



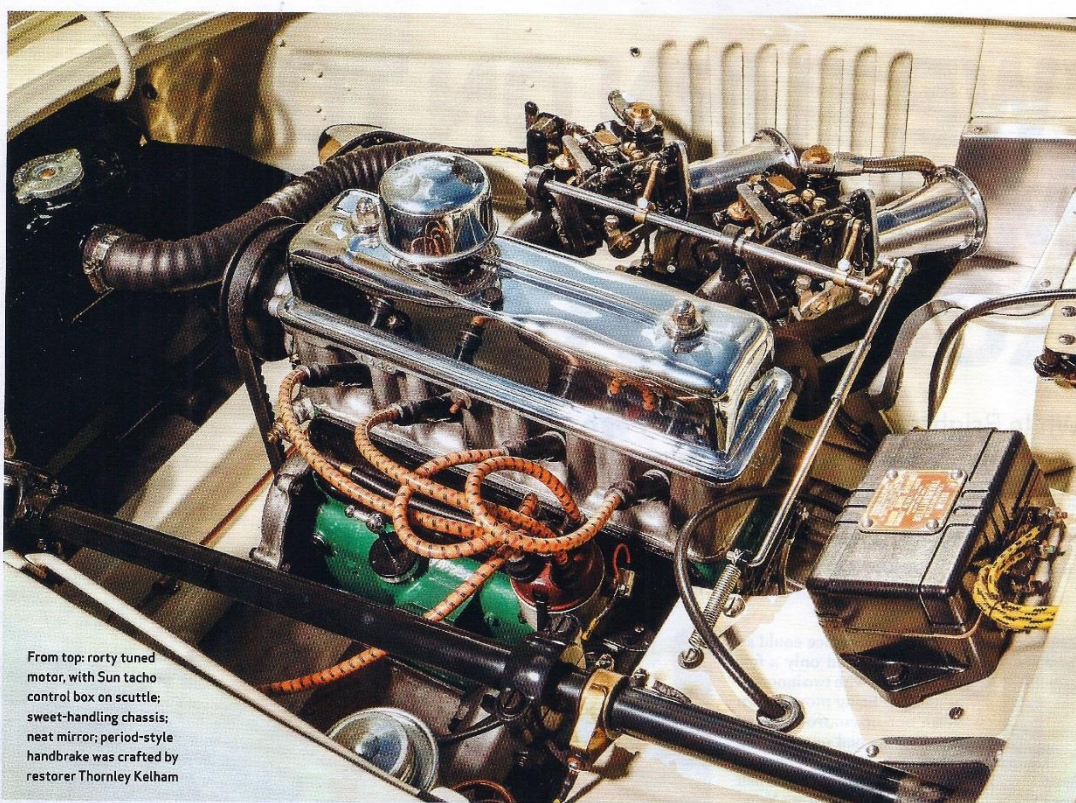
# SWALLOW TALES

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

VOLUME 23

NUMBER 1

March 2016



From top: rorty tuned motor, with Sun tacho control box on scuttle; sweet-handling chassis; neat mirror; period-style handbrake was crafted by restorer Thornley Kelham

Now that's a MOTOR!



## 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,

We are running late again and I must apologise. A reasonable excuse would be the wife. Three weeks ago we were at a BBQ at my sons place. My grandson at 18 was moving to Melb., to get away from boring old Tassie. Full of geriatrics, yes like me and nothing to do. Leila stepped backwards off a ledge and ended up in hospital. She managed to break 4 bones in her foot, plus other muscle damage. Result, 7 weeks in a wheelchair and a further 6 weeks in a moon boot. We have had a really busy month at work and as a result, my walking stick is nearly worn out. The grandson? The big girls blouse was back in 3 weeks. Tassie is not such a bad place after all! I often have fond memories of growing up in Sydney, but I am reliably told, I would not like it so much now. I have included a photo I took, at 19, of my Simca, with Mum and my brothers and sister, upon returning from church. The location is William St, Ermington just up the road from John Brown. I google earthed it recently and the family home was gone and a double storey monstrosity built in its place. I guess that is progress. But is it? Reverse progress to me, was slipping down to Circular Quay on Sunday, catching the "South Steyne" to Manly, band playing on the fore deck, cruising past the flying 16's and diving into the refreshing surf.



Back to the future our President has been beating up a storm with his exploits with his racing Vedette. He now has a strong following in Brazil, home of the racing Vedette. Apparently some of the original race cars still exist. Just as well Eva isn't still around, apparently she had quite a penchant for racing drivers. With Vince's new following and fame he would have been a shoe in.

The AGM in October will come around soon enough and it will be great if as many members as possible can attend. Leila and I, hope to take a few days and enjoy the catch up.

I notice from our NZ report that Colin and Lucy are heading over to Amsterdam. Hey guys if you have any spare energy, toss it our way. My brother in law was recently there and shot me back some photos. Lucy, for goodness sake, if Colin says he is going out window shopping, he's not out for a pint of milk!

Good health and have fun until next time.

Iain and Leila.

**PRESIDENTS REPORT** – by *Vince Parisi***President Report March 2016**

Another year is upon us and the festive season is truly a memory.... And another about to creep up with Easter at the end of March this year, I hope I find you all well and healthy and that you have all enjoyed our summer wherever you may be in Australia or New Zealand and that you have enjoyed your Simca in whatever way you can.... You may be restoring, driving, sitting, polishing, looking for a part or maybe RACING a Vedette..... But whatever I hope you have enjoyed yourself.

Congratulations to the Q/land 2017 AGM Rally Sub Committee on their excellent work in arranging accommodation for this event and although it is about 14 months away I am already getting excited about attending, many thanks to Doug, Michelle, Luke and Kerry and everyone else who has contributed..... well done.

On a sad note Club Member Mr. Robert Belot passed away on the 2<sup>nd</sup> of February, My Sincerest Condolences to his wife Kay and family and hope that they find courage in their time of grief and am sure that he will live on in their memories.

I am pleased to report that I have completed the build of the “Race Vedette” and am very very happy with the finish, The first outing was at the Geelong Speed Trials and although not quite at the finished level that I had wanted I decided to take it and run down the 400mtr strip anyway, performance and braking left much to be desired but it was really just a day to have it out and about and showcase it amongst the other vehicles, it attracted much attention with many people commenting on it’s rarity and beauty, the target date for total completion was set for mid Feb so as to be able to attend the John Brash Dash at Calder Park organized by the Historic Touring Car Association of Victoria as this would be a test day and iron out any bugs for it’s debut race at Phillip Island on the 11/13 March, I am glad to report that the Vedette is ready and after some minor tweaks performed extraordinarily well... although power is limited and gear changing is exciting under brakes it handles and corners extremely well....

Again the Vedette captured the interest of many and was awarded the Best Historic Car of the day and received the John Brash Dash Trophy.

I intend to enter the Vedette in 4 Historic meeting this year firstly Phillip Island the biggest meeting in Australia then in May Winton Historics and again Winton in August with the last event at Sandown Historics in November... I hope that you may be able to come see it compete at some stage and get a buzz out of watching the only racing Vedette in Australia and possibly anywhere else in the world.....

The Brazilian Face book friends are also very excited about the Vedette and Alexandra Fornari’s father raced many Vedette’s in Brazil and he still has these Vedette’s although not racing but attending various other events, our face book page has attracted over 120 Brazilian friends and they are amazed that there is a Vedette competing here and show much interest..

I believe preparations are underway for our 2016 AGM in Albury (more detail in this newsletter) and I look forward to catching up with a few members then.



Have a great Easter with family and friends with whatever you have planned and go enjoy your Simca whether it's restoring, polishing, driving or RACING.....



Best Regards

Vinny Vedette Parisi



Engine sounds strong and revs happily to 5800RPM, but only makes power to 4600.

Brakes struggle to pull up from 150KPH but hopefully will get better.

