



SWALLOW TALES

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

VOLUME 27

NUMBER 4

DECEMBER 2020



Peter Walker's Superbly
Restored Simca 1000 Coupe.



SIMCA CAR CLUB AUSTRALIA Inc

Dedicated to the preservation and restoration of SIMCA cars for the purpose of maintaining the Simca marque 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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| | |
|--|--|
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FROM THE EDITOR'S DESK – *by Iain Dyer*

Season's greetings to all our members. As the year draws to a close, many will be grateful to see the end of 2020. I must say for us down in Tasmania we are fortunate, the pandemic has made very little impact on our lives, especially if you are retired. What it has done, has spurred many of us to get on with jobs that have been put on the back burner. We have spent most of the year renovating our house, with pleasing results. Other states have had it a bit tougher, but generally, we are so blessed to live in good old Aussie. When you read Mick Ward's comments in the UK, you realise how blessed.

Now that various vaccines have been rolled out, there is a chance we may see some sort of normality next year. Let's hope there aren't too many side effects from the vaccine that will slow the process. My daughter who is a nurse, uncharitably said to me, "Don't worry dad the side effects sometimes take years to show, so they won't worry you." Witch, she can keep her prophecies to herself.

I would like to thank our State contributors for their sterling work in assisting with Swallow Tales. It has been difficult this last year with not much car action going on, to find much to report. Reports have been fantastic, feeding I think, the relaxed friendly atmosphere, the Club thrives on. I particularly would like to thank David Reeves for his travel log on the adventures of Alice. David and Alice are both adventurous spirits and it is pleasing to see the car so well used. Only last year Alice made the trip from QLD to Tas a round trip of some 4,000 klm's. She has done plenty of klm's since. The year before Skip Verhagen brought his wagon down from QLD to Vic, for French day. My plan is to do a similar trip with our Simca however, I can't get it out of the shed at present, let alone drive it to QLD.

In my shed I have fashioned a voodoo doll that looks remarkably like Wayne Yeo. Later today, I'm going to Bunnings and getting a large bag of nasty spikes. Over the next week I will savour sticking the spikes into all sorts of spots in the doll. Why? Let me explain. Talking to Wayne I became interested in a particular hot up recipe of his, involving a Weber and exhaust modifications etc. (See Pics). Readers will be familiar with the process from previous Swallow Tales. Last week it was all finally finished and ready to fire. I had to sell a kidney to pay for it all, but surely worth it. Not so far.



Fitting the modified head.

We made an accelerator linkage at the workshop which turned out to be horrible. The problem is the solex pulls and the Weber pushes, we will have to make a well thought out cable set up, we will also have to make a different choke set up. Anyway, back to the big

moment, hit the key and fired her up. She bellowed into life with the best note. She used to have a harsh bark, but now she has a deep note cross between a Fiat 124 and a MGB. The best Simca I ever heard.



So far this is all the good news. On the run home it kept over fuelling and fouling plugs and wouldn't pull the skin off a custard. I had blocked off the return to tank outlet and since have been surprised how much fuel was actually coming out of it. I bought all new fuel line and replaced the main line, including a one way valve Morrie sent me. I ran a new fuel line from the return to tank outlet, with a filter to act as a restrictor, to a t-piece before the fuel pump in the main line.



I re-checked the timing fitted new plugs and went for a run .Hugely disappointing! The over fuelling is fixed, but the car is just dead and won't go. I pulled a plug when I got back, which is a perfect brown colour, so it's not over fuelling. Something is fundamentally wrong. It was driveable, just and as I had to take my granddaughter to her leaver's dinner the next day, I left it at that. 3.30 the next day I go to get it out to pick up my

granddaughter and I couldn't even back it out of the garage. I quickly got hold of a mate of mine, who has a pretty tidy FC Holden and we used that. I was pretty gutted, so was my granddaughter, it was a big deal for her to arrive in granddads Simca.



Bella Dyer and Granddad Dyer

I know this is the Simca Club but I have inserted a photo of her and the FC. She is pretty gorgeous. So Wayne, if you feel a sharp stabbing pain somewhere don't reach for the Panadol, it's a Bunnings spike and they won't work. Those 80 brake horsepower you promised me, have got very short legs, in fact that short, they must have belly rash. It is the fire season so I must ring Shannons and up the insurance!!!!

Talking to Morrie and Geoff, Leila and I are hanging out for our NSW Rally. We really missed our Vic catch-up and are looking forward to the Rally. We of course will have something sorted on our car by then. Coming from NSW, I have spent some time on the south coast and it is just fabulous. One of my favourite town is Narooma and was saddened that the bush fires

destroyed many timber structures. The old buildings and wharves make these towns. Geoff Rose moor's his timber launch there and the surrounding waterways are superb.

We missed out on the Bay to Birdwood this year, I must say the organisers were very professional. After the event, they sent us an invitation to next year's event and a badge commemorating the 2020 event. All things being equal, mainly health, we hope to attend next year. Speaking of health, hoping the New Year is kind to all our members in good health and cheer. We look forward to meeting as many members as possible.

Merry Xmas to all, with kindest regards,

Iain and Leila Dyer.



That's not a Simca!

PRESIDENTS REPORT - *by Rob Stapley*

Hi all,

Well the year is nearly done and dusted. As a club we seem to have survived as strong as ever. New challenges for most and the tv today is showing reunions etc. as borders finally open and travel restrictions are relaxed for most states.

Perhaps we can start planning next year's events. I wonder if our National Rally will eventuate, certainly hope so, for those planning this event perhaps a new sense of certainty and hope.

