



SWALLOW TALES

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

VOLUME 23

NUMBER 4

DECEMBER 2016



5 of 12

Done

Resting in the UK in this photo, now in Victoria, Australia.



SIMCA CAR CLUB AUSTRALIA Inc

Dedicated to the preservation and restoration of SIMCA cars for the purpose of maintaining the Simca marquee as part of the motoring history of Australia.

The Club was formed to provide technical information and spare parts assistance to Simca club members.

The Club has an affiliation with Simca owners and clubs throughout the world, permitting a global update of Simca activities to our members.

The Club maintains a register of Simca owners through our specialist Registrar for both Simca and Simca Vedette.

The views or opinions offered by members in this newsletter – Swallow Tales may not necessarily represent the views or opinions of the Committee of Management.

COMMITTEE OF MANAGEMENT (as elected at the 2016 AGM)

President:

Vince Parisi Ph: (03) 94013966 Mobile: 0412867386
12 Paul Crescent
Epping Vic 3076
Email: vincp@optusnet.com.au

Secretary/Treasurer:

Doug Murphy Ph: (07) 3207 2457 Mobile 0402845925
PO Box 2151
Wellington Pt QLD 4160
Email doug@realres.com.au

Editor:

Iain and Leila Dyer Ph: (03) 63442601 Mobile: 0419353075
121 Penquite Road
Newstead Tas 7250
Email: sales@autocourt.com.au

Public Officer:

Margaret Barrett
54 Disraeli Road
WINSTON HILLS NSW 2153

State Representatives:

NEW SOUTH WALES

Morrie Barrett Ph: (02) 96869719 Mobile: 0429495003
Email: morriebarrett@optusnet.com.au

QUEENSLAND

Luke Huntly Ph: (07) 46223361 Mobile: 0439830117
Email: beitz@hwy54.com.au

SOUTH AUSTRALIA

Rob & Ina Stapley Ph: (08) 8389 6176
Email: inastapley123@hotmail.com

VICTORIA / TASMANIA

Chris Bailey Ph (03) 5243 6849 Mobile:
Email: christopherbailey74@gmail.com

**WESTERN AUSTRALIA
& Life Member**

John Pickles Ph: (08) 9535 5023
Email: jpickles3@bigpond.com

NEW ZEALAND

Colin Smith Ph: 0011 6468 440212
Email: lucol@clear.net.nz

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

Greetings all,

Well another year has whizzed by, which is a bit scary. If you put the numbers 1-100 on the wall, every year nudges towards the top end. Should be thankful I guess. Leila and I have really enjoyed our time and contact with Club members this year. Our get together with members at Albury was most enjoyable. We as a Club seem to have evolved into a fun group, which makes the long journeys more bearable.

Speaking of long journeys, Tweed Heads is next on the list. I and mates have been working on our Simca at every spare opportunity. I casually mentioned that the workshop were ready to roadworthy the car. My mate of 40 years, Geoff, thought otherwise. Whilst pulling the front end apart to fit the lowered Pedders gear, Geoff decided to go through it. My job was to clean all the dirty bits. Over 50 years of crud had to be chiselled off the components. I got a full bucket out of it. Then it was sand down all the metal work and paint. I got into trouble because the epoxy rust kill paint was too shiny. I don't care, its diamond hard and looks good with the red Pedder shocks and springs. The front end was in remarkably good condition. Geoff re-shimmed the ball joints, greased everything, new Pedder's sway bar rubbers and ready to go. Maybe the 58,000 miles on the speedo is correct, as the previous owner claims.

The next thing we attacked were the brakes. They kept locking on so you could not move the car. I wasn't too happy about this, as I had spent a grand at a local engineering firm. I took the drums, linings, hoses and all cylinders to them. They supplied all new shoes, brake hoses, supposedly all cylinders stainless steel lined and reconditioned. Geoff pulled the master cylinder off and dissembled it. It was alloy lined not stainless, full of crud in the oil galleries and incorrectly assembled. After his magic and refitting, the brakes are superb. Only Simca can make drum brakes that good. Until you make a list, you don't realise how much there is to do.

Many thanks to all our Committee holders for your help in putting our magazine together. Our goal is to make the magazine as big and bright and cheerful as possible. Any Simca stories, photos, Club members may remember, please forward them to us. Each member of our Club is important to us and the more contact we have, the more we maintain our Club spirit.

We seem for various reasons, to have been late getting the magazine out this year. This is something we are going to address in the New Year. Xmas has come and gone and the New Year is on us. To one and all, our friends in the Club, have a great year.

Kind regards

Iain and Leila

P.S. Wish to apologise to our WA team re-part 2 of Kerry Torpy's article. We tried for 2 hours to format it and the computer would have none of it. We will sort it for next issue.

In November we had our Launceston “Wogs” n “Frogs” meet. Regrettably no Simca but some lovely cars.





PRESIDENTS REPORT - by *Vince Parisi***President's Report December 2016**

Hello all and I hope that this Newsletter finds you all strong, healthy and excited as we approach the Festive Season. Of course that means lots of family time and lots n lots of food, drink and merriment, and of course it also means that the sun is shining and it is the best time of the year where we are able to enjoy getting out and about in our Simcas, so I hope for those of you that can, you are enjoying them....

2017 is the year of our Rally and AGM in Coolangatta and from all reports the build up is starting to escalate and come the new year it will come round very quick, the work of the Q/land team is very much appreciated, let's make this as big as we can and if you are able to join us it would be very much appreciated, it will be an event that will be talked about for many years to come, I'm sure...

I have been very busy with the "Vedette" where I competed in the Sandown Historic meeting and also the Geelong Revival sprint in November, the completion of the 4sp gearbox install was finished two days before the Sandown meeting where the Vedette performed outstandingly (still has that lack of HP), it is a completely different vehicle to drive and am able to power thru corners, (look for the Wheel in the air photo)..... At the Geelong Sprint it was actually breaking traction at the start... I was very humbled and proud to receive the Na Champion 2016 Trophy from the Historic Touring Car Association of Victoria Club at their presentation night... Next is the Emi Sul transplant for the Vedette, so keep an ear to the ground in 2017 for the most powerful Vedette the World has ever seen comes our way...

Wishing you and your families the very Merriest and most Joyful Christmas ever, I hope you eat, drink and laugh until it hurts, I hope you all stay safe and strong over this Festive Season and also hope that Santa brings you what you wish for, whatever that may be....

A communication between Vince and Kevin Lemm, Victoria. Wow, Kevin what an exciting project.