Handles beautifully and very stable, slight twinge from rear under hard acceleration in corners.

Is great fun in second and have not been able to reach top speed in third gear yet (roll on PI).



Well what a weekend... the Vedette is "Racing" sort of at least it is in the Events but is at least 10 seconds of the pace and needs a 4 speed gearbox desperately, again it attracted much attention throughout the weekend and performed very very well, the engine revs to 5800rpm happily and sounds fantastic, the brakes are better but finding 2nd gear is proving to be a problem, the speedo was bouncing at the end of the speedo cluster on the front straight and I think I may have been going at about 110MPH and flat out into turn one was exhilarating... compared to the Alfa the Vedette seemed to be like a Double Decker bus.... I still have a smile on my face and am looking forward to Winton in May.... hope you enjoy the pics.



Regards Vince Parisi.





Shots from Geelong speed trials.





SECRETARY'S REPORT - *by Lorraine Laney***Secretary/Treasurer's Report - March 2016**

Greetings to all members – I trust that you all enjoyed the Christmas break with family and friends and began the New Year with health and happiness. How quickly the year is racing ahead – it hardly seems any time since 1<sup>st</sup> January, when we were all wishing everyone a Happy New Year!

Speaking of 1<sup>st</sup> January (and wearing my Treasurer's Hat) - that is when Simca membership renewal fees were due. Thank you to those members who have already dealt with the matter of fees nice and early! Unfortunately currently there are only 14 members who have paid their fees. Have you paid yours? If not, please attend to this as a matter of some urgency as our Constitution states that renewals are to be paid within 90 days of the due date. This is one of the changes which were made to our Constitution by Special Resolution at our 2015 Special General Meeting. All members were notified of changes in September/December issue of Swallow Tales on Page 9: (which appears below)

***Clause 2.8 : Fees and Subscriptions:***

**a. Clause 2.8 a) New Members:** (First Paragraph) Delete "1st July and expire 30th June the following Year" and replace with "1st January and expire 31st December of that year."

**b. Clause 2.8 b) Renewal Members:** (First Paragraph) Delete "1st July and expire 30th June the following Year" and replace with "1st January and expire 31st December of that year."

**c. Clause 2.8 b) Add** "Renewal of Annual Membership Fees is to be paid within 90 days of the due date." (Insert at start of 4th Paragraph.)

You will find a Club Membership Renewal Form at the end of this issue of Swallow Tales – please be certain to complete the form and send it on to me.

Back to matters Secretarial – I enjoyed the break over Christmas and New Year and used that time to check on records, filing system, stationery and prepare for the influx of annual subscriptions. To keep members up to date:

***Correspondence In:***

1. Thank you note from Nance Hodge which reads: "Thank you for the life membership of the Simca Car Club. Ray and I had many happy memories of rallies attended, friendships made and lots of phone calls to keep in touch. Once again thank you members, much appreciated. Yours sincerely, Nance Hodge.
2. Thank you note from John Brown for the sympathy card which was sent from the Committee and Members of the Simca Car Club Australia Inc.
3. Fair Trading - acceptance of changes made to our Club Constitution.

***Correspondence Out:***

1. A donation of \$100 was sent to the Semaphore Surf Club in appreciation for the free usage of their function room for our 2015 AGM.

2. Sympathy card with personal note to Kaye Belot re her husband Robert.

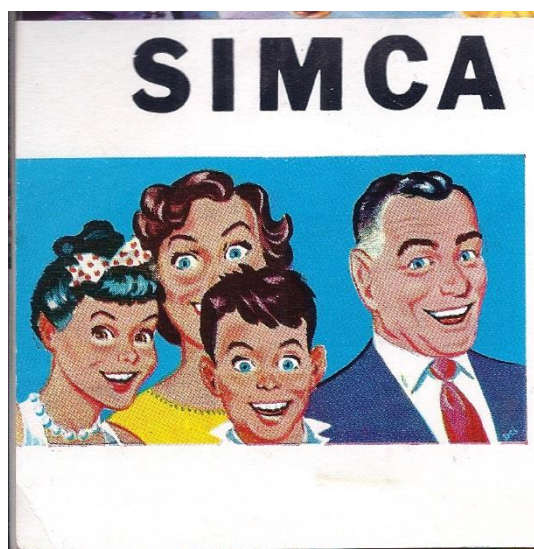
*Committee Changes:*

1. Voting at the 2015 AGM left a Casual Vacancy for the position of State Representative for Victoria/Tasmania. Iain and Leila Dyer were happy to fill this position and Committee subsequently appointed them to the position and extended thanks and congratulations.
2. In December 2015 notification was received that Ivan Smith was no longer able to continue as New Zealand Representative. Colin Smith was happy to fill for this position and Committee subsequently appointed Colin Smith back to the position of N.Z. Representative. Again, thanks & congratulations.

We were saddened by the loss of our member Robert Belot on 2<sup>nd</sup> February this year. Unfortunately I have been unable to contact his wife Kaye personally, but have left messages. I trust that she knows our thoughts have been with her.

Our 2016 annual General Meeting has been set down for Saturday 8<sup>th</sup> October at Albury at the Hume Motor Inn – more information to follow in due course. Morrie Barrett has booked 10 rooms for our members' accommodation – please see his report.

Finally, I would like to wish all members a safe and happy Easter.  
Lorraine Laney – Hon. Secretary.



Only Happy Club Members!

QUEENSLAND REPORT - *by Luke Huntly***Queensland Report**

Hi Everyone,

Happy New Year!!

We have received a good response from the expression of interest for the 2017 Rally that was sent out earlier in the year. Doug is busy organising the accommodation and those who have responded will receive further information about their booking very soon. If you would still like to send through an expression of interest please contact us on 07 4622 3361, email [beitz@hwy54.com.au](mailto:beitz@hwy54.com.au) or Doug Murphy on 0402 845 925.

New member, Chris Buckner from Brisbane is extremely keen to acquire a Vedette having been his first car way back in 1966. He would love to get his hands on one and attend next year's rally with it. He can be contacted on 0438 374 436.

We have been contacted by a bloke in Toowoomba who has a couple of Simca Wagons. One in good condition and the other not so good. We checked them out when we were there recently for the Swap Meet. It's surprising how many Simca's are out there. A family connection has also told us that when he was driving through NSW once he saw about 20 Simca's lined up along the fence near Katoomba.

Wishing everyone a Happy Easter.

Kind Regards,

Luke and Michelle Huntly  
Qld Reps



## WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –

*By John Pickles*

## WESTERN WHISPERS

WA State Representatives Report – By John Pickles

As we welcome in the year 2016 we are also saddened to learn the passing of our NSW member Robert Belot. While our members in the West did not have the pleasure of meeting Robert in person, he like most members was held in high regard as a member of our “Simca Family”. Our sincere condolences go to the Belot family in their time of sadness.

Unlike our Eastern States comrades very little has been happening on the Simca scene in Western Australia apart from the fact that John Pickles has placed the Simca Vedette “Versailles” on the open market. The car was placed on “Gumtree” and sold within 19 hours with the buyer placing a substantial deposit, unfortunately the offer was made without consultation with the wife and to avoid a divorce the buyer opted out of the deal with most of his deposit being returned. The vehicle was then placed on eBay and surprisingly attracted 1276 hits and 76 watching, but at the end of the day no buyer.

I should imagine most have seen the report on Vince Parisi and his wonderful flying machine “The Racing Vedette”. On what can be classed as the first full track run for the car it performed so well and gained so much attention it was awarded the coveted “John Brash” trophy. Then came Phillip Island and while not being the fastest car on the track it attracted more attention than most other competing and I think it fitting that we congratulate Vince and his band of helpers for the fine effort that really put the Simca name to the forefront.