The latest issue of "Just Cars" has a P60 advertised for sale at \$8,500. South Australian car in good restorable condition and recently a black P60 sedan was advertised locally for \$6,500. There must be more cars hidden away in sheds waiting for someone to take the big leap and begin a restoration. We appreciate Skips efforts on the Facebook page reposting bits and pieces all things Simca.

Christmas is fast approaching and Ina and I wish all our friends and members a happy time hoping you can share with loved ones, realizing that some members will be experiencing sadness as well and our thoughts are with you and we remember the good times

Regards. Robert.



SECRETARY'S REPORT - *by Doug Murphy*

Secretary Report: A very quiet period – Covid caused.

Member Lorraine Laney- she administers the Club's website, advises, in spite of scam emails, the Club's website is financial and functioning properly. Good one Lorraine.

A few weeks ago, I had an enquiry, a fellow wanting to sell a Vedette hubcap , so I sent out an email to all members; it was bought by Laurie Borg. Good one Laurie. Seems to me this is the best way to go, sending a global email and anyone interested can respond. Saves a lot of time. From USA, Richard Bonfond is wanting to make contact with the Simca movement in the US- referred to John Pickles to follow up.

This year was the inaugural video broadcast internationally of the Bay to Birdwood.

Treasurer Report: From Jul 1 to November 30 this year, income was \$85 – from subscriptions, and Expenditure of \$292.32, being Newsletter publication costs. This leaves a balance of \$5002. As the only asset of the Club is cash and there are no liabilities, the Balance Sheet balance is \$5002

Membership: Officer: The Club has three new members: Ted and Sherrill Church of Blenheim NZ. Ted and Sherrill purchased the 1957 Vedette Versaille which previously belonged to the late Keith Marshall of Dunedin. Barry Fletcher of Gracemere (near Rockhampton), is now the proud owner of the P60 purchased from Alex Connors who bought it from me.

Bernard Andrivon, a Club member from the long term past, is in the process of joining the Club. Bernard lives in Macarthur Victoria and has a 90A. He's interested in car racing.

Membership inquiries from Paul Harvey in WA and Kurt Testa, who has a 1957 Elyse.

Renewal of Memberships is due by 31 January.



SIMCA CAR CLUB AUSTRALIA INC.
 Financial Statement; 1st July 2020 to 30th November 2020

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|----------------------------------|--------------|---------------|
| INCOME | | |
| Annual Subscriptions | \$ | 85.00 |
| TOTAL | \$ | 85.00 |
| EXPENDITURE | | |
| Secretary Exp. | | |
| Newsletter (June & Sept) | \$ | 292.32 |
| Namebadges | | |
| Fairtrading | | |
| Stickers & Posters | | |
| Website Costs | | |
| Bank/Paypal Fee | | |
| TOTAL | \$ | 292.32 |
| ASSETS | Cash at Bank | \$ 5,002.00 |
| LIABILITIES | | |
| NET ASSETS | | \$ 5,002.00 |
| BALANCE SHEET - 30.11.20 | | |
| Balance brought forward 30.06.20 | | 5209.32 |
| Add Income Amount | | 85.00 |
| Balance | | 5294.32 |
| Deduct Expenses Amount | | 292.32 |
| Balance as at 30.11.20 | | 5002.00 |



QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone,

First of all we would like to welcome new member, Barry Fletcher who lives in Central Queensland. Barry has purchased Alex Connors' P60 which was previously owned by Doug Murphy.

Even though Roma is a relatively small town our local club always seems to come up with interesting places to visit. We recently visited a local member's impressive stationery engine collection and then continued on to the Mt Abundance Homestead not far from town which was the original settlement of Roma. On the way home Michelle glanced over the back to check on Leo and this is what he was up to . . . Leo just loves to ride in the Simca!



The Meadow Bank Museum recently sold some of their artefacts ranging from cow bells to horse drawn wagons and carts to farming implements. Luke couldn't resist a bargain and picked up a drop gate, plough, reaper and binder and sunshine header. Luckily his parents own a farm!

Thank you to David who has given us an update on his adventures with Alice. Some of you may have seen her on Facebook recently cruising the highway.

Wishing you all a very Merry Christmas and Happy New Year.

Luke & Michelle Huntly



As 2020 draws to a close, Alice is finishing on a high!

Due to COVID restrictions, car rallies and meets were cancelled throughout the land, as I am sure everyone is aware. Once COVID restrictions came into being, that was the end of any potential social gatherings for Alice to get to know many other classic motor vehicles, of which there are many around Central Queensland – just about every day in Biloela, someone is driving a VC Valiant, an HQ one-tonner, a CM Valiant, early 70s Crowns, an early 50s Dodge, the likes of which I had never seen before, a couple of old Wolseley's, XY Fords, a Galant station wagon ... a Renault 12. The list does go on, and there really is a plethora of older vehicles, some of which come out on special occasions, and others are clearly being used on a daily basis. There is a terrific "Classic Car Culture" here in Biloela.



It seems now that restrictions are loosening, perhaps there will be return of various events and rallies throughout 2021, and I

am certainly looking forward to tagging along with Alice as she continues to make her mark on Central Queensland!

I am sure you are all wondering, so how is it that Alice is finishing on a high? You will recall that she finds the going gets a bit tough as the mercury rises, and I am constantly driving with one eye on the temperature gauge ready to pull over and allow her to cool for a bit before continuing on – back in January, we continued along at 70 – 80 km/h, as I had picked, it seemed, the hottest, most cloudless Sunday on record to drive her from the Gold Coast to Biloela. Then it seemed she was running hot in July – at 5am and 5 degrees. In September, I drove her down to the Gold Coast to my mechanic there to have the clutch replaced. She ran impeccably, and the temperature gauge sat exactly where you would expect it to sit, nudging 90 – 95 at times (short times as she was powering up the range between here and Monto, for example), but quickly returning to around 85.