Hi Vince,

Thanks for the chat tonight.

I'll write this before I get busy and forget to.....!!

I'm a member of the Fiat Car Club of Victoria and was looking for a pre-war car as a project.

My first preference was an Fiat or Italian sports car but soon realized that cars of that age are beyond my budget.

I saw a 1936 Simca-Fiat Coupe advertised by a Dealer in England earlier this year that looked very pretty and reasonably complete.

After quite a bit of effort I now have it home in the garage.

It's basically a Fiat 508 Balilla, there are only 5 or so of them in Australia.

The mechanicals don't scare me, however the body will need more skills than I possess to get it together again.

I had it cleaned for Australian Quarantine before it left England and unfortunately that also did a lot of damage.

I'm also after some original parts such as tail lights, a better grille, left hand door handle.

So it'll be some time before it appears at your French Festival!

From our conversation it looks like I have the only one in Australia which in some regards is good, but chasing the parts I'll need means I'm up for a lot of work overseas.

Anyway, if you don't mind putting something in your newsletter, it might still turn up a lead, either here or in France/Italy.

The first pic is as it was advertised.

The other shot is when we picked it up from Quarantine a few weeks ago.

If your close to Blackburn Nth at some stage I'm happy to give you a look.

Regards,

Kevin Lemm

0407439176





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Done

This would have to be photo of the year



Congratulations Vince. Na Champion Cup and well deserved considering the enormous effort put in to winning it. A bit more classy than the famous "Shoey"!



The elusive Emi Sul Hemi engine. This is “Top Secret” and Vince isn’t letting much on. Apparently it was a toss up between a unit on Darling Harbour or the Hemi. Vince wisely chose the Hemi.....!



A Vedette Esplanada. I gather a Brazilian styling exercise. Has to be rare.

Vince and racing Vedette at recent Geelong Revival



Vince racing at Sandown Historics. Yes that front wheel is off the ground.





Vince Parisi's blue Vedette as wedding car, at his daughter's recent wedding.

A gorgeous young lady and a gorgeous mature lady.



SECRETARY'S REPORT - *by Doug Murphy*

Secretary's Report

I should start at the beginning and thank the Committee for inviting me to nominate for the position of Secretary. I am honoured and will do my best.

Arrangements: On the mechanical side, changes to the Club's bank account signatories have been settled, so we can now pay any bills. A Paypal account has now been set up so members can pay their fees. This will make it easier for our overseas members.

Financial Position: As at 30 November, the bank account balance stood at \$6979.77.

A total of \$1975 for membership fees is forecasted to be collected for 2017, so far, \$420 has been received (to 30 November). Not yet paid? Wiggle time.

We are aware of a scam, where the President sends an email to the Secretary instructing an amount be paid to a particular bank account, with other details, like reason for payment, to follow. Cheeky eh?

Membership: Currently the Club has 49 financial members, and three Life Members (Nance Hodge, John and Evelyn Pickles).

Renewals: keep'em rolling in.

National Meet:

We've placed an advert in Restored Cars, Unique Cars and Just Cars about the timing and venue for the National Meet. We might just get a few extra people, you never know. Contact details have been updated too.

With accommodation, deposits have been paid to Billabong CP by the following members.

C1	Crombie	Deposit Paid
C3	On hold for Simca Car Club	
C4	Barrett	Deposit Paid
C5	Huntly	Deposit Paid
C6	Smith	Deposit Paid
M6	Stapley	Deposit Paid
M7	Ryan	Deposit Paid

M8	Murphy	Deposit Paid
M9	Parsi	Deposit Paid
M10	Verhagen	Deposit Paid
B60	Dyer	Deposit Paid
B65	Rose	Deposit Paid
B80	Rogers	Deposit Paid
B66	On hold for Simca Car Club	

If your name is not on this list, suggest you get a wiggle on- or contact me.

Cheers

Doug Murphy



Have heart Doug, this is what she will look like. You are a legend, more a sculptor in metal than restorer. In fact both.

QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone,

Nothing much has happened in Roma since our last report. Skip is hard at work on the beach in Rio although he did report that he finally got Kerry's P60 engine bay painted. It was then off to Wayne's place to get a new motor and gear box fitted to be ready for the race track. Wayne is also restoring a P60 which he hopes to have ready for the 2017 Rally. He has been lucky enough to find a vehicle with a good body and mechanicals.

Here are some photos of Doug's Vedette 'coming along'.

The first photo shows the rusted pieces that have been cut out and replaced. It would easily fill a bucket! The three pieces on the lower left I will keep, just in case any other restorer would like shape and dimensions to reproduce the sills. Interesting there was extensive rust around the rear spring hangers, at some stage, without repair, there would be unwelcome drama, either from driving along, or from jacking the car.



You might ask Doug, why take on a project that involves so much work. Well the answer is, this car was an older restoration and from all outward appearances, it looked like it wouldn't need a lot of work. Doug was quite prepared for dents and respray, new rubber and rechroming, etc. But, underneath the panels, there was sheet metal welded over rusty parts, even fibreglass plastered over rust. Surprises of the unpleasant kind. You have to

ask yourself, what has he gotten into? But you reach a point, where loss minimisation is to keep going.

Other photos show the car progressively coming together, with panels prepared so all gaps (between doors and bonnet with panels, etc) are acceptable and the doors and bonnet close neatly. Many times the panels have been put on then taken off. The panels in the photos will be removed again and painted for final assembly.

None of this would be possible without the old school knowledge and skill of panel beater, Peter. Pete, you do wonderful work. A magician with metal.

In the meantime, all grommets and bushes, tag washes etc are being sourced so the front and rear suspensions and steering can be put back. So it's moving along.



From the meeting in Albury a question was raised about winches on trailers, towing and load specifications. Below is some information we found. Hopefully it will answer the questions raised.

The following information came from the Queensland Historic Motoring Council.

QHMC Bulletin - 22nd September 2016 - Towing in NSW

As a result of suggestions made at a QHMC general meeting that it is illegal to pick up a car in New South Wales and tow it to another State unless it is on a licensed tow truck, we have contacted NSW RMS for clarification.