The time has come where I have been rather ruthless and most of the used Simca parts have ended up in the skip bin and the clean-up hasn’t just been confined to the Simca bits, seventeen cartons of old motor books and magazines going back to the 1950’s were donated to the Motor Museum of WA and about eight cartons of various parts to the Veteran Car Club WA. There are heaps of new parts for the Simca Aronde (some Simca 8) which I will be placing on eBay and Gumtree in the future, parts include new piston sets, new crankshaft for the Simca 1200 motor, new bearing sets for the “Flash” motor etc. In every clean-up much time is spent sitting looking through old magazines etc. before deciding their future and there are just some things one has to share, this article was published many, many years ago.

### THE CONVENIENCE OF CARS

By C.A.L., Doubleview, WA

The wool prices boom of the early 1920s made it possible for many wool growers to buy cars.

Townpeople often commented enviously that the station owners and sheep “cockies” had become so dependent on their new toys that they even used them to go from the back door to the toilet.

This observation was not so very far from the truth for, in those days, no matter how modern the homestead, indoor plumbing was definitely out. The toilet was still built over a hole in the ground and, because of sanitary reasons and the incidence of flies, it was sited a fair distance from the house. On one West Darling property where I worked, it was about half a kilometre.

However, the grazier, being a man of means, provided a Citroen coupe for his family and guests to drive to and from the toilet. It was kept parked in the homestead yard. Non-drivers could call on the gardener, who slept in a room on the back veranda, to act as their chauffeur at any hour of the day or night. This privilege was even extended to the cook and housemaid but they had last call on the shuttle service.

Ian Williams has retrieved the Vedette he found on a farm in the wheatbelt area of Western Australia and now has it at home down south. The car is now for sale and would have to be the cheapest Vedette offered for sale over the past twenty years, then again it may be in the poorest condition of any Vedette offered for sale over the same period. For anyone interested in the car it may still be listed on Gumtree.

This reminded me of what I once read. "An unrestored car has patina and character that a fresh restoration can't touch. To put it in human terms, it's the same as a weathered and wrinkled elderly man or woman who has wonderful stories to tell of a well-lived life, as to a cosmetically enhanced person who poses and looks pretty but hasn't much personality.

**"A CAR CAN ALWAYS BE RESTORED BUT IT IS ONLY ORIGINAL ONCE"**



**"One previous owner, totally original, needs a little TLC"**

**AN INVITATION FROM THE PEUGEOT CAR CLUB OF WA TO JOIN THEM IN A WEEK-END AWAY IN BUSSELTON 22-23 MAY 2016. CONTACT JOHN IF INTERESTED.  
John Pickles.**

## VICTORIAN/ TASMANIA REPRESENTATIVES REPORT – *by Stephen Maloney*

There has been a little bit of crossover here, as I have spoken to Stephen Maloney and he was prepared to finish the year. However everything in our area (Vic/Tas) is centred around Vince and his racing Vedette. I don't think many of us realise the commitment and time put into this project, not to mention money. For a comparison, think brand new Mitsubishi Triton 4wd GLXR, turbo diesel dual cab Ute, around 50k. The sort of things grey nomads buy. Fortunately Vince doesn't fit the demographic. Grey means hair, get the inference? Have to be a tad nasty, as he's spending so much time on the red carpet. Time. Vince has spent virtually one year, full time, building the car into the remarkable machine it is today. Vince only does quality and for those of us who have seen the car, it is there in spades.

Our car, 90A or as it should be, ASA, seems to have taken on the persona of "Christine". It must be the only Simca in the world to have had three head gaskets for one engine rebuild.

### History to Date: 1

Engine rebuilt at our own workshop, ran about an hour and ran all the bearings. That was at home idling in the shed. No one thought to have the crank cleaned and it was full of rust. The lesson here is, we did up an engine that had sat for many years, and took things for granted.

### Attempt No 2.

A couple of mates and I pulled the motor out and disassembled it to the last nut and bolt. Sent everything back to the machine shop and supposedly had everything done. Every single new part available was sourced, pistons, rings, little ends, bearings, seals, timing chain, head completely rebuilt, everything done. Whole lot balanced and supplied with ARP rod bolts. Another mate helped put it together and installed. Went for another hour, ended up with 7 litres of oil/coolant in sump.

### Attempt No 3.

One of the original helpers now retired, a former engine builder on the Coca Cola racing team, took over. I was on the same team 40 years ago and we have been great mates since. (My job was coffee maker and wheel polisher). As Henry the V111 would have said. "Off with her head". Upon removing the head, it was found a lump of metal had been stuck to the head, when fitted. This had in turn crushed the fire ring on Number 4 into an oblong shape. The gasket blew from there into the nearest water jacket. After fixing other problems, we fired her up. Geoff noticed only 2 of the oil feeds were working on the rocker gear. Off it came again. Upon completely disassembling, the rocker gear was blocked with the same black grit that ruined the bearings. Upon tedious cleaning, he is another Vince, refitted, all is sweet. The lesson here is the machine shop was told to do everything needed, but check, and check again. Hopefully on the road soon.

To all those struggling with a restoration, alcohol helps.

Cheers

Iain



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

Hi Everyone,

Well the dust has settled on the 2015 National Rally and already preparations are well in hand for the 2017. The organizing committee are busy and we anticipate a great time. Decisions have to be made, do we take a modern or Simca, trailer or drive. At present I am leaning to towing the teardrop and taking a few days to travel, taking it easy and no stress. However as you know the best laid plans can easily come undone.

Today was a local club run to Mannum on the river Murray about 50km from home. I took the wagon and brown sedan out of the shed and parked them side by side in the front paddock yesterday morning. When the time came in the afternoon to fuel up I had decided the brown car would be having the outing, I started the engine and the ignition switch fell apart. Not to worry the blue wagon will do so simple to switch. Out to Woodside fill with petrol 98.9 cents a litre and home. Travelling into Lobethal I heard a loud bang like a spark plug escaping or a fan belt breaking. I continued home and lifted the bonnet to find that half a fan blade had broken off punctured top tank of radiator and deflecting up into the bottom of bonnet denting it and removing paint on top. I now need to repair and repaint bonnet, not to mention ignition switch. Well I wouldn't want to be idle.

Meanwhile wanted to buy, water pump, timing chain ignition switch, etc.

Apart from that needless to say we went to Mannum in the Subaru, checked out the museum, paddle steamers and steam engines. Lunch at hotel with about 20 club members, good company good food and perfect weather.





I believe that Vince is at Philip Island this weekend with his Vedette racer. My Thursday/Friday boss's son is also racing there this weekend in a red Datsun 1600(I think) I wonder if they bump (bump?) into each other perhaps I'm hoping that perhaps they don't.

As promised here are the answers to the quiz in the post rally issue, not necessarily in the correct order.

John Smith, Patricia or Luke, Vince, John Pickles, Skip, Ina, Skip, John Smith, Geoff or Rob, Gelske, Harsha, Lucy, Don, Geoff and Ruth or Luke and Michelle, Doug, Ian, Geoff, Josephine. Do you think I would be foolish enough to put answers in the correct order.

See how you go and put them in the correct order. Send answers to us and we will present a prize at the AGM.

I think I have finished for now, hoping to see you all at the AGM.

Cheers

Robert Stapley



NEW SOUTH WALES REPRESENTATIVE'S REPORT – *by Morrie Barrett*

Not a lot has transpired since my last report, a block booking has been made with the Hume In Motel, Wodonga Place Albury for our General meeting in October with the view of arriving Friday and departing Monday, if you are considering attending please advise Loraine(our Secretary).

Following up on locating fuel pump kits I have forwarded a sample to a contact in Qld who believes he can provide some kits, will advise in due course.

I had cause to travel to Brisbane in February and whilst up there stayed 2 nights at the caravan Park which has been selected as our base for next year's AGM, met with Doug Murphy and Robbie Verhagen for an inspection of the facilities (excellent) also caught up with Wayne and Diane Yeo.