We got to my mechanic, the first Monday of the school holidays, thinking that a 2 week turnaround (just in case something untoward was

discovered) should be do-able. Well, we didn't factor in the massive increase in the number of people doing up old cars and requiring clutches to be reconditioned! It seems, during the COVID lockdowns, people have been filling their time by getting out into the shed and doing up Grampa's old car that has been sitting there for the last 20 or 30 years! To cut a long story short (I know, too late), Alice spent four weeks at my mechanic and I had to leave her on the Gold Coast and a good friend, Kevin, drove me back to Biloela.

Once she was ready, Skip picked her up for me, and she had a couple of weeks at "The Simca Spa" at Gilston, where she was pampered, spoiled and got to catch up with a few of her relatives – the other Simcas and Peugeots at Skip's place. Getting back to "finishing on a high", I flew down to Brissie one Friday



evening (the 13th, but it did not prove ominous) and drove her back to Biloela over the weekend. Kevin came along for the ride, which I am sure was somewhat nostalgic for him, as he once owned a Simca – his first car back in the 70's. As fate would have it, I, yet again, picked the hottest weekend since the weekend I drove up to Biloela in January, so I was a little anxious. We visited friends in Gin Gin for afternoon tea, where it was already at least 38 degrees – they asked, "ow are you travelling?"

My response, "We are road-tripping 1963 style. We are hot, sweaty, stinky, sunburnt and dehydrated!" I do love cruise control and air-conditioning in my more modern Commodore – but Iris doesn't garner as much attention as Alice!

And the 'high'? Alice's temperature sat around 95 for most of the afternoon, but she was quite happy to keep trundling along and keeping up with the traffic. She was brilliant. I did ask to have her cooling system flushed while she was at the mechanic's as well, so I expect that helped a bit! So, she has

finished on a 'high' by allaying my constant fears of over-heating somewhat!

Oh, one teeny-weeny little bothersome thing raised its teeny-weeny little head that evening. We left Gin Gin about 5pm, heading to Gladstone where we stayed the night (Iris was at the airport, and Kevin escorted her back to Biloela). Light was fading by 6-ish, so 'on' went the headlights... or not! I kept saying, "I don't think the lights are working, Kevin," and as the twilight encroached upon us, it was clear that low-beam was obviously feeling too low to brighten our way. High-beam worked fine, which got us into Gladstone. It didn't seem to bother too many on-coming drivers, although a few flashed their lights at us. I guess that is also because Morrie did such a good job of modernising a few of Alice's 1963 standard safety features (headlight candle-power for example) and bringing them up to a level expected in the 21st century!

My mind escalated to the most difficult issue – "It must be the mechanism. I will have to remove the steering wheel, and check everything. It could be a relay, or something..." It was the fuse, which meant I could easily pop into Repco, Biloela and get a new one - well, a pack of five for \$3.40, but I am ready for the next time the fuse blows!

Well, that is the end of Alice's adventures for 2020. We will still be here in Biloela in 2021, and are looking forward to whatever shows, rallies and events that will be running. Have a wonderful Christmas and a prosperous and very happy New Year to all!

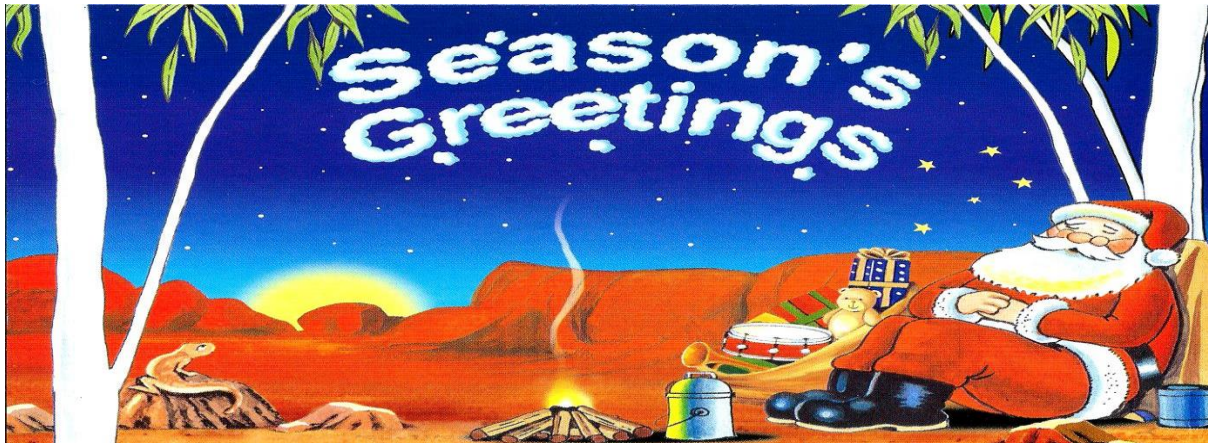


WESTERN WHISPERS – WA STATE REPRESENTATIVE'S REPORT –

By John Pickles

WESTERN WHISPERS

WA State Representatives Report – By John Pickles



Another year behind us with 2020 written in the history books of bringing the world to its knees.

