NSW



Hi again,

Simca 1 wiring just about back to standard, now for the brakes.

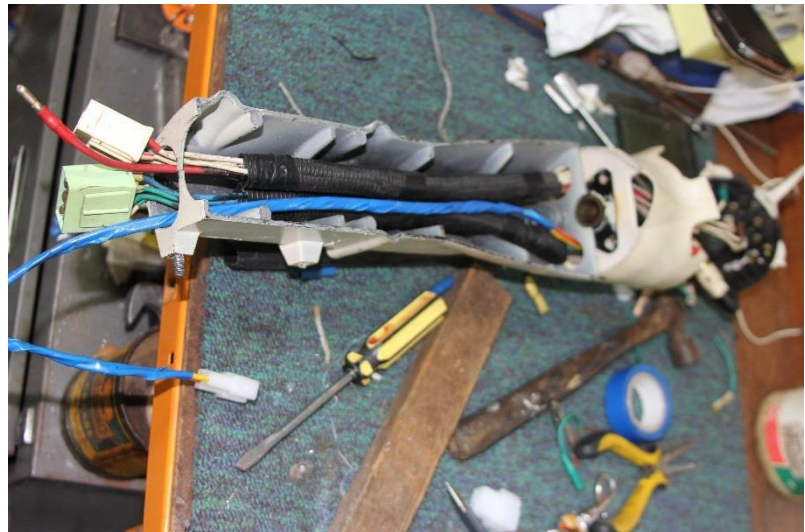
The black P60 seen at Mudgee last Tuesday wide wheels and spoiler engine standard interior not pretty asking \$1,200.00 maybe \$400. still too much, there are three more up there no photos as yet.

Regards Morrie



In Morries garage. Wouldn't mind it in mine.

Just as well Morrie is an electronics whiz. It helps he is also fond of sphagetti.



A rare Chrysler prototype. The only one produced, was going to be marketed as the "Blacktown or Rooty Hill edition". All jokes aside looks a pretty straight car and it deserves to be saved.

1956 SIMCA ARONDE - €24,500



This Aronde was recently advertised in Europe for 24,500 euro and needed complete restoration. Simca prices generally in their adds showed a sharp rise.

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

G'day. Things are very quiet here Quinn and I attended the monthly Burger fuel gathering before xmas each taking our 1501 wagons it made history where else do you see two wagons at the same time nowhere else in NZ anyway. The annual March display at windsor park was cancelled for the first time ever du to a week of heavy rain and the state of the park though it did fine up for the day!. We went to the Dannevirke show the last weekend in Dec we used the new tow dolly I made for the first time all went well untill the ariane blew the top radiator hose so off with the etoile's one as it was being towed and Lucy ent back a few klms to Ivan all good after that while there I met up with my long lost brother I hadn't seen for some years. unfortunately he goes back to the USA shortly so might not see him again. The young boy that liked the 01s/w at the main street show was located and he came around with his parents it was good to say thanks in person and I was shocked to find out he is only three though he looks nine. in the middle we had a visit from Kitty's parents all the way from the the Netherlands it was good to see them again after meeting them at their home in Holland. On the 25th Feb we fair welled Damian the young chap from Mildura as he left Napier for a promotion store manager in Palmerston North. Now there is a problem with Ariane's oil pressure and charging curcuits needing a visit to a electrictian still no heads back for Ivans v8 dam and we are having brake problems with the p60 brakes so I need to get cracking? also I am waiting for a specialist visit to the hosp again Sorry there is no morefotos as the is a large fault in this computer at leest its fine soi must start working Colin





Colin, those legs, if Hollywood calls, get Ivan to do the next report!



Notes left in milk bottles For those of us who remember Milk deliveries in Bottles,

here is a good example of a collection of notes left in milk bottles...

These notes came from the archives of a large British milk distributor.

Dear milkman:

I've just had a baby, please leave another one..

Please leave an extra pint of paralysed milk.

Cancel one pint after the day after today.

Please don't leave any more milk. All they do is drink it.