THE *Chatelaine*

The convenient big cargo space and smooth-riding comfort of this attractive station wagon have made it a favorite for family touring as well as day-in, day-out usefulness. The interior is practically and smartly finished in washable plastic material. The rear seat folds flush into the floor, making a sturdy, continuous loading platform. The tail-gate can be extended to increase loading capacity even further. Powered by the rugged FLASH SERVICE engine for husky performance and economy.

*What a handy vehicle. A pity we didn't get it in Australasia*



## NEW ZEALAND REPRESENTATIVE'S REPORT –

Hullo from kiwi land. we are still waiting for the engine recon man still however we have installed the new valves in the new block and have to measure the gaps in crankshaft and big ends before the sump can be fitted at last some progress on Ivan's Vedette, late November the local vintage car club held its first ever open day and we had to show off again after much borax from lots of folk. I did the gymkhana on my new mobility scooter lots of fun and laughter. The next weekend I had the honour of taking father xmas to the vcc on the little red engine. Early in Jan in recognition of all the help that Peter has given Ivan and I with shifting cars to and from displays and the wiring problems on Ritchard's Versailles, to date we gave him the 90a we had here. I towed it to Peters behind the 1501 sw to date a lot of work has been done on it. On the 26th of Jan, Lucy and I went to Peters and met Kitty's parents here from Holland for a few weeks, taking them for a ride in little red. On the last Sunday in Jan we went to Richards shed in Wellington to pick up the last of the 1,000 parts on the way down Iva called out here it comes and in a flash the Huskette bad dog zoomed past on his way to the show in Dannevirke we hurried with the loading and headed back to catch up with Steven at the show this being the first I have seen this simca powered Husky. Sunday the 13th march we attended the annual show at Windsor Park a lot of spot prizes came our way. And today we were at a gala with three cars and the red truck in which we gave children rides,

And now for the news, Peter and family return to Holland every may school holidays, and when we were at Peters to meet Kitty's parents we were invited to go to the Simca meet in the Netherlands the next day Kitty and I visited our travel agent and it was sorted Lucy and I leave for Amsterdam on the 28th of April with a 3hr stop in Hong Kong on the way Peter and Kitty meet us at Amsterdam airport and look after us for the next few days showing us around etc. on the 5th May we all go the Simca meet in Venray speedway 6th and 7th on the 8th of May we leave the Netherlands and all of us return to NZ on the same flight stopping in Hong Kong for 12hrs on the way not looking forward to getting there but looking forward to being there

Colin / Lucy





handing the key to Peter



Lucy talking to Ritchard Davies



more simca on show at local vcc



simca's on parade @vcc club open day  
8/11/15



*Even Lewis Hamilton had to start  
Somewhere!*





## Auckland Classic Brit & Euro Car Show

The 6<sup>th</sup> March saw the start of a new car show in Auckland, called the Auckland Classic Brit & Euro Car Show. It was held at Lord Elsmore Park which is also the home of the Howick Historical Village. If the attraction of 450 classic cars wasn't enough then a gold coin donation for entry to the Village was an added attraction (usual entry is \$15). There were over 50 Jaguars, loads of MG's, a variety of European Peugeot's, Citroen's, Lancia's, Alfa Romeo's & Ferraris but only one Simca. We were there with the Humber Car Club and parked beside our group was an interesting display of Morgan's.



European model with plastic body and plenty of plastic surgery!



No plastic surgery on this 54 year old

The Simca attracted the usual interest of those who have owned, worked on etc., one chap I had a lengthy conversation with had a Simca dealership in Morrinsville, which is in the Waikato, south of Auckland. Later in the day a previous Simca owner and motor mechanic said he had a Spare Parts catalogue for the Aronde if I was interested, so I have just visited him and purchased said parts catalogue from him.

There was no time for sitting around relaxing during the day, ourselves and most of our car club friends spent time exploring the Historic Village. It presents life in a Fencible Village between 1840 – 1880. Ex servicemen from the British Army or Royal Marines were offered free passage to NZ, an acre of land and a two bedroom cottage for providing military duties protecting Auckland if required (this did not eventuate). On arrival they lived in a tent until





there house pack arrived and could be constructed. Day time was spent working their land but they returned to the village at night for safety. The story of an Irish policeman arriving with his 13 year old wife living in the village and subsequently having 12 children was intriguing yet typical of life at the time.

I'm looking forward to the second Classic Brit & Euro Car show next year. Meanwhile next weekend we are off to the Karaka Vintage Day with the Simca, it's always a good day of old farm equipment, and rides on traction engines, draft horses & carts and even steam boats on the lake: Also looking forward to that.

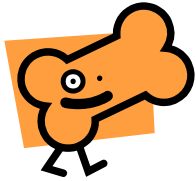
Gerard Crombie. NZ



"Cosy cottage" made of grass sods apparent made 30 years ago (roof gets replaced every few years).



*Our Simca Clubs busiest couple*



*Funny Bones*

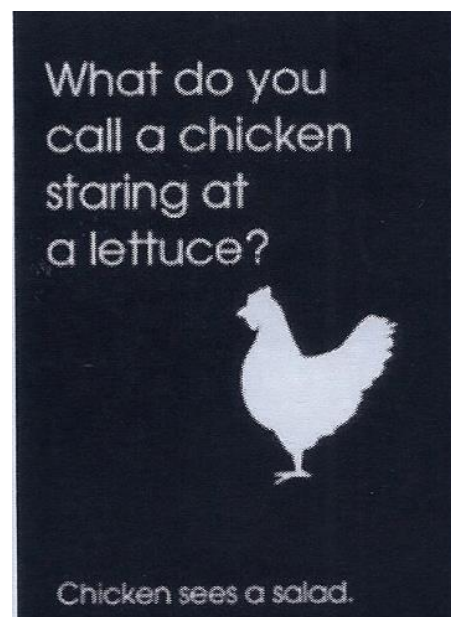
## Directions to Heaven

A little boy was waiting for his mother to come out of the grocery store. As he waited, he was approached By a man who asked, "Son, can you tell me where the Post Office is?"

The little boy replied, "Sure! Just go straight down this street a coupla blocks and turn to your right."