Out of this adversity of the Covid-19 Virus the leaders of Government both Federal and State in Australia have shown great leadership in combating the spread of the virus within our country, which would bring me to say that Western Australia would possibly be the safest place in the world in which to live at this time. While most states have endured tough restrictions and lockdowns, WA has been fortunate that for most time the imposed restrictions have allowed us to carry on with life in a reasonably normal manner and that includes lifting the ban on the car shows and motoring events.

Now that Christmas is here we turn our attention the arrival of Santa and the gifts he will bring us, so it is fitting we correct any misnomer associated with his team by reading the following:-

According to the Alaska Department of Fish and Game, while both male and female reindeer grow antlers in the summer each year, male reindeer drop their antlers at the beginning of winter, usually late November to mid-December.

Female reindeer retain their antlers till after they give birth in the spring. Therefore, according to EVERY historical rendition depicting

Santa's reindeer, EVERY single one of them, from Rudolph to Blitzen, had to be a girl.

We should have known... ONLY women would be able to drag a fat man in a red velvet suit all around the world in one night and not get lost.

In the early years of the Simca Car Club I had built friendly relations with fellow Simca Clubs around the world with many still corresponding with me, I would like to share this recent email from the "Simca Club Bertone" which alerts us to a future television episode of "Wheeler Dealers". In Australia this programme is screened on channel 96 and the same episode is broadcast three times in the day, it's a must see for any motoring enthusiast.

Hello with all,

For information, our member Gilles NIEDERGANG of Harcanville close to Rouen from which it had exposed its half-compartment 1000 blue one year to the living room, will be the subject of the emission "Wheeler Dealers" with RMC channel 24 on December 3 with 20h30. The purpose of the emission is to sell the car, but of course it is only for the emission. There is no question of selling it according to its owner. Roger Berthollet



Roger Berthollet is the President of the Simca Club Bertone France

Rust to Reward

by Peter Walker



(This article was written by Peter Walker and was published in the newsletter of the Simca Club Bertone of which he is a member)

I bought the Coupe off a fellow club member who had imported it from America a couple of years ago, I felt sorry to see it in such a poor state and though I had to save this rare car and make an effort to fix it up. After getting it home is when the fun started.

First up was to assess the amount of rust Rust in a Coupe? Never! well that was to be the first of my surprises. I had to replace both front floors and bottom of the boot with replacement pieces which were pressed up by a friend and then welded in. One job down, still heaps to go.



Rusted Floor

I joined the Club Simca Bertone of France, they proved very helpful and sent me a parts book with pictures which proved very helpful as I am not able to read the French language.

Next was the wheel bearings, fortunately there were some new parts among the gear that came with the car and as a bonus were 2 new rear wheel bearing kits. Moving onto the next job of sorting out the front suspension with the fitting of new tie rod ends and the reconditioned steering box checked and refitted. New seals and steering shaft doughnut was obtained from the Simca Club France and fitted.

Next was the brakes. It had new pads, front and rear hoses and calliper kits which came with the car, unfortunately they were the wrong kits for the car and I had to source them locally which proved to be frustrating and time consuming. I then moved onto more cosmetic side of things and sent the gauges away to be cleaned and recalibrated which gave me an opportunity to paint behind the dash where it was bare metal and also between the door hinges. The seats which were in poor condition were sent away to be reupholstered giving me the chance to fit the new door and window rubbers which had also come with the car. Things were now moving on and perhaps the time to see if the car would run. I put some petrol in the tank and sure enough it ran out as fast as I could pour it in, so it was out with the tank to weld in a whole new bottom, then using a tin of tank sealer the job was done.



Poor Interior

The next job was to clean and paint the wheels and fit new tyres. Fortunately the outside of the car had been painted and was in excellent condition and apart from a cut and polish required no further work, for a finishing touch I painted the inside boot and engine bay.

Now for the exciting part, looking at the motor. The engine came with a long motor and spare block head, 2 transaxles, gasket set, new oil seals and bearings. Pulled the motor apart, cleaned it and took it to an automotive engineer who measured it up. Now for the unexpected, the rings and bearings that came with the car were the wrong size, it appears the fun was just starting, where in the land of OZ am I going to get replacements? have to be overseas, where else!. We ended up using Mazda rings and had to machine the ring lands bigger to make them fit. Mains and big end bearings had to be shipped from America. Next was to ground and reseat the valves plus the fitting of new exhaust valves. With the head machined and block checked it was now time to try and remember how to put it all back together. Finally assembled the motor with a new timing chain, painted block now ready to go back in the car, and to make sure everything was in top condition the carby and distributor was sent away to be reconditioned.

My next move was to attack the transaxle which I pulled apart, cleaned it, installed new seals and gaskets and reassembled and at the same time fitted a new clutch kit (which had come with the car).

The big job was to fit the motor and transaxle into the car by myself. I quickly realised that another set of arms would come in handy, finally with a great amount of perseverance I got it in.

What a job especially doing it solo, so I gave myself a day off after that. Now with the motor in place it was time to sort through the parts to complete the installation and that is when I came to realise there was no starter motor or exhaust system. Same story, where can I source these parts? New Zealand!

Just as well I have the habit of checking parts before installation as the alternator that came with the car when tested proved to be faulty. I managed to get a new replacement but had to rewire it to run anti-clockwise. With the reconditioned carby and distributor back in, clutch bled and adjusted, battery fitted and the dashboard gauges installed it must be time to hit the key. Turned the motor over with the plugs out to get an oil pressure and guess what? No oil pressure. I had an oil gauge that I plugged straight into the motor, checked the dipstick to make sure I had put oil in, removed the oil pump, pulled it

apart and filled with grease and reassembled it onto the motor. Installed the plugs and hit the starter motor and gave it a big rev and Hey oil pressure at last and what's more the motor runs beautifully.