Milkman, please close the gate behind you because the birds keep pecking the tops off the milk.

Milkman, please could I have a loaf but not bread today.

Please cancel milk. I have nothing coming into the house but two sons on the dole.

Sorry not to have paid your bill before, but my wife had a baby and I've been carrying it around in my pocket for weeks.

Sorry about yesterday's note.. I didn't mean one egg and a dozen pints, but the other way round.

When you leave my milk please knock on my bedroom window and wake me because I want you to give me a hand to turn the mattress.

Please knock. My TV's broken down and I missed last night's Coronation Street . If you saw it, will you tell me what happened over a cup of tea?

My daughter says she wants a milkshake. Do you do it before you deliver or do I have to shake the bottle?

Please send me a form for cheap milk, for I have a baby two months old and did not know about it until a neighbour told me.

Please send me details about cheap milk as I am stagnant.

Milk is needed for the baby. Father is unable to supply it.

From now on please leave two pints every other day and one pint on the days in between, except Wednesdays and Saturdays when I don't want any milk.

My back door is open. Please put milk in 'fridge, get money out of cup in drawer and leave change on kitchen table in pence, because we want to play bingo tonight.

Please leave no milk today. When I say today, I mean tomorrow, for I wrote this note yesterday.

Milkman please put the coal on the boiler, let dog out and put newspaper inside the screen door. P.S. Don't leave any milk.

No milk. Please do not leave milk at No. 14 either as he is dead until further notice.

Colin and Lucy



Photos from Vines recent outing at Phillip Island.
Here are a couple of pics from PI.. The old girl is doing everything right
and is strong..(I presume he is talking about the car)





A new page has been added called "Simca Torque." A segment to assist members with shared information, on maintenance on our cars.

SIMCA TORQUE

Some years back Swallow Tails had a section called Simca Torque, over time our Club has welcomed many new Members so to assist both new and old Members this section will be reintroduced into Swallow Tails.

Members/readers are invited to forward contributions to our Editor.

The information below has been submitted by Morrie Barrett

Rear Axle 90A and P60 Bearings/Bushes

WHEEL BEARINGS

Replacement wheel bearings are now available as sealed unit's by installing these you further reduce the chance of differential oil leaks via the wheels.

To replace these bearings it is necessary to remove the axle's from the rear axle housing also located within the housing of original vehicles there is a metal encased felt oil seal designed to permit a small amount of oil to lubricate the original wheel bearings.

With the installation of sealed bearings there is no further need for oil so remove the old metal encased felt seal and replace it with a real oil seal, both bearings and seals are readily available from stockist.

Part numbers

Wheel bearing...NTN Bearings...6306LLU/2AS

Oil seal.....NAK9043SIL.

REAR AXLE BUSH REPLACEMENT

Original front and rear bushes are currently available on ebay Australia.

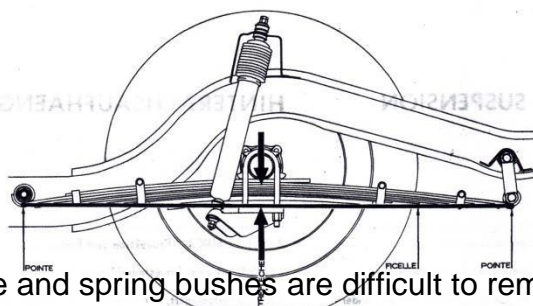


Fig. 1. - Measuring the camber
Bild 1. - Messen der Höhe des Gegenfeils

If you are replacing original bushes with the original replacement bush you need to carefully mark/record the exact position of the bush in both the spring eye and the chassis as these centres are fixed and line up with the slotted shackle straps, then carefully mark the replacement bush so it can be lined up when it is pressed back in to position.

Once the bushes are removed use a circular wire brush to clean the holes then apply a small amount of grease in the holes prior to pressing the replacement bushes in to place.

The nuts on the shackle bushes are locked in place by tab washers that can be re used however I have replaced all the shackle bush nuts and front rear spring castle nuts on my aronde with nyloc nuts.