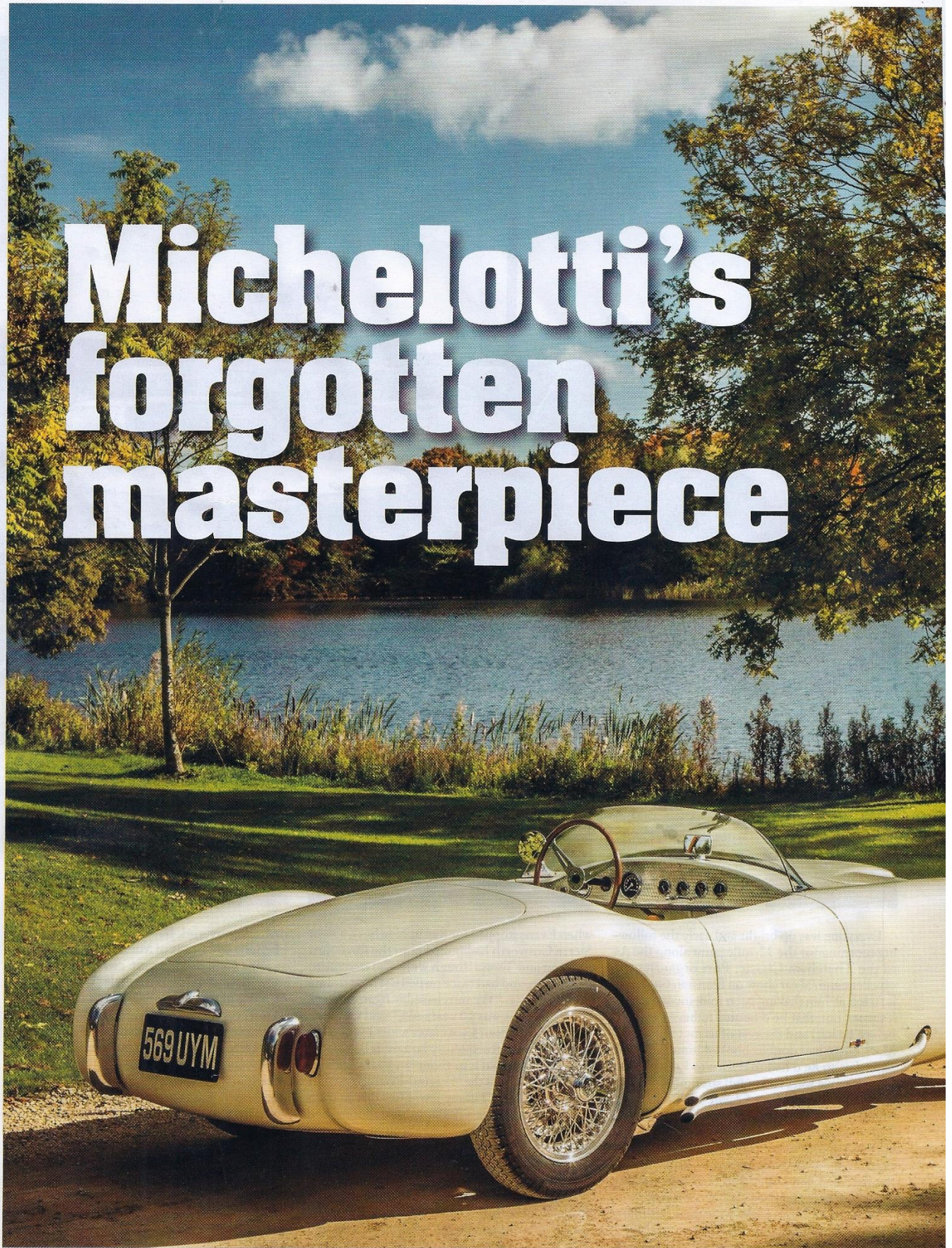
The man thanked the boy kindly and said, "I'm the new pastor in town. I'd like for you to come to church on Sunday...I'll show you how to get to Heaven."

The little boy replied with a chuckle. "You're bullshitting me, right? You don't even know the way to the Post Office!"



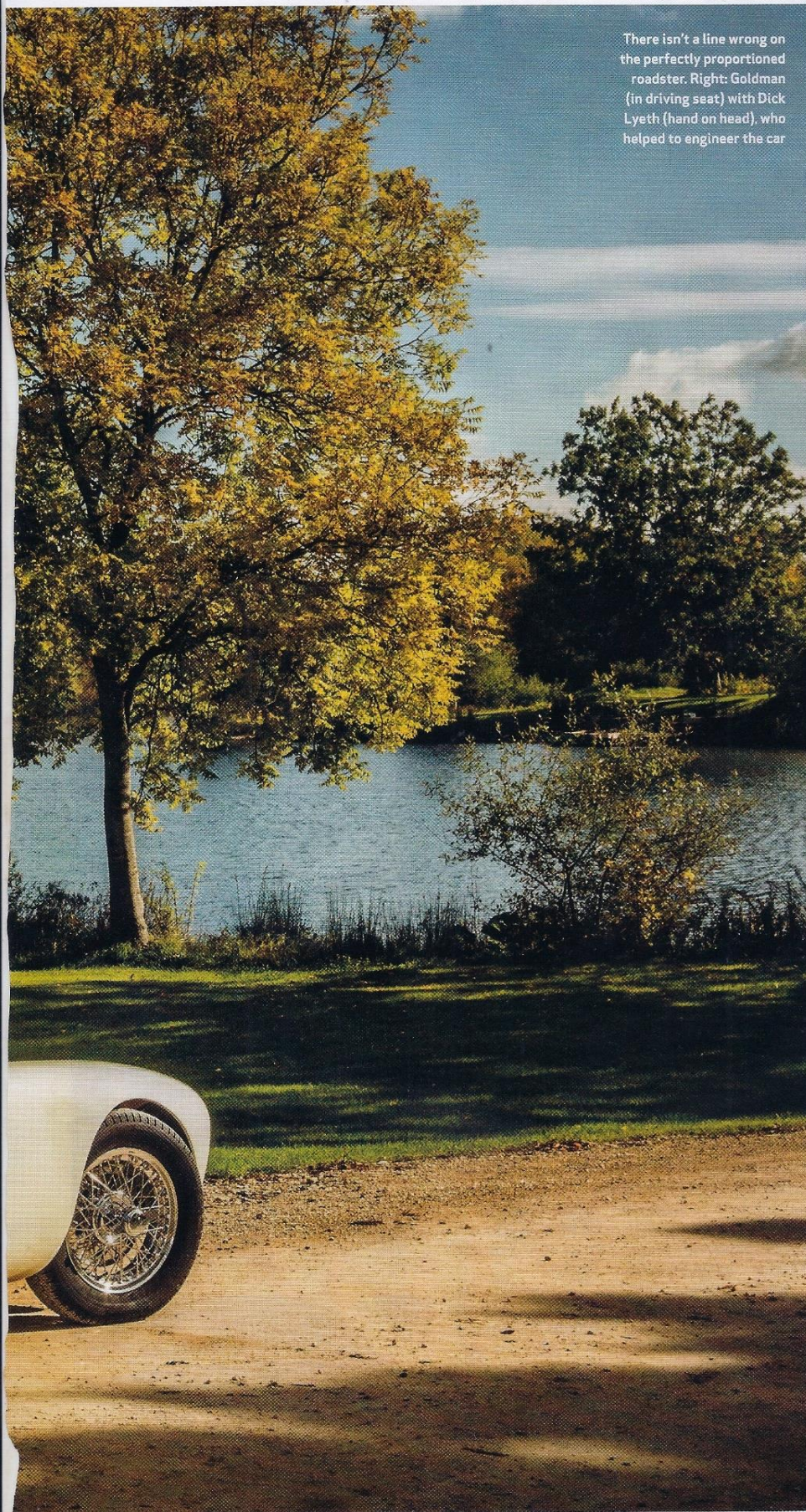


# Michelotti's forgotten masterpiece

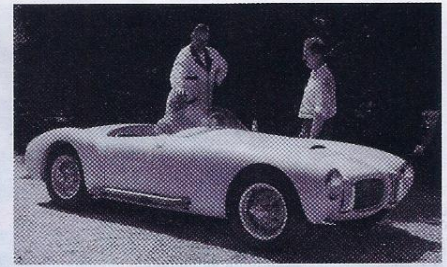


152 Classic & Sports Car February 2016





There isn't a line wrong on the perfectly proportioned roadster. Right: Goldman (in driving seat) with Dick Lyeth (hand on head), who helped to engineer the car



## Paul Hardiman discovers the back story behind the Goldmanini – a gorgeous Italian-American one-off built by Motto of Turin

PHOTOGRAPHY **TONY BAKER**  
ARCHIVE **KARL LUDVIGSEN/GUY BERRYMAN**

**A**pppearances are deceptive. This lithe, liquiform beauty might just be the perfect sports car, its exquisite shape taking you on a grand tour of the best of Italian coachbuilding. But only a tiny constructor's badge gives a hint as to what it might be. Lancia? There's a touch of D24 about the front. No. Cisitalia? Almost. From the rear there's even a light dusting of Porsche 550 Spyder, but it came from Turin. Viewed alone, there are no clues to its size. It looks tiny, although it's actually about as big as an MGA, its extreme limbo accentuating the width. You think you've seen it before but that's master craftsman Motto's art at work, because this sublime roadster is the only one in the world. And you can join the dots from this delicate beauty back to the MG Midget: not the open-top A35, but the T-series of the 1930s.