Ready for installation

Just when we think we are in front it's time to check the gearbox only to find it stuck between gears. Off with the gearbox side plate to check if all is working and pleased to find all is well. While doing all this inspecting I find a couple of oil and water leaks, so I had the radiator and heater core overhauled.

Now for the big test run up and down the driveway and all seems to be good and running smoothly, next off to get a roadworthy certificate and front end alignment. We now have it on club registration with the plates fitted and ready for a real drive. The car drives really well, a bit disconcerting being left hand drive but sure I'll grow into it. That's the story, she's finally up and running. One happy chap to see a delightful little car now back to its former glory.

I would like to acknowledge and thank a few people that helped me achieve getting the Coupe back on the road. Without all their help and support I would still be trying to get it finished and on the road.

Thank you to Club Simca Bertone, France. Phil Butcher, Colin Smith (New Zealand). Greg, Steve, Wayne and lastly the man that made it all come together. A big thank you to John Pickles (my Simca Guru) for all your support, knowledge and ongoing encouragement.

Peter Walker

(Victoria Australia)

P.S. If you ask would you do it all again?

Well it's a bit early to think about that.

.....

The Simca Club Bertone France was extremely helpful in assisting Peter to locate the much needed missing parts and to bring this car back to original. Peter has been a member of their club from almost the time he obtained the car and for them to see the completion of the project and the story behind it gave them good reason to publish the story in both English and French language.

Once the Eastern States are out of lock down

And the resumption of the car shows and motoring events take place, I am sure we will have the opportunity to inspect and admire Peter's handy work and restoration skills.

"Congratulations Peter" (Editor)



On the first outing the car won the President's Award Trophy for best car of the show



Peter Walker

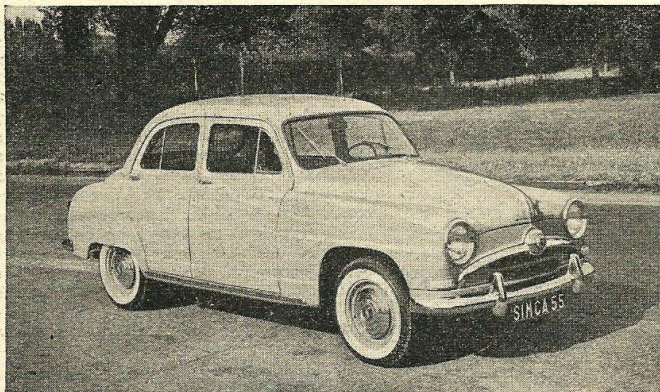
September 29, 1954

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The Motor

1955 CARS

SIMCA

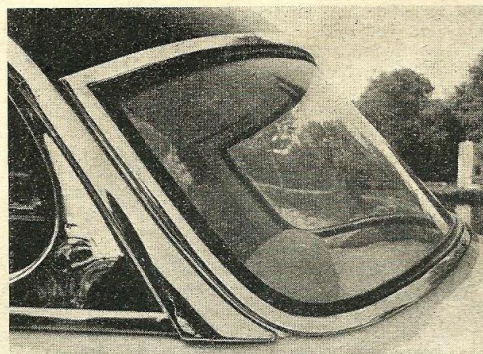


VIRTUALLY INDISTINGUISHABLE from existing models, the 1955 Aronde nevertheless offers improved driving amenities and road behaviour derived from gearbox, clutch, steering, track and wheel-size changes.

IN the past three years the Simca Aronde has established itself as one of the most popular French cars. This is understandable in the light of the fact that when road-tested by *The Motor* it was found to offer high standards of roadworthiness together with an overall fuel consumption better than 34 m.p.g. and a maximum speed of approximately 74 m.p.h. In the past year this model has been available in England and it is to be continued into 1955 with a number of relatively small changes, which in the aggregate however are of real value to the user.

Externally one of the most important changes is a reduction in wheel radius from 12½ in. loaded to 11½ in. loaded. This has been effected by using 5.60 section tyres on 14-in. rims in place of 5.50 tyres on 15-in. rims. In effect the car has been lowered by an inch and as there has been no change in the brake mechanism there is an increase in

ALL-ROUND VISIBILITY is a strong feature of the Grand Large version of the Aronde, this model having a wrap-round rear window of hard-top coupé style



brake torque of approximately 8% for any given pedal pressure. The 72 x 75 mm., 1,221 c.c., 4-cylinder engine developing 45 b.h.p. is unchanged but the clutch design has been revised to use a new type of pressure plate which gives better ventilation. The gearbox has been replaced by a wholly new type with larger synchro cones, smaller overall dimensions and a control gear

Many Small but Useful Changes on the Aronde model

which offers a shorter movement on the column-type gear lever. The new box protrudes to a lesser degree through the floor of the car, with corresponding improvement in front-seat comfort. The final drive ratio has now been raised to 4.45:1 in place of the previous 4.78:1 with corresponding 7% reduction in r.p.m. at a given road speed on the indirect ratios. To counterbalance the reduced litres per mile resulting from this change a careful study in weight has been made which has led to a reduction of 55 lb. or approximately 2.7%, so that the reduction in acceleration amounts to about 4%.