The following information has been provided by the Senior Investigations Officer, Tow Truck Investigation Unit NSW RMS. Similar information has also been provided to DTMR in response to the same enquiry. **Applicable legislation**

New South Wales Tow Truck Act 1998

<http://www.legislation.nsw.gov.au/inforce/9d112ba4-74ba-cbfc-d684-e0d408e12ead/1998-111.pdf>

New South Wales Tow Truck Regulation 2008

<http://www.legislation.nsw.gov.au/regulations/2008-366.pdf>

This legislation only applies to the towing industry and those that should be registered as commercial towing operators under this legislation. It does not apply to private people moving their own vehicles, or for example, assisting a friend move a car for no charge.

The following information came from the Cars Guide Website:

<http://www.carsguide.com.au/car-advice/vehicle-weights-explained-tare-kerb-gvm-payload-and-trailer-figures-37482>

Tare Mass or Weight

This is the weight of an empty standard vehicle with all of its fluids (oils, coolants) but with only 10 litres of fuel in the tank. We assume 10 litres was chosen as an industry standard to allow otherwise empty vehicles to be driven to and from a weighbridge.

Kerb Mass or Weight

This is the same as Tare Mass, but with a full tank of fuel and without any accessories fitted (bull bars, tow bars, roof racks etc). Think of it as your standard vehicle literally parked at the kerb and ready for you to get in and drive away.

Gross Vehicle Mass (GVM) or Weight (GVW)

This is the maximum your vehicle can weigh when fully loaded as specified by the manufacturer. You will usually find this GVM figure on the vehicle's weight placard (generally found in the driver's door opening) or in the owner's manual. So GVM is the Kerb Mass plus driver, passengers, luggage, pet dog, esky, tool kit and whatever else you're taking with you. And if you're towing something, GVM also includes the Tow Ball Download.

Payload

This is simply the maximum load your vehicle can carry as specified by the manufacturer. Just deduct your vehicle's Kerb Mass from its Gross Vehicle Mass (GVM) and what's left is the amount of stuff you can load into it. Don't forget this includes all passengers and their luggage, which can seriously bite into your payload. For example, if your vehicle has a 1000 kg (1.0 tonne) payload, five big blokes will use up about half of that before you even start throwing in their luggage and a couple of cold slabs!

Gross Vehicle Axle Mass or Weight

"It's important to know that your vehicle's GVM has been distributed evenly"

This is the maximum load that your vehicle's front and rear axles can carry as specified by the manufacturer. You will usually find these figures in the owner's manual. The combined gross axle weights usually exceed the GVM, to provide a safety margin. Even so, it's important to know that your vehicle's GVM has been distributed evenly for safe and efficient operation.

Tare Trailer Mass or Weight (TARE)

This is the weight of an empty trailer. The term 'trailer' covers everything you can tow or 'trail' behind a vehicle, from a single-axle box trailer or camper trailer to motorcycle and jet-ski trailers right on up to heavy duty multi-axle boat trailers and caravans. If it's a camper

trailer or caravan, its Tare Mass unlike a motor vehicle does not include fluids like water tanks, LPG tanks, toilet systems. Also known as Dry Weight for obvious reasons.

Gross Trailer Mass (GTM) or Weight (GTW)

This is the maximum axle load that your trailer is designed to carry as specified by its manufacturer. It is the combined weight of your trailer and its payload but does not including the Tow Bar Download (see separate heading). The GTM is usually displayed on the trailer or in the owner's manual.

Aggregate Trailer Mass (ATM) or Weight (ATW)

This is the Gross Trailer Mass (GTM) plus the Tow Bar Download (see separate heading). In other words, the ATM is the maximum towing weight of the trailer/caravan as specified by the manufacturer.

Gross Combination Mass (GCM) or Weight (GCW)

“Towing figures claimed by some manufacturers should all carry a large asterisk”

This is the maximum weight allowed for your vehicle and trailer combined, as specified by the tow vehicle's manufacturer. This is where you have to pay close attention to your vehicle's GVM and your trailer's ATM, because those two figures determine the GCM and one directly affects the other.

For example, say your vehicle has a Kerb Mass of 2500 kg, a GVM of 3500 kg and a GCM of 5000 kg.

At its Kerb Mass of 2500 kg the manufacturer says it can legally tow another 2500 kg, but that towing weight decreases in direct proportion to how much the tow vehicle's weight increases. So if you loaded up the towing vehicle to its GVM of 3500 kg (or a payload of 1000 kg), that would only leave a towing capacity of 1500 kg to meet the GCM of 5000 kg. If the tow vehicle's GVM dropped to 3000 kg (or a payload of 500 kg), its towing capacity would increase to 2000 kg and so on.

The hairy-chested towing figures claimed by some manufacturers should all carry a large asterisk and explanation of this fact!

Tow Bar Download (TBD)

The amount of weight on your tow bar is crucial to safe and efficient towing and needs to be mentioned here. Any quality tow bar will have a placard or similar showing the maximum tow bar capacity (kg) and maximum tow bar download (kg). Make sure the tow bar you choose is designed specifically to suit your vehicle and your towing capacity requirements.

Typically the TBD should also be around 10-15 percent of the Gross Trailer Mass (GTM), which for peace of mind can also be calculated using the GTM and TBD figures as shown here: $TBD \text{ divided by } GTM \times 100 = \% \text{ of } GTM$.

The following information came from the Adelaide Trailer Hire website:

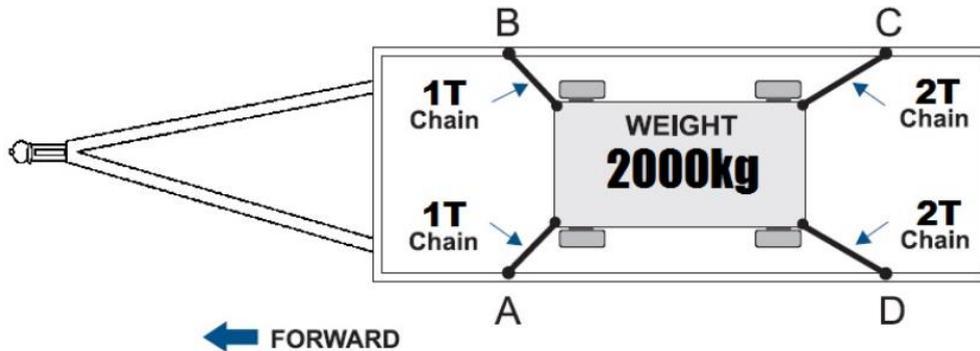
<http://www.adelaidetrailerhire.com/how-to-restrain-a-motor-vehicle-onto-a-car-trailer.html>

- 3.) Use only **Australian approved** tie downs or chains that are **rated** to withstand the load being carried. The straps should be strong enough to prevent the load from moving in the event of an accident.