Though Abingdon's sports car had been gratefully received after WW2, pretty soon American racers realised that its square-rigged profile was hampering top speed – even when propelled by Ford V8s – and that better aerodynamics would help. So one enterprising hotshoe had a sleek all-enveloping body devised by Carrozzeria Motto in Turin. The first one was built on a TD frame, but that was deemed too heavy and agricultural, even with its independent front end, so a better chassis was commissioned from GilCo – Gilberto Colombo. Two more cars were made, and bodied the same way. That left a third chassis, which ended up as the car here. It's based, in finest etceeterini tradition, on Fiat 1100 mechanicals, with Motto coachwork styled by Michelotti.

Its history isn't quite that simple, though, as its owner, Coldplay member Guy Berryman, has found out during his exhaustive research. Originally it was slated to have a Fiat 8V 'Otto Vu' engine, but the car ended up with a tuned 1100S motor, which made it suitable for Sports Car Club of America (SCCA) Class G racing.

It raced only once, and was then put away for 40 years, not long after appearing at the Henry Ford Museum's 1956 Sports Cars in Review exhibition – an annual showcase of the world's latest and most exotic machinery.

Berryman acquired it in 2013, and takes up the story: "In 1953, three special-bodied TDs were built. MG racer Dave Ash was convinced that





THAT TUNED SIMCA MOTOR IS  
INCREDIBLY RAUCOUS – THINK  
MINI COOPER SANS MANIFOLD

From top: sweet *barchetta*  
has hints of Lancia D24;  
Carrozzeria Motto badge;  
rare 36D02M Webers are  
shared only with Alfa  
6C-2500; half of boot is  
filled by '53 Beetle tank

the mechanical components of the TD could be competitive if given a light and aerodynamic body. Carrozzeria Motto in Turin was enlisted to reshell the MGs because it was the known master of creating lightweight aluminium coachwork for sports cars. Two of these TDs were built on a tubular frame designed and produced by GilCo, a specialist in race-car chassis fabrication. The Motto-MGs proved to be very successful in SCCA race meetings and caught the attention of Paul Farago when they beat his Siata.

He adds: "Farago was an Italian living in Detroit. He was a mechanic, racer and car builder who later became an engineer for Chrysler. Inspired by the Motto-MGs, Farago instructed Carrozzeria Motto to make a similar *barchetta* on the same GilCo 'diamond' frame that was designed for the MGs. It was styled by the prolific Giovanni Michelotti, but by the time that the body and chassis had arrived in the US, Farago's commitments with Chrysler left him little time to build the specials that he had become well known for. So the Motto-bodied project was passed on to fellow SCCA racer Max Goldman, who took charge of assembling the car."

Berryman has talked to Goldman's son, also called Max, who says that a tremendous amount of time went into constructing the car in their workshop in Ann Arbor, Michigan. Starting in mid-1954, it was created over 12 months or so with the help of notable engineers John Camden (GM, Camden Superchargers) and Richard Lyeth (Lyeth Engineering, Hi-Tork Differential). It was painted India Ivory from Chevrolet's 1954 colour palette. John Camden recalls that

the motor built for the car by Paul Farago was "an 1100 Simca 'four' with a modified cylinder head, special Winfield camshaft and dual side-draught Weber carburetors with tubular intake manifold" and that it was "a hot little number".

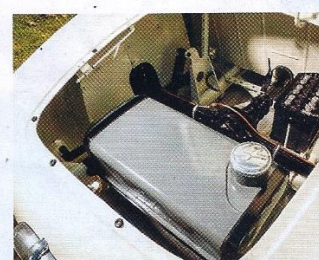
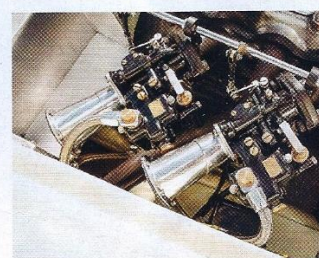
Farago had already proved himself to be an expert with tuned Fiat-based engines that were measured to produce more than 100bhp per litre, which was a remarkable achievement at the time for a normally aspirated motor.

"Farago intended to fit a Fiat 2-litre because he had owned 8V Ghias and the Supersonic," says Berryman, "but 8V engines were not easy to come by and, by the time the car arrived in the US, he offered Goldman a race-tuned 1100 unit. One of the conversations we had when restoring it was whether we should be using an 8V as originally intended. If I'd been earlier I could have had the 8V it was meant to have, but that engine has now gone back into the car it belongs in."

Goldman was eager to drive his new Motto-bodied spider and entered it for an SCCA race at Watkins Glen in September 1955.

"John Camden remembers helping to set the car up with Max at a private track at Waterford Hill before the meeting," explains Berryman, "but the Watkins Glen entry is recorded as a 'Did Not Arrive' – presumably because the car was not fully race-prepared."

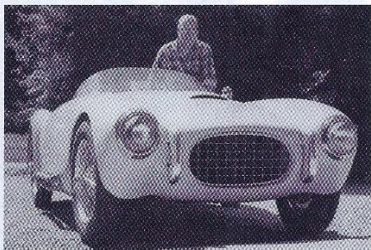
Towards the end of 1955, Goldman agreed with Frank Davis, the Curator of Mechanical Arts at the Henry Ford Museum, that the spider would be displayed in the museum's 1956 Sports Cars in Review exhibition. On 13 January, it appeared for three weeks alongside a Mercer







From top: simple bucket seats and Nardi wood-rim wheel in sparse cabin, with gorgeous Sun rev counter straight ahead; all three Motto MGs, competing in period; Max Goldman with the Goldmanini; Motto diamond chassis uses Fiat 1100 running gear, *de rigueur* for an etceterini



Raceabout, Jaguar D-type, Mercedes Gullwing, Lancia B24 Spider, Ferrari 250 Europa and the sensational Ferrari 250GT Berlinetta Speciale: "Max showed a certain sense of humour by naming his Motto spider the Goldmanini, perhaps hoping to convince the general public that the car was an entirely Italian creation."

By the summer of 1956, Goldman had decided to sell the *barchetta*, because he had purchased the John Bentley ex-Sebring Abarth Boano 207A 1100 Spider, which was likely to have been more of a front-runner. His Goldmanini was bought by John Camden's old school friend and Pontiac employee, Dan Hosler, who had seen it in the Sports Cars in Review show. He drove the spider to Flint for a time-trials session and once to Owosso Speedway for a race that was to be its first and last competitive event.

Writer and historian Karl Ludvigsen visited the car at about this time. He was spending that summer working for GM in Detroit and took an interest in any auto activities going on around town. He took a series of photos showing the

car's construction, and these helped massively to get the details exactly right during restoration.

After the Goldmanini had languished in Dan Hosler's garage for almost 10 years, in mid-'65 he advertised it for sale in *Road & Track* magazine. It was bought by a man from Ohio and taken away on a trailer, but was never paid for so Hosler had to go and retrieve it. He continued to correspond with potential buyers, retaining copies that have provided a valuable source of the spider's history, and it was eventually purchased by Peter Zobian in 1973.

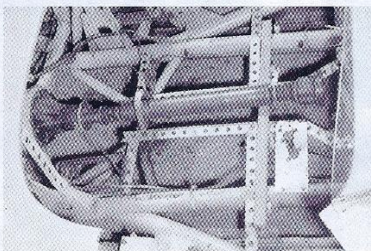
Zobian paid \$450 for the car and trailered it, part-disassembled, to his home in Ann Arbor – where it stayed until it was bought by Berryman.

As Berryman recalls: "I'd been talking to Peter about another car and he sent an old picture of it on his driveway – and behind that I saw this very interesting *barchetta* and thought: 'What's that?' He replied: 'That's my Motto-bodied spider. I've had it 40 years and I'm going to be buried in it.' And then, later, I got the call..."