Dimensionally, the wheelbase has been left unchanged but the track

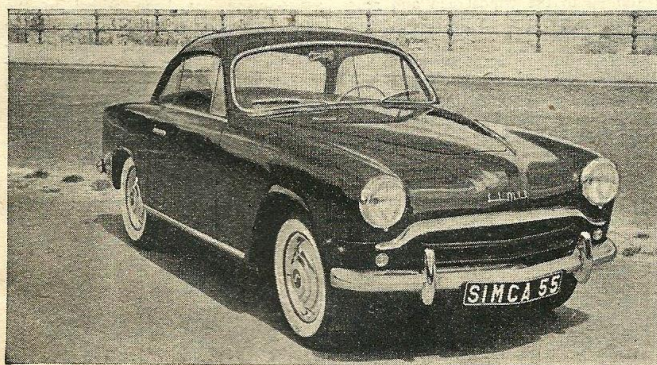
increased from 48½ in. to 49½ in. The wider track and lower height have, it is claimed, sensibly improved the cornering power of the car and stability in cross-winds. Straight running has been improved by a marked increase in castor angle which also gives a more positive return action when cornering.

So far as bodywork is concerned the doors will now open to a right-angle and there have been numerous changes in minor items of equipment.

Although for the English market the concessionaires concentrate upon the Aronde model, the works also offer several variations thereof. These all include the changes above-mentioned, and in the case of the model entitled Grand Large, a modification consists in the provision of a wrap-round rear window of exceptional area and free from dividing bars. This model represents a de luxe version of the range and is balanced by a rather more utilitarian type in which a number of items normally chromium-plated are painted.

Standing somewhat apart from the main range are the sports coupé models which in addition to a lower centre of gravity, two-door bodies and single-row seating, have an engine of greater maximum power.

c3



CONTINUED for the coming season is the Simca Sport, which now uses mainly Aronde mechanical components, and, for 1955, exhibits minor styling changes.

“Merry Christmas and a Happy New Year to All”
“Joyeux Noel et heureuse annee” From Evelyn & John



VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

by Andy Woodson

Hi. Simca gang.

As you are all aware, here in Victoria we have been in lockdown for most of the year and us car lovers are totally annoyed and frustrated that there have been no car shows or swap meets allowed since March. Some have already been cancelled in early 2021, which is a bit sad. We are all pleased that there are zero virus cases now in Vic, however, we need to get on with living and getting out and about once more and participate in events and motor shows, swap meets etc. So unfortunately in Victoria there is nothing new to report since the last report. Next year the Winton historic is definitely going ahead late in May, so we can look forward to that major event. Hopefully things will get back to some normality soon and we can get out and about and have pics of classic vehicles at car shows by our next edition. Who knows? All the best till next time.

Andy Woodson.



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

S.A.Report.

Hi all,

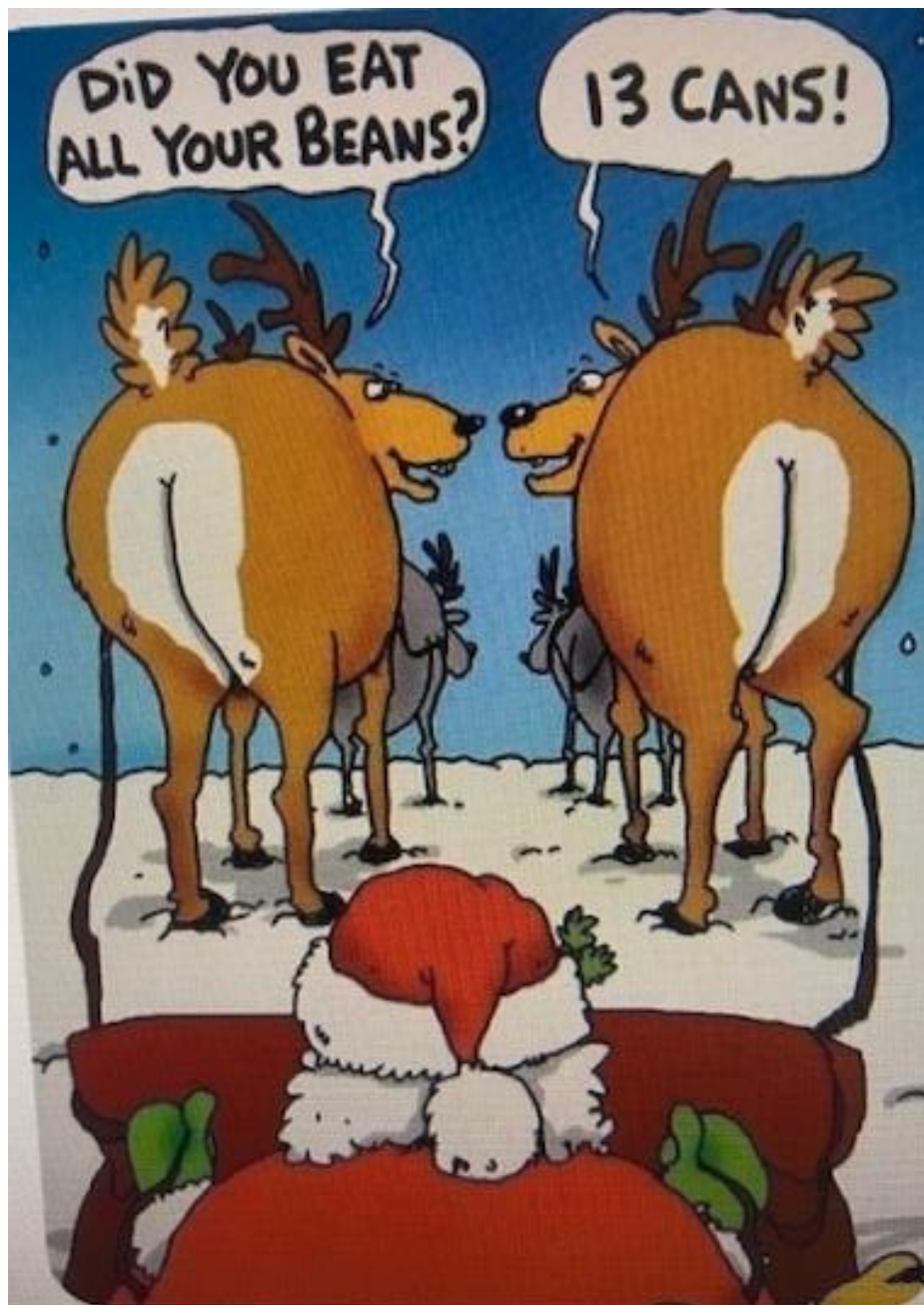
This is the S.A. state reps report. Not much is happening in S.A. club events and meetings have been severely restricted so the social side has suffered. There seems to be a bit of confusion from government still on what we can and can't do. S.A had a lockdown (you call that a lockdown, from Victorians) It lasted 3 days and the population was beside themselves which begs the question, can you socially distance if you are beside yourself? We experienced panic buying again, toilet paper and alcohol the most popular items, keeping essentials covered.