When buying tie downs, look for **quality Australian** straps that have the manufactures **WLL**: (Weight Load Limit) or **LC**: (Load Capacity) stamped and certified on the label.

- 4.) When **choosing** the **WLL rating** of your straps, you will need to know **the weight of the car/load being carried** on the trailer. (Most car weights can be found in the manufactures hand book or online in a Google search). Below is a diagram of the tie downs **required** for a car that **weighs 2000kg**. Note that the **rear straps** are required to be rated to **at least** the weight of the car/load being moved to withstand any **braking force** of the towing vehicle. The **front straps** are only required to be rated to **half the load weight** being carried on **each corner**, however **we recommend** that you use tie downs that are **rated to withstand the full weight of the load** on **all 4 corners** of the vehicle.



(An example of the tie down ratings required for a vehicle that weight 2T)

The car **MUST** be secured to the trailer on **ALL 4 CORNERS**.

Recovery winches **MUST NOT** be used for restraining loads or vehicles.

A **motor vehicle** can be restrained to a car trailer using **2 basic methods**.

1. Wheel Restraint, or
2. Direct Lashing.

The method that you choose will depend mainly on the type of motor vehicle being towed on the trailer.

Most modern light vehicles are equipped with **special under-body brackets** to enable lashings to be attached.

Vehicles **should not** be carried **unrestrained** on car carriers. Where lashings are attached to axles or wheels, **care** should be taken to ensure the lashings **do not damage** brake pipes, hoses, anti-lock brake sensors or other components.

1. Wheel Restraint.

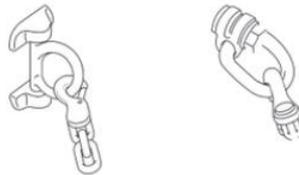
A motor vehicle can be restrained to a car by tie-down, by webbing assemblies, which attach to or over the wheels.



When **using** the **wheel restraint method**, it is **important** to tension the wheel from the **outer most point** to prevent **ANY** movement whilst traveling.

2. Direct Lashing.

Direct lashings are attached to axles, suspension or lashing points. They should be angled at no more than 25 degrees to minimise bouncing. A minimum of two lashings must be used and arranged so that, when tensioned, a downward force is applied to each wheel.



EXAMPLES OF TOW POINTS



These methods are **only** effective if the wheels are **prevented from rotating** by chocks or recesses in the deck.

Note: These methods depend on the tyres remaining inflated during transport. If the tyre loses air, all restraint is lost. Tyre pressures should be checked before and during the journey.

Tie-down should not be used if vehicle parking brakes or transmission locks are the only way of preventing the wheels rotating. Wheel chocks that can become loose and loose equipment, including ramps and lashing assemblies, must be adequately restrained on the carrying vehicle.

DO NOT ATTEMPT TO RESTRAIN A MOTOR VEHICLE ON A CAR TRAILER FROM THE TOW BALL!

Wishing everyone a Merry Christmas and Happy New Year.

Luke & Michelle Huntly
Queensland Representatives

WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –*By John Pickles* WA State Representatives Report – By John Pickles

I can hardly believe that Christmas is just around the corner, either my brakes have seized or “Old Man Time” has invested in a turbo charger and passed me before I knew it. Christmas is the most exciting part of the year for our young people and I was disturbed to read a recent comment from a so called academic encouraging parents not to promote Santa as being real, obviously there was some problems in his household when he was a child. I’m sure that at whatever age, we all do our bit of dreaming and would not be disappointed if Santa was to leave a Simca under the tree.



LIKE THIS 1/18 SCALE SIMCA ARONDE P60 “MONTLHERY”

Since having disposed of my two Vedette’s I have not been to any of the car shows and very much have missed not being involved in the French Car Day and having the opportunity to catch up with the many old friends. You may ask what has happened to the Toyota Corona? Well, the old girl is on stands in the shed with the replacement motor sitting in the engine bay attached to the end of the engine crane. I had a problem lining up the dowel on the bell housing with the hole on the engine and on the day I suddenly became unwell and abandoned the efforts, ended up in hospital isolation for four days with what now appears to have been a bite of sorts, so the old girl sits there until I recover.

While in the West the club may be down on quantity but certainly not in quality which is evident with Darrel taking the trophy at the French Car Festival for the best other marque, here is what Darrel has to say.....

It was another great French Car day on the foreshore of the Swan River in Perth. This was combined with Bonjour Perth, the Perth French community's Fete of great French food, artisans, entertainment and produce. A beautiful 28 degree day. There was a wide variety of marques, such as Bugatti, De Dion, Alpine and of course, Simca. There was a big display of Peugeot, Renault and Citroen. A welcome surprise was a Peugeot engineered historic wooden speedboat named "Cindy". I recall watching her racing on the Swan, and it was a very



competitive boat. There was a fair bit of dust raised as cars and trucks setting up the venues, so quite a few cars were covered in dust. Out came the chamois so the cars could be displayed to their best advantage. My Simca 1000GL won the hearts of the ladies, especially a couple of some French Mademoiselles. The lowered P60 seemed to attract the male spectators; and won the trophy for "best other Marque". Very pleased to have that acknowledgement. Again, a well organised event and combined with Bonjour Perth, attracts a great cross section of the community. I'm looking forward to next year already.



I never ceased to be amazed of what comes out of the woodwork Or should I say the old shed! Perhaps not straight from the shed but out of nowhere comes this Vedette that recently appeared at the Western Australian country Katanning Show, till now I have been able to locate the owner. This photograph appeared in the November 2016 issue of "Early Auto"



Katanning & Districts also went out on the Agricultural Show circuit



Also in South Australia there is an original partly dismantled Simca Vedette for sale which is said to have a reconditioned motor (not my words). The car while in bits is 100% but does require a lot of work what you see is what you get.



"Merry Christmas and a Happy New Year. May the coming year be full of joy and happiness to you and your family" from Eve & John. Interested parties can contact Kim Kader at kimkader@bigpond.net.au

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT – *by Chris Bailey*

Geelong Motoring Revival

On the shores of Corio Bay 27/11/16

Well now in its 60th Year ,again this Event was held over two days on the Geelong Waterfront . Day one is for more Modern Vehicles and Day two for all things Classic, Veteran, Historic Touring Cars and Classic Bikes .

Sunday started off with light showers and ended on with sunshine to again bring out the crowds who enjoyed every minute watching as each vehicle passed through its timed stage .