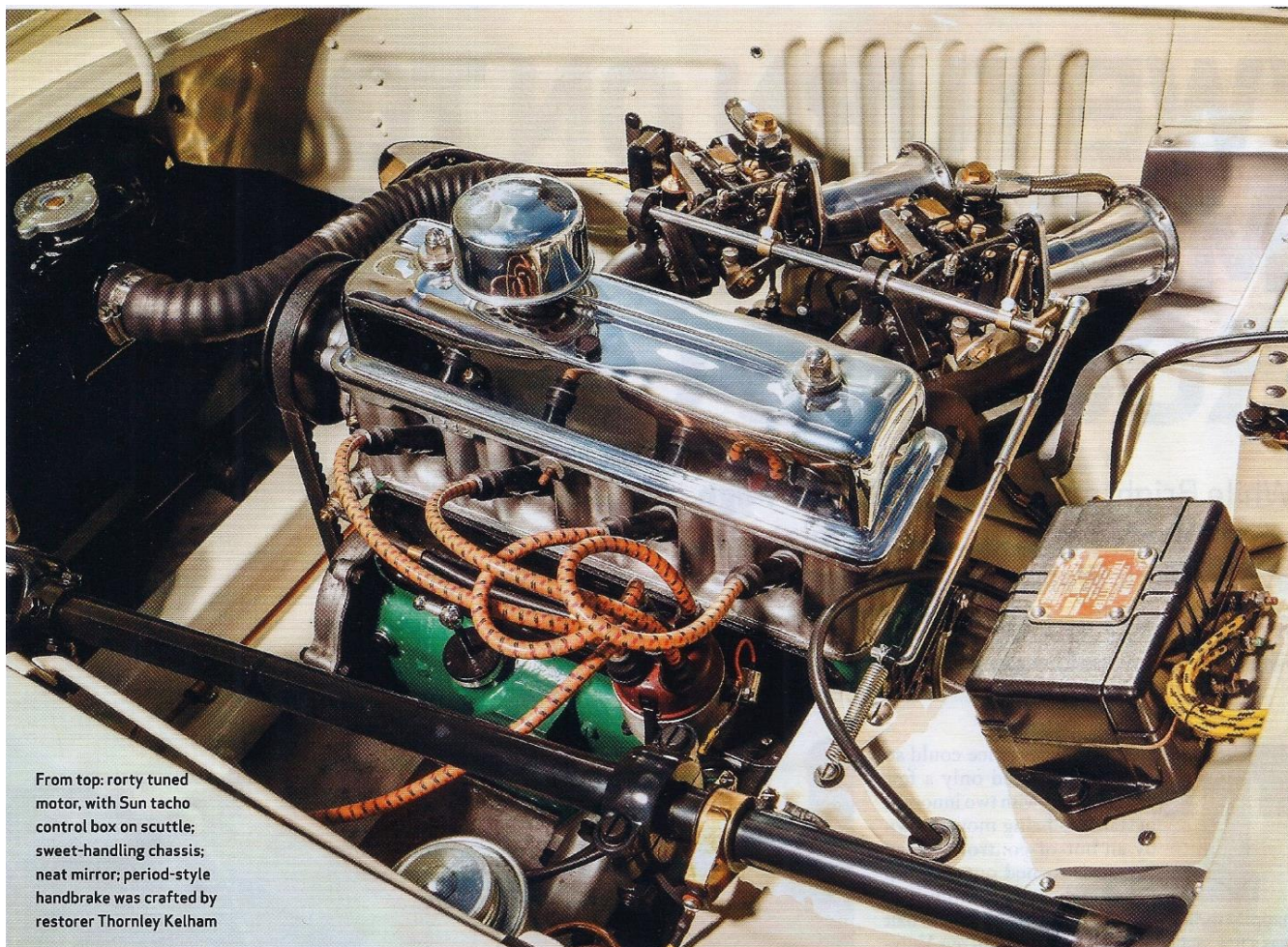
Berryman snapped it up. He's passionate about his cars and is a proper petrolhead, having started playing with his dad's MGB at home in Kirkcaldy as a lad, but admits that he only has "chunks" of time to devote to his classics, the day job taking him away for long periods.

Thornley Kelham became involved when founders Simon Thornley and Wayne Kelham stumbled across the Goldmanini in storage and Kelham "fell in love with it".

"We didn't have the time to do it here [at his Gloucestershire home, where he maintains an impressive workshop]," says Berryman, "and we







From top: rorty tuned motor, with Sun tacho control box on scuttle; sweet-handling chassis; neat mirror; period-style handbrake was crafted by restorer Thornley Kelham



wanted to get things moving. Because Wayne had been so enthusiastic, we sent it to them."

The shell was in pretty good shape, as Berryman points out: "It had covered only about 60 miles, so the body was just about perfect." But it never had a handbrake, which the TK men had to engineer: "By that time, I'd already spent two years researching the car, getting pictures from Max Goldman's son, so, when we came to rebuild it, we knew every detail. I had to find a fuel tank from a '53 VW Beetle – not a '52 or a '54 – but the Webers came with the car. The only other model that uses them – and I know this because I have one – is the Alfa 6C-2500."

With the original front bumpers left off for now, there's a hint of D24 about the nose, but the spider is similar in shape to other Motto-built cars of the period, such as the Siata 208S. It's clearly related to – though much more shapely than – the slabby Motto MGs.

Says Berryman: "Goldman had the front over-riders fitted upon completion, but he must have removed them for the car's display at Sports Cars in Review. I felt for its appearance at Salon Privé that it would be nice to follow suit. The original Motto-crafted over-riders are still present and I may decide to refit them at some point."

Under that beautiful skin is Fiat 1100 front suspension that looks like a Morris Minor set-up executed by elegant Italians, and a simple leaf-sprung rear. There are classic '50s sports-racer cues everywhere: all-synchro 'box, finned ally sump, 7000rpm Sun rev counter with control unit on the engine side of the bulkhead, plus tiny Porsche Speedster-style bucket seats. But this car

is so low that it's easier to look over or around the Perspex screen rather than through it. There are stainless-steel scoops under the back of the sills, though it's unclear whether they're intended for brake cooling or wheel spray deflection.

Being basically Fiat 1100, it is remarkably untemperamental to drive. There's no ignition switch so you just turn on the power via the battery cut-off in front of the passenger seat, then prod the starter button. The chassis is superbly balanced and the steering a little stiff, but when we drove the car it was fresh from the concours with hardly any miles on it. The brakes are firm and powerful, too, the vented Fiat drums being perfectly adequate for the flyweight they have to arrest. None of the gauges work, except for oil pressure (and if you're going to have only one...), but they will, including that fabulous Sun tacho.

The tuned Simca (née Fiat) 1100S motor is, however, incredibly raucous – think Mini Cooper *sans* even an exhaust manifold – thanks to the tips of the twin sidepipes being only 6ft from the exhaust valves, with nothing but nature in between. Still, Mercedes 300SLRs are the same and we forgive them. A solution may be devised, but for now those and the very short gearing keep trips short. A taller diff has been found, and that should make actually going places in it a more relaxing proposition.

And, though it landed the award for Most Sensitive Restoration at Salon Privé last summer, driving it is the plan. Berryman fancies taking the car touring in Italy – where it came from, after all: "It would be nice for Franco, Rocco Motto's son, to see it."