The Christmas period means for some parties and social events but once again seems no rhyme or reason, some venues can have less than 50 people some more so some events are cancelled and some go ahead, we can't have more than 10 people in our home, never mind.

I am enclosing a photo taken locally (within 30km) of a bit of garden art in Maitland which we spotted a few weeks ago. The local club members have been living with a Simca in their main street for the last 20 or 30 years or more. Simca's were quite popular on the Peninsula years ago and some time ago before I had a 90A I was able to buy a brand new set of 90A window surrounds still in original packaging. That's a bit like buying a steering wheel then having to buy a car too.

However Christmas is upon us and we hope the year ahead is better although this virus is going to impact our lives for a good while more I think. We hope you all have a good Christmas and maybe we will see some of you later next year.

Cheers. Robert and Ina



NEW SOUTH WALES REPRESENTATIVE'S REPORT – *by Ian Powell*No SubmissionOctober Euro Day Launceston

Every quarter the European Car Club has an open event to all cars of Euro origin. The Simca is always welcome and always gets plenty of attention. This quarter they threw it open to all makes. I usually have some fun with friends from the Jag Club. Now that the UK has left the EU, officially they are not eligible.

On this occasion there were a variety of Super Cars touring the State as a Club. You had the usual mix of Ferrari's, Lambo's, Audi R8's etc. Towards the end of the day, one of their group dained to come over and check out poverty row. There were a couple of Mini's, Morris Minors and us in the corner. It's amazing how the wealthy always seem thin, and his loafers were worth about the same as my new tyres. With a dour expression he asked who owned the Simca. After silently viewing the car, he asked what the badges were on the boot. Obviously a snob, I patiently explained about the oval record badge. Beside the number plate for a bit of fun, I have a small enamel Abarth badge.



It looks cheeky in its red and yellow colours. Abarth and Simca/Fiat/Matra were inexplicably linked in the day. All of a sudden he turned and said, "That badge is a misrepresentation and needs to be removed." I explained the whole style of the car is aimed at being a bit of fun. At this point he became quiet abusive, raving on that Abarth never had anything to do with Fiat and to remove the badge. Suffice to say it got a bit ugly. Not too far back, he would have had the dual opportunity of studying cloud formations plus using his medibank card. Generally speaking, it's a great day with great people. We were parked near a chap who had an immaculate original Morris Major. He summed it up in saying, he just enjoyed nursing the old car along and talking to other enthusiasts. At least next time, the Simca will at least look like it's been breathed on by Abarth.





NEW ZEALAND REPRESENTATIVE'S REPORT – by Gerard Crombie

New Zealand Report

It's good to be able to say that in the last quarter life in NZ has been relatively normal, if you can call living with possible lock-downs, using tracer apps to monitor where you go and in Auckland wearing masks on public transport normal.



We have had two outings with the Simca recently. A planned weekend away was cancelled and replaced by local day trips. The first was a back roads trip to the north of Auckland in September with morning tea at a historic pub in Puhio after which we continued to the historic site of Wilsons Cement Works in Warkworth. It produced lime from the 1850's and was the first site in the southern hemisphere to produce Portland cement in the 1880's and for the next 45 years. The roads on our trip were in theory "good for our old cars" but I thought they were actually a bit hard on the cars. With covid number restrictions in restaurants Yvette and I elected not to join the group for lunch and instead headed to our bach where we stayed overnight and back home the next day. Pictures are of the remnants of the cement works and three of the cars on the run (including our Simca).



The second trip in October was to Piha, an Auckland west coast beach accessed via the Waitakere ranges and Auckland water catchment area. It was a cool windy day so the beach was somewhat deserted apart from ourselves and a number of dog walkers. Although we live in West Auckland Piha is not a beach we frequent and it is some years since we were last there. Piha is known for its big surf and distinctive “Lion Rock” but the tide was out and there was no big surf on the day, albeit the wind is catching Yvette’s hair in the photo below.





One of the cars on both these runs was an Australian Chrysler Centura. This one, rather than having the Simca motor, has the six cylinder motor and the distinctive Australian front and grill. I was interested to see that the change in front and grill is achieved with just some large size pop rivets to make the change from the Chrysler Simca 160/180 to the Centura!



I would like to welcome our newest New Zealand members to the club Ted and Sherrill Church. They have bought the 1957 Simca Vedette Versailles previously owned by Keith & Marilyn Marshall. Ted had one many years ago and is pleased to have identified the beautifully presented car he has now purchased (as per the photo below). Ted and Sherrill live in Blenheim in the South Island.