Vince had the Vedette singing a fine song and after light Wheel spin on the first run it continued to the end with the help of that 4 speed Gearbox . Run 2, produced a smooth get away with the Vedette passing by me at the half way marker in 3rd Gear pulling away to find that new 4th .

Vince after Lunch had two more Runs and the Vedette ran without a problem all day . Whilst in the Pit area ,many Viewers came up to Vince asking about the Car, its History and those who remarked their Families in a previous life had owned a Vedette or a Simca in general . It was a pity on the Day that the Event Announcers did not give the Simca more attention and Credit for if nothing else at least being at the Event and giving it fair Go .

The next outing for the Simca will be in March 2017 at Philip Island .

The Australian Simca P60 Aronde Four Door Station Wagon.

Simcas were imported into Australia from 1949, with the Simca 8 the most popular model in the early years. By 1956, Vedettes and Arondes were being imported in parts and assembled by Continental and General in Melbourne. After the acquisition of Simca by Chrysler, assembly was moved to the Chrysler assembly plant in Adelaide, South Australia. Importation in part form was a move to escape heavy tariffs on fully imported vehicles. As time went on, the cars were built with significant levels of Australian components, which make them slightly different from the French models, but identical in body shape. For example, all interior trim was locally sourced, along with wiring, batteries, glass and paint. As early as 1956, the Australian Aronde had 40% Australian content.

Only the four door Aronde sedan body was imported into Australia. Both the 90A and P60 Aronde sedan were popular, but Chrysler felt they needed a station wagon in the range to compete in the market place. The French Chatelaine wagon was examined, but it was considered unsuitable for the Australian market as it had only two doors and retained the old 90A rear body shape.

The introduction of the P60 sedan led to a very rapid design project to develop a four door station wagon configuration suited to Australian conditions that could be built onto the sedan kits imported from France. A prototype of the car was presented to Simca, and legend has it that they were at first very angry that such liberties had been taken with their car! With cooler heads, however, they recognised the quality of the innovative interior design, seating arrangement and styling. Production commenced and the car was released on November 23 1961 at a price of 1159 pounds, compared with 999 pounds for the sedan.

The station wagon is a very well designed adaptation of the P60 sedan. The sedan roof was cut just behind the central pillar, and a new, Australian pressed roof section was welded in. The rear pillars and the tailgate were also Australian made. The front of the car, doors, door frames, rear wings and floor pan are the same as the sedan. The tailgate features a wind down rear window arrangement, in contrast with the split unit found on the Chatelaine.

The Chief Stylist for Chrysler Australia at the time, Brian Smyth, recalls that he was given a set of specifications to work with that were a real challenge. To compete with larger wagons such as the domestically produced General Motors' Holden, the carrying space and rear opening had to be as large as possible. Brian still regrets that he was not able to taper the roof in further towards the rear of the car. The need for function overcame form, but the effect is still rather pleasing today. Brian also comments on the colours that the French cars were painted - they looked dull, in his eyes. The Australian range of Simcas featured bright colours that certainly bring back the era of the early 1960s when seen today!

The Project Engineer for the wagon body, Bill Self, started with Chrysler in 1934. He recalls modelling the wagon body in clay. According to Bill, the car did not present many design problems. The clay model was converted into a series of working diagrams on a chalkboard in a seminar of planners and tooling designers from around the company. Bill recollects that Roy Rainsford, the Chief Engineer, contributed a lot to the project. There is no doubt in Bill's mind that it was "a magnificent project".....unfortunately, the conversion to reality was a little more difficult, as there were build quality difficulties from the start. "The panels in the kits from France were from six or seven different contract suppliers. We often had to use a quarter of an inch (6 mm) of lead loading to get the panels to fit" says Bill.

Mike Stacey was the Chief Mechanical Engineer on the project. He recalls the Simca as sturdy and over-engineered in the chassis department, with brakes "capable of stopping a five tonne truck"! Mike describes the wagon conversion as a simple "knife and fork" job, with not a lot of change required in the suspension or mechanical areas. With its extra load carrying capacity, the wagon has heavier rear springs and shock absorbers than the sedan, which make the ride somewhat stiffer. The cars were fitted with a roof rack as standard - wood and metal on early examples, and all metal (stainless steel and aluminium) on later versions. The roof rack capacity was rated at 90 kg, while the overall load capacity was rated at 460 kg. The wagon weighed in at 1005 kgs, a little heavier than the sedan at 943 kgs.

The interior trim of the wagons is similar to the sedan. The seating in the wagon is a real feature - the seats can be arranged to give a full flat bed through the car, ideal for camping - and other uses. Bill Self tells the tale of a doctor who lived in a town some one hundred kilometres from Adelaide. He used his Aronde wagon as the local ambulance, laying patients on the flat seat area while he drove to Adelaide, usually arriving within an hour! The seats give a sleeping length in the car of 2.9 metres. The spare wheel is kept in the same well area as the sedan, covered by a metal plate which forms part of the rear load carrying area.

All the Australian wagons were equipped with the Rush motor. An article printed at the time reported that introduction of the Rush was delayed until the wagon was completed. It was probably considered that the five bearing crank would stand up well to the demands of the commercial use that were anticipated for the wagon.

There were tough demands indeed. Chris Bailey recalls growing up in a family which used its much loved Simca wagon to carry stock from the city to their country store. The car would be loaded up and several bags of cement placed on the roofrack. To cap it off, a fully loaded trailer was towed behind! Incredible, you say.....but Chris remembers the day they came across a broken down Bedford truck by the side of the road. A tow rope was hitched to the truck, underneath the trailer, and the gallant little wagon towed the truck to the next town!

In the early 1960s, the Simca Aronde was at the head of the Chrysler Australia range. Production continued until late 1962. Chrysler tested replacement Simca models, but were not convinced that they were suited to Australian conditions. Attention turned to the larger Valiant, an adaptation of the US Chrysler Plymouth. The Aronde market was shrinking in Australia and importation from France ceased. Chrysler later switched to Hillman as its preferred smaller car supplier.

Unfortunately, production records for Simcas were discarded when Chrysler Australia was taken over by Mitsubishi. It is known that 1337 Simca wagons were registered in 1962 and 1963 compared with 2387 sedans. Less than 20 of the P60 Simca Aronde four door station wagons are thought to survive. One unit has been exported to Germany, where it resides in the collection of Stephan Veil.