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# SIMCA

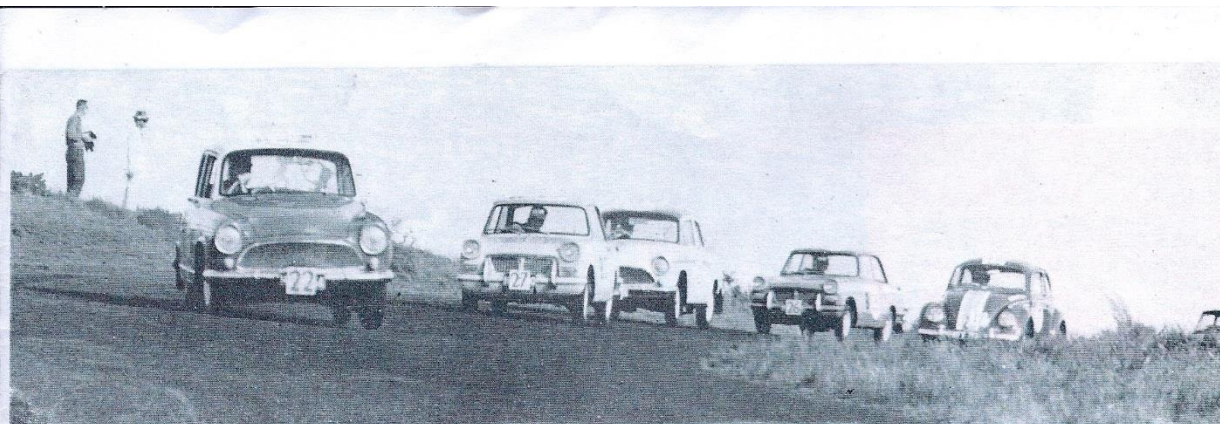
TROUNCES ALL  
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CAR GRAND PRIX



FIRST, SECOND AND  
THIRD PLACES

751 TO 1300 cc CLASS





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".

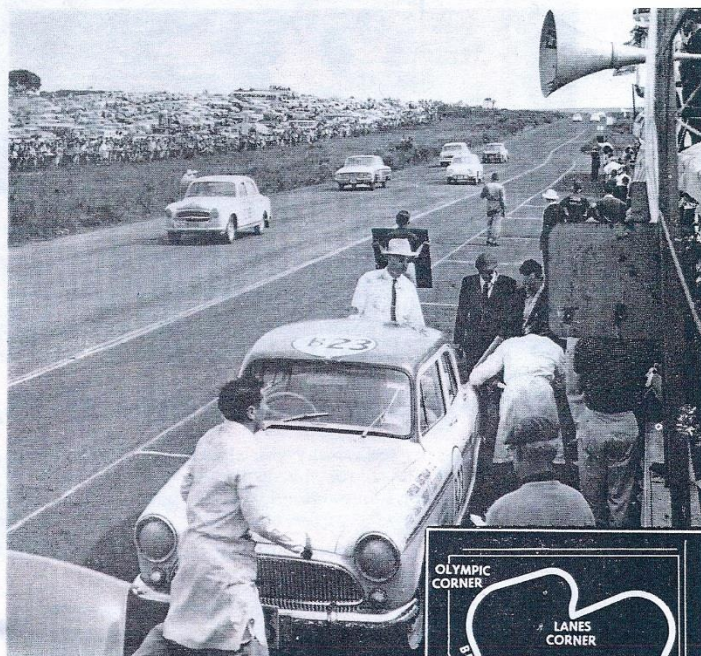
Simca literally "trounced" all the opposition in its Class "B" taking first, second and third places. First was Melody Motors car, driven by M. W. Galt, D. Stewart and Bill Murray. Second was the Eiffel Tower Motors car with J. A. Nougher and L. W. Marsh at the wheel. Third — B. J. Auto Service with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

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

-some Car this  
**SIMCA**  
from Chrysler

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.



Above — Map of the 3 mi circuit.

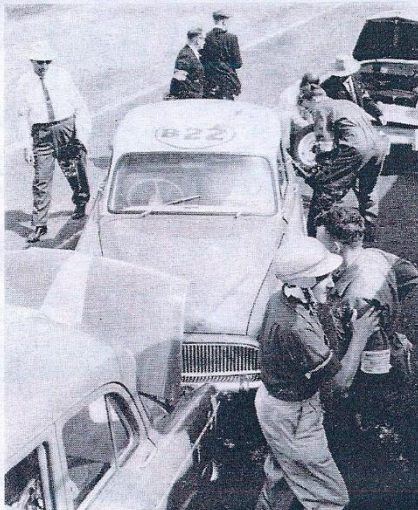


# "ARMSTRONG 500" —TOUGHER ON MACHINES THAN ROUND AUSTRALIA TRIALS...

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.

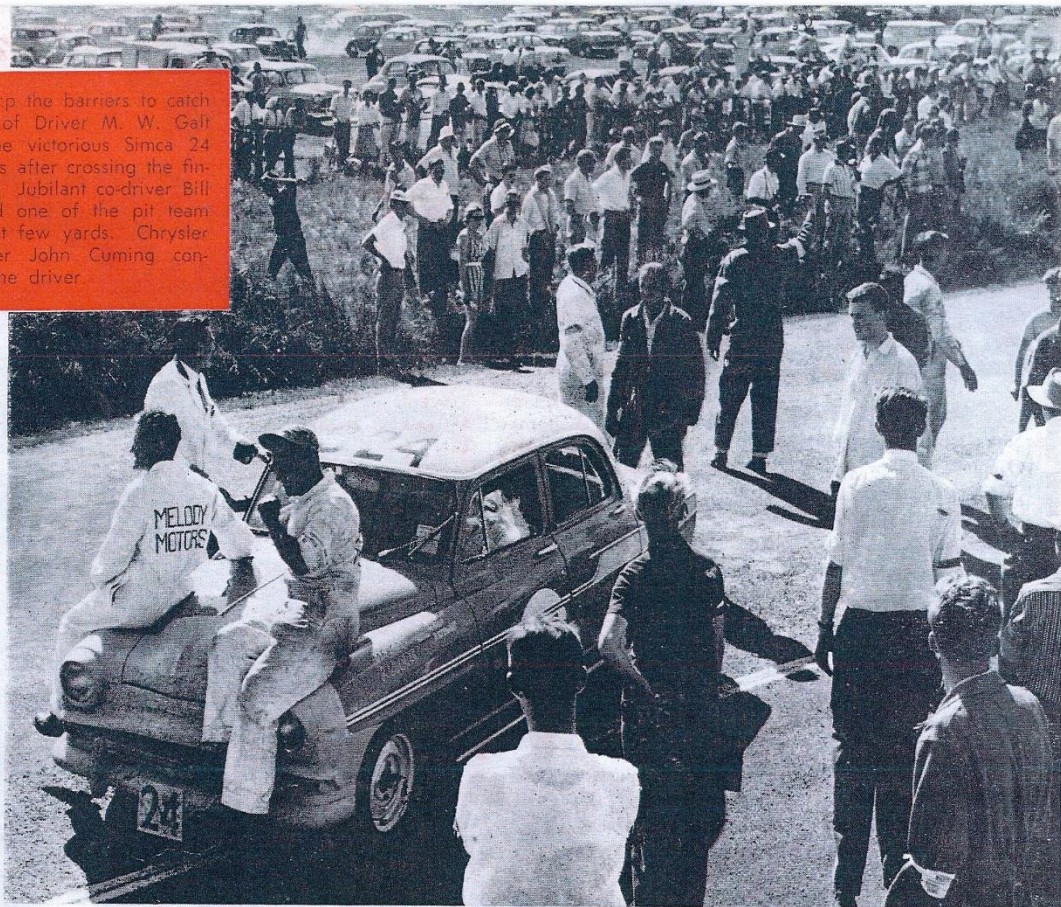


Above — Lined up at the pits, the Simcas await scrutineering prior to the race.

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.



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.



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### *PS - From the Editor...*

Please remember any contributions welcome or suggestions.

#### **Reminders:**

The 2016 renewal of membership is due on January 1<sup>st</sup> 2016. 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: 135 350 668

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

A cartoonist was found dead in his home.

Details are sketchy.

Seriously, Thanks for all the contributions for this edition. It makes life a lot easier.



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**Jan – Dec. 2016**

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Any more/fewer cars than last year? If yes, then please let us know below.  
-----  
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(Both signatures required for Family/joint membership)

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