Until recently it had been many years since I last saw Phil Butcher but a couple of months ago I contacted and caught up with him and his current Simcas at his premises in Onehunga. Although in theory he's retired, Phil as always still has many projects in progress. It would be great to see his 1960 Simca Monaco back on the road but it still has some way to go to achieve that. He also has a Chambord and a 1501, both needing to be on the road, including a very patient passenger "waiting" in the back seat (in the photo below). I first met Phil about 30 year ago (1990) when our Simca had a cracked and unrepairable head and I was needing a replacement, along with other bits and pieces which I got from Phil over the ensuing years. Below are photos of Phil's Simcas', the Monaco, the Chambord and 1501.



Our son and new wife's wedding was on the first weekend of November in Wanganui. Although covid was always a threat in the weeks prior and it rained during the morning of the day, it was very overcast but fine for the outdoor ceremony and the wedding and reception all went to plan. We had packed our bags a few weeks early so that if Auckland got locked-down we would have been able to leave Auckland and head to Wanganui early and at short notice. Ewan and Erika had put considerable time into preparation and it was great to see their efforts rewarded on the day.



The wedding party included (left to right) our son Eldon (bestman), Tash (matron of honour), our granddaughter Renee (mint dress) Ewan & Erika, new granddaughter Nirvana, new grandson Tyde and grandson Hamish.



Finally, the last display I went to, just yesterday, was a supercars display at Hobsonville Point, five minutes from home, and no I didn't take the Simca. I drooled over the Lamborghinis, Ferraris, Bentleys, Porsches, Audis & McLarens. No one said I had to be practical; I watched one driver put her little purse in the front boot, if it had been a handbag rather than a purse it wouldn't have fitted, just as well she wasn't trying to fit in a weekend bag or a suitcase! However, I would still have been happy to have it, even if it was bright pink! My favourite though was a yellow Lamborghini Aventador! Dreams are free!



Seasons Greetings and Best Wishes for 2021



New Members

The club would like to warmly welcome the following new members.

Bernard Andrivon, Macarthur. Victoria.

Bernard has previously been in the club and sounds like a very busy man. He runs an automotive workshop in Macarthur. He currently has a P60 and a 90A both requiring some restoration. He is also interested in historic racing and I believe he has been talking to Geoff Rose. An interesting scenario here.

Ted and Sherrill Church, Blenheim. NZ

As noted, Ted and Sherrill have purchased the late Keith Marshall's 1957 Vedette Versaille. Lovely car and I am sure Ted and Sherrill are very proud of. A rare one at that. Can't wait to get some input for Swallow Tales.

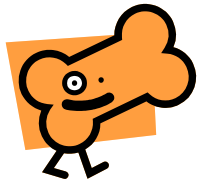
Barry Fletcher, Gracemere. (near Rockhampton)

Barry purchased the superb x-Doug Murphy P60. Barry was quite surprised when I said I had driven the car for three days. It all became clear when I explained the QLD Rally. Barry also has a P60 project car. There is a story here and I will endeavour to report it next Swallow Tales.

It would be great if we could catch up at our Rally next year.

Editor.



*Funny Bones*

A bit of culture - ---

Poor old Granddad's passed away, cut off in his prime,
He never had a day off crook - gone before his time,
We found him in the dunny, collapsed there on the seat,
A startled look upon his face, his trousers around his feet,
The doctor said his heart was good - fit as any trout,
The Constable he had his say, 'foul play' was not ruled out.
There were theories at the inquest of snakebite without a trace,
Of redbacks quietly creeping and death from outer space,
No-one had a clue at all - the judge was in some doubt,
When Dad was called to have his say as to how it came about,
'I reckon I can clear it up,' said Dad with trembling breath,
'You see it's quite a story - but it could explain his death.'
'This here exploration mob had been looking at our soil,
And they reckoned that our farm was just the place for oil,
So they came and put a bore down and said they'd make some trials,

They drilled a hole as deep as hell, they said about three miles.

Well, they never found a trace of oil and off they went, post haste,

And I couldn't see a hole like that go to flamin' waste,

So I moved the dunny over it - real smart move I thought,

I'd never have to dig again - I'd never be 'caught short'.

The day I moved the dunny, it looked a proper sight,

But I didn't dream poor Granddad would pass away that night,

Now I reckon what has happened - poor Granddad didn't know,

The dunny was re-located when that night he had to go.

And you'll probably be wondering how poor Granddad did his dash--

Well, he always used to hold his breath

Until he heard the splash!!



"Male, 38, still living with his parents. They asked us to keep him overnight, so they could change the locks."

HOOTERS

Two guys grow up together, but after college one moves to Georgia and the other to Texas.

They agree to meet every ten years in Florida to play golf and catch up with each other.

At age 32 they meet, finish their round of golf and head for lunch.

"Where you wanna go?"

"Hooters."

"Why Hooters?"

"They have those servers with the big boobs, the tight shorts and the gorgeous legs."

"You're on."

At age 42, they meet and play golf again.

"Where you wanna go for lunch?"

"Hooters."

"Again? Why?"

"They have cold beer, big screen TVs, and side action on the games."

"OK."

At age 52 they meet and play again. "So where you wanna go for lunch?"

"Hooters."

"Why?"

"The food is pretty good and there's plenty of parking."

"OK."

At age 62 they meet again.

After a round of golf, one says, "Where you wanna go?"

"Hooters."

"Why?"

"Wings are half price and the food isn't too spicy."

"Good choice"

At age 72 they meet again.

Once again, after a round of golf, one says, "Where shall we go for lunch?