Aronde restoration in Australia is a real challenge. A very small amount of new old stock parts is available, and there are still some cars in the older wrecking yards. The Australian environment has been very severe on some of the plastic trim used in the P60, with the steering column shroud the worst affected part. Most Australian Arondes have had a temperature gauge added - driving in the Aussie climate with no means of checking for overheating has led to damage to many motors. Other sources of weakness are associated with the engine head.

Extensive corrosion has been caused by the use of hard water in the cooling system by motorists accustomed to the iron heads of American cars. On the positive side, the five bearing crank is solid in most engines and the gearbox, differential and brakes continue to work efficiently. There is a strong network of Aronde owners, which exchanges information and hunts up spares. Most are members of the Simca Club of Western Australia, a keen group consisting mainly of Vedette and Aronde owners spread throughout Australia and New Zealand.

All in all, the history of Simca in Australia makes interesting reading. The Australian P60 Wagon is a fascinating mix of French and Australian design, a true joint venture that provides a rare insight into motoring in the early 1960s.



Australian Designed Simca Wagon

Designed and built in Australia the Simca P60 wagon provides a unique blend of French and Australian engineering. Its 1100 cc 4 cylinder engine, suspension and steering are designed for the Australian road conditions. The car is built on a sturdy steel platform which is 4 feet 6 inches wide. The car is built on a steel chassis which is 4 feet 6 inches wide. The car is built on a steel chassis which is 4 feet 6 inches wide. The car is built on a steel chassis which is 4 feet 6 inches wide.

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

An Adelaide couple, Rob and Ina always went to their local air shows. Rob was an aviation enthusiast and loved watching all the old planes. There was a pilot with a vintage plane offering rides for only \$10

Rob always wanted to go up, but Ina always said “no we have got the family to worry about and \$10 is \$10. This went on for years. Finally Rob and Ina retired and started building a new home. At the air show that year, Rob said to Ina, “Ina, I am nearly 70, I want to go on that plane, and it’s still only \$10”. Ina replied, Rob we have got the new house to finish and \$10 is \$10.

The pilot sitting nearby had heard this for years and made them an offer. “I will take you both up for free, but if I hear one sound from either of you, you pay the \$10”

They climbed on board and the pilot took off. He did a few barrel rolls, looped the loop, in fact every trick in the book. Upon landing he turned to Rob and said, “I’m amazed, I didn’t hear a sound out of either of you.”!

Rob replied, “I nearly sang out when Ina fell out, but, \$10 is \$10.”!

Rob, hope Ina made a soft landing, need someone to cook when we visit!!

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

NSW Report

Hi all a little bit of news this time, long time Vedette owner and Club member Keith Reddacliff has sold his Vedette, it's new home is on the Central Coast, our Vedette owners have made contact with the new owner. Keith's Vedette photo attached.

Keith has also donated to our Club a mould for the steering wheel centre the mould is available to Members.

Vintage Members will recall the good times with Ian and Rosemary McKill, Rosemary is in good health however Ian is not as well as he could be, and would love to have a chat their phone number is 02 952 876 301.

One of Ross Fleming's P60's will be brought to Sydney next year it is presently at Rob Stapley's home at Lobethal SA, I understand that a lot of TLC will be required to make a shine, I will assist his daughter Berlinda to get it back on the road.

Free to a good home a pair of rear P60 doors complete, white no rust.

Margaret and I wish all a Merry Christmas and a Happy New Year and see you on the Gold Coast next year.



The Keith Reddacliff Vedette has been sold. Hopefully a new Club Member, look forward to hearing it's progress.

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

Greetings from NZ. Firstly congratulations to Robert on getting his three score and ten well done. nothing exciting has happened over here since last issue except we had a visit from the son of the top simca dealership in NZ he came with his father's sales records witch proved interesting as we were able to trace the travels of some of his sales including the history of the vedette that Ivan owns which means that he is the third owner, Early in November we made the grade and Ritchard's Versailles is now road legal it will be going back yo him within the next 2or 3 weeks I will miss it (yea right) good to have it back on the road first time since 1976. Sun the 26th November we took part in the annual xmas parade with the little red truck a local radio stn ran a competition for 2 little fairies to ride on the back but they were to small to enjoy it. the following day we took our pair of little dogs to a muttly dog show run by the SPCA where our black rescue snoodle won best dressed and most intelligent and runner up best in show which goes to show rescue dogs appreciate a second life. sat 3rd we put on a display in our main street with 3Austin7 and 3 simca' and my blokart just to add some fun while I was away the local paper took a snap of a young lad standing behind the 1501 wagon saying (my favorite classic car) unfortunately we cant locate him so I thank him in a appropriate manner.

Sun the 18th little red does the father xmas trick for the local vintage car club.I sent a best wishes message to Mildura vv club on their 50th birthday wish we could have been there. Merry xmas to all the members far and wide.

Colin / Lucy





New Zealand Simca Travels – Gerard Crombie

The most recent touring we did in our Simca was a weekend away to the Coromandel Peninsular. We left Auckland early Saturday and met up with several other classics at the bottom of the southern motorway, then on to the Model Barn a few kilometres from Thames. The Model Barn comprised a sizable museum of scale model tractors and industrial equipment and a model shop; selling every imaginable make and scale model of farm tractors and equipment, ranging in price from a few dollars to several hundred dollars. Well worth the visit especially if tractors etc are your thing! (see Singer Sewing Machine tractor)



Thames, our lunch stop, is a busy rural town and has a country market on Saturday mornings, a planned trap for the visitors. Apart from lunch we left



with French bread and a few knick knacks. We enjoyed the winding through the coastal scenery to our overnight destination of

Coromandel town. Before we got there however we passed by a number of mussel farms stopping at just one but since we planned to go out for dinner we didn't sample the wares. Dinner was at the Star & Garter hotel followed by the short movie Rendezvous, racing through the streets of Paris.

The next morning started wet and most of the group went to Driving Creek Railway, which is an amazing 3 kilometre 15inch railway with some grades 1 in

14 steep. It was built around 1970 by one man to access clay for his pottery but now carries up to 50,000 passengers to the top of the hill for awesome views of the Firth of Thames across to Auckland. While misty at the bottom, the top was clear of cloud to expose the view. We then had a leisurely meander back home via Kaiaua & Clevedon, which is the other side of the firth of Thames from Coromandel passing by several freedom campers by the water along the way.