Members may borrow this tool provided that they agree to meet the cost of postage both ways. Contact Morrie.

Recently whilst rebuilding my Rush engine I came up against the problem of sourcing new big end bolts. After extensive search it was obvious no o/e bolts were available. As everything else in the engine was new or reconditioned and balanced there was no way I was putting old big end bolts back in. My local engineering shop, run by an enthusiast asked for an old bolt as a sample. After much searching he came up with a perfect match except for very minor machining. The machining came in the form of dressing with a sharp file. JP racing bolts for Datsun 240Z bolts are a perfect fit. They aren't cheap but are 10 times stronger than the original and will never break. So there you have it you don't have to build an inferior engine.



Funny Bones

As we Silver Surfers know, sometimes we have trouble with our computers.

Yesterday, I had a problem, so I called George, the 11 year old next door, whose bedroom looks like Mission Control, and asked him to come over.

George clicked a couple of buttons and solved the problem.

As he was walking away, I called after him, ‘So, what was wrong?’

He replied, ‘It was an ID ten T error.’

I didn’t want to appear stupid, but nonetheless inquired, ‘An, ID ten T error? What’s that? In case I need to fix it again.’

George grinned. ‘Haven’t you ever heard of an ID ten T error before?’

‘No,’ I replied.

‘Write it down,’ he said, ‘and I think you’ll figure it out.’

So I wrote down:


IDIOT

I used to like George.

P.S. One of the reasons why we avoid our grandkids as often as possible. The other is fiscal.



The only two French cars at yesterday's Launceston Motor show.
I have owned several 404's and they have all been wonderful enduring cars.



SHARE THE PASSION

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NEW SOUTH WALES
Unit B, 12 Frederick Street, St Leonards 2065

NORTHERN TERRITORY
Hidden Valley Motor Sports Park,
Hidden Valley Road, Berrimah 0828

QUEENSLAND
Unit 5, 305 Montague Road, West End 4101

SOUTH AUSTRALIA
863-865 South Road, Clarence Gardens 5039

TASMANIA
337-341 Argyle Street, North Hobart 7000

VICTORIA
321 Warrigal Road, Cheltenham 3192

WESTERN AUSTRALIA
152 Burswood Road, Burswood 6100

**Call 13 46 46 for the cost of a
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SH02984 29/04/11 A

PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

The 2017 renewal of membership is due on January 1st 2017. If you are overdue, please pay now. Don't forget members can pay their subscriptions by bank transfer or to the club secretary.

Electronic Funds transfer (EFT)

BSB: 633-000 Bendigo Bank (branch at Braidwood NSW)

Account number: 135350668

Please identify who is paying and for what if possible in the reference section with name and subs amount.

Don't forget to fill out Renewal Form attached so that all your details are correct/current. Please don't copy them from the previous year.



Breaking News

Lewis Hamilton showed remarkable sportsmanship for a change at last week's Melbourne Grand Prix. He even smiled quite a bit, you could even get to like the lad.



SIMCA CAR CLUB AUSTRALIA Inc. CLUB MEMBERSHIP RENEWAL

Jan – Dec. 2017

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

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

Address: Please print full postal address

Contact Details: **Home:** -----

Mobile: -----

Email: -----

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

Please indicate (x) in the boxes for any personal information you do not wish to be published by the Simca Car Club Australia Inc.

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

Annual Membership Subscriptions

Simca Car Club Australia Inc. membership operates from:

1st January to 31st December each year.

All Membership Fees are due and payable each Year on: 1st January

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

Signature/s: ----- **Date:** -----

(Both signatures required for Family/joint membership)

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

Secretary/Treasurer S.C.C.A. Inc.

Doug Murphy

PO Box 2151

Wellington Point

QLD 4160

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

Bendigo Bank: 633 000 A/C No: 135 350 668

International Transfers:

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Please put your name and “Subs” in reference Section.

Payment via PayPal – pre-arrange with Secretary.