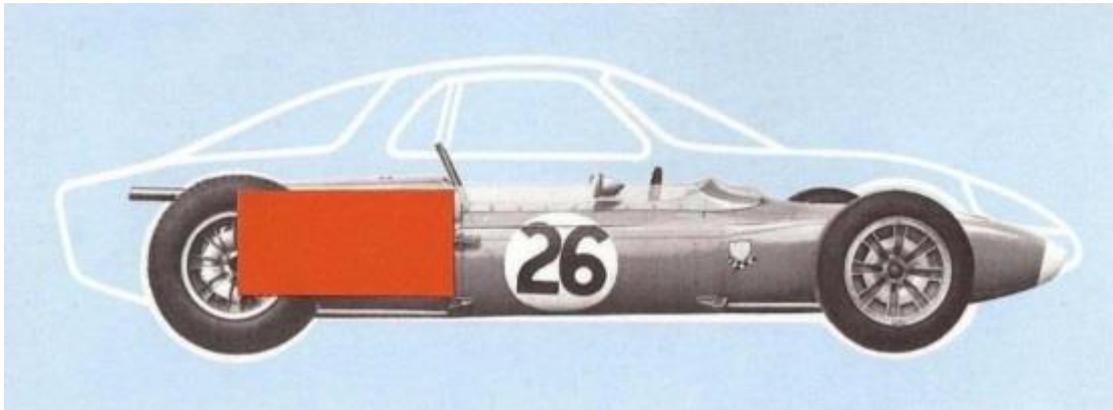
Editors. We stayed in Coromandel for a couple of days during the NZ rally. An amazing area, and the train ride is most spectacular,

Rene Bonnet and the Matra Djet.

The RB is what the Matra became eventually and for many it was a car that little was known about. From my experience and knowledge the Matra Djet was one of those models of which I knew nothing until a couple of years ago. Most of this written story is factual although there are a few things that I assumed through commonsense. Feel free to correct me if I'm wrong.



Rene Bonnet had this idea, or vision, in his mind that if a Formula 1 car is the pinnacle of race cars, "why can't I put a body around one and make it a road car"? So he did, creating the first ever true mid-engine car in 1962 beating De Tomaso with a year. This came complete with double wishbone rear suspension and a type of CV joint driveshafts. This layout remained until the last Matra Jet was built in 1968.



Rene Bonnet was building his cars using anything he could lay his hands on and maybe for the best price as well. During my restoration process I noted the following: from Renault R8: front suspension, disc brakes, rack and pinion, engine, gearbox, instrumentation. Renault Caravelle: door handles inside and outside, window winders. Peugeot: ash tray, clutch slave cylinder, Citroen: window washer. Simca: tail lights, windscreen wiper mechanism. Around 1964 his debts hauled him in. A brilliant engineer but a not so good business man, he owed MATRA (Mécanique Aviation TRAction) a lot of money as he rented some space in their building and they manufactured the bodies for his cars as well. They decided to buy him out instead of closing the shop. From then on it was named Matra. They had access to Renault engines until 1968 when Renault decided to support Redele in the Alpine series. At least Redele's father had a Renault agency and Matra not. It wouldn't have been good practise if Matra was going to be competition for Alpine. Matra sat with a big engine problem for their new model, the Matra 530 and all they had available then was the Ford V4 engine. This engine was by no means up to the performance one would expect from a Sports car. The

performance dropped from a top speed of 210 km/h of the Jet to 175 km/h for the 530. Other performance figures for the gear ratios that they used for the Jet 6 was 0-60 mph in 8.5 sec and the ¼ mile in 16.8 sec. The Simca involvement with Matra started in 1973 when the Bagheera was equipped with the 1300cc Poissy engine. This engine were later stretched to 1500cc. A sad story to me was the sudden death of the L8 Simca engine. It was 2 1300 Simca engines mated to one another, side by side, with 2 crankshafts connected by a chain, and a common sump. This then became a 2600cc developing around 170 hp. By then Chrysler was involved as well and they didn't want this project to continue so only 3 of these prototypes were made.

That concludes a bit of background. My son got to hear of one and bought it from "as seen on" pictures. This car is a 1968 model and is the last run of the Jet models called in full: Matra Jet 6. It is chassis number 139 of 222 made. All Jet6's came equipped with Renault Gordini 1255 motors. The car arrived in a fair condition and eventually we decided on a complete restoration.

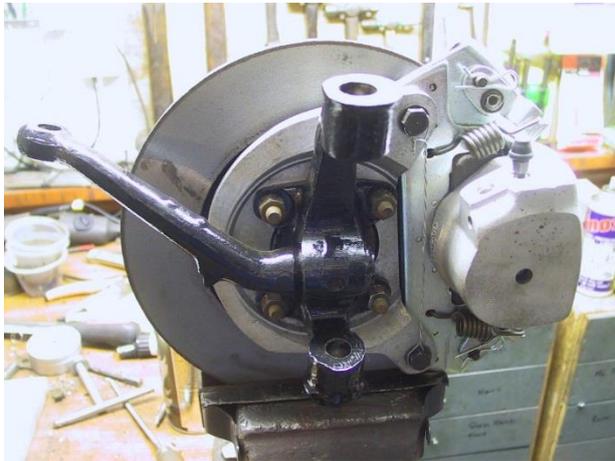
We removed the body from the chassis and stripped it down to bare parts. A bonus was that there was no rust on the entire car. Visible below is the double wishbone rear suspension with the double coils and shockabsorbers.



Cleaned and painted it looks like this and note the Renault R8/Alpine front crossmember. It has the same backbone type chassis as the A110 with the wings hanging off it to take the load of the body and other add on accessories. To the rear of the car where the X shaped member is, is the engine compartment. Towards the front of the engine compartment, where the backbone tube begins, is where the crank pulley sits. The gearbox extends towards the rear and hangs on the X above the rear drive shafts.

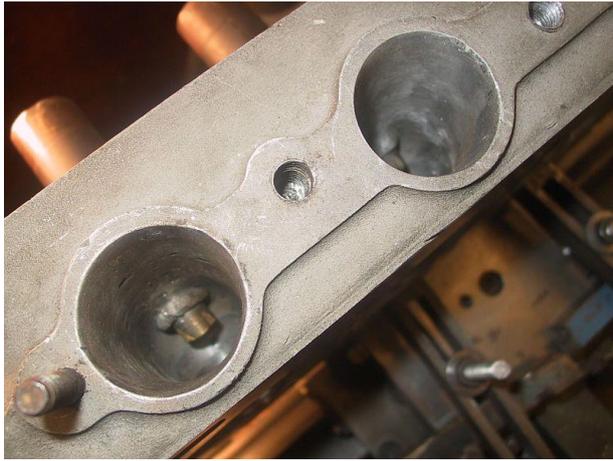


All this followed by restoring all chassis bits. New bushes from France, new ball joints, wheel bearings brake calliper kits etc. Interesting though, and keeping up to date, the front brakes are semi-“big Brakes” and by this time of production it has been upgraded to Renault R16 callipers. (Not 16TS because they were only introduced in 1969). Below is a before and after shot of the R16 setup.

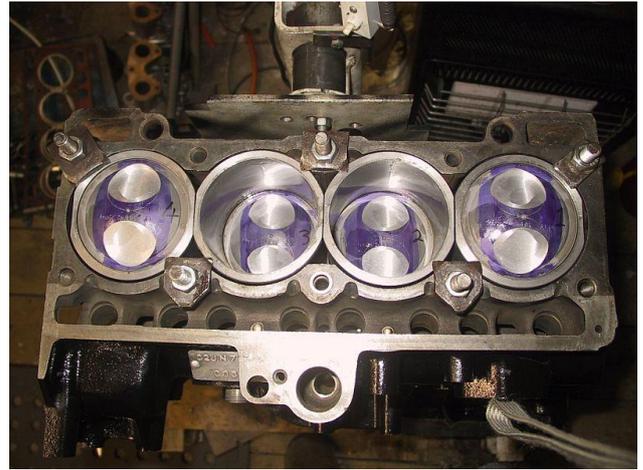


Then we fitted it all back onto the chassis to be a rolling item again.

Now it was the engine's turn for attention. Although it was newly overhauled I decided to look a little deeper into it and just as well, it didn't look good. Major work was needed to get it back to acceptable levels. One of the biggest issues was the head. The previous engineer has opened the exhaust ports so big that it created a restriction when the extractor was fitted. I machined the ports parallel again and turned new inserts that I pressed in to bring them back to standard again. The rest was fairly straight forward and it turned out well and good looking.



Assembly started and with all parts reconditioned or renewed the engine was put together with a few of my own secret recipes and modifications. It will be developing around 130hp in this trim.



The gearbox is that of an Estafette Van. The gear ratios were altered to suit the car and therefore got its own Type No. 329-19. Interesting on this box is that the spigot shaft runs through the center of the cluster shaft and then works the way back to the main output shaft. That gives you a lower center of gravity point.



Body work had to start now and with some investigation into the sunroof, we noticed that it was different to the factory models. In the process and paper trails we also managed to trace the previous owners' names as well as the original owner that bought the car in 1968 and then immigrated

to South Africa in 1970. He took the car with him and used it in ZA until 1980. It was in good use as he clocked up almost 100K miles in that time. He sold the car and returned to Germany. I had the opportunity to "speak" to him via a contact in Germany as he had only access to a Fax. He is in his 80's now but still sharp in his mind. Through him it was confirmed that this was not a factory sunroof. In fact the Jet 6 models did not have sunroofs at all unless the new owner insisted on one. Because of the car's high top speed the rear window had a bad habit in popping out when the roof was open.

We contacted a well known ship builder and negotiated through him to have the roof re-glassed and he did a splendid job. Pictures below shows with and without sunroof.



Then the paint work started and needless to say it came out shiny as a bottle.

Internal work is in the process and the Gordini gauges got its turn. I managed to get them looking like new again by refreshing some internal paint work and new chrome bezels. Before and after pictures.



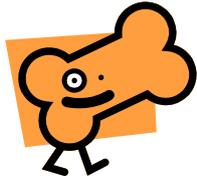
All the dashboards were wood and their colours differed all over the different models. I found out from a reliable source that not many cars, if any, were identical. That was because the cars were hand built and depending of the mood the builder was in on that day that was the colour of the varnish he used on that day building that car. (Same issue with other components as well such as the front bumpers.) We chose a wood grain that would resemble a part of New Zealand and that is from NZ Kauri. I then cut the dash and the little center console and it is now in the process to be fitted as well as the wiring being done.

A lot of work is going into the internal part of the car mainly because of the decision that we made to return the car to left hand drive. One of the previous owners attempted a right hand drive conversion but it turned out to be an unfinished job with the wiring a whole bunch of spaghetti lying on the floor. As can be seen on pictures a left hand drive rack and pinion was now back in place.

When the body was lifted onto the chassis I made it a high priority to first of all install the driver's seat and with the steering wheel fitted I got into the car to see if my 6'+ body fit in there. It does! However, with two persons on board it will be very intimate. This car is very small compared to today's standard. I haven't driven it yet and I don't know what the stability and road holding is like but I think that there will be some concentration going on when the 200 kmh mark is exceeded!



In the meantime the restoration has progressed to a point where the car can be driven in and out of the garage with all electrics completed. We have some time to go before completion but it is past the halfway mark at present. New front and rear windows are awaiting their turn, side windows needs to go in and carpets fitted. That is all folks. Frans..

*Funny Bones*

An atheist was walking through the woods.
'What majestic trees!
'What powerful rivers!
'What beautiful animals!
He said to himself.

Suddenly, he heard a rustling in the bushes
behind him.

He turned to look and saw a 7-foot
grizzly bear charge towards him.

He ran as fast as he
could along the
path.



He looked over his
shoulder & saw that the bear was closing on
him

He looked over his shoulder again, and the bear was even closer and then He tripped and fell.

Rolling over to pick himself up, he found the bear was right on top of him reaching towards him with its left paw and raising the right paw to strike ...



At that instant the Atheist cried out,

'Oh my
God!'

Time Stopped ...
The bear froze
The forest was silent

A bright light shone upon the man,
and a voice came out of the sky ...

"You deny my existence for all these years,
you teach others I don't exist
and even credit creation to cosmic accident

.....

Do you expect me to help you out of this
predicament?"

"Am I to count you as a believer?"

The atheist looked directly into the light

"It would be hypocritical of me to suddenly
ask you to treat me as a Christian now ...
but perhaps you could make the BEAR a
Christian?"

... a pause ...

"Very well," said the voice ...

The light went out.

The sounds of the forest resumed
the bear dropped his right arm ...
brought both paws together ...
bowed his head & spoke...



**"Lord, bless this food, which I am about to
receive.
Amen."**



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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

Vince is talking 160 BHP plus
With the Hemi motor. The race
Vedette would be the fastest
Vedette in the world.
Hope Tonto Wolfe doesn't steal
Him off us for next year!



**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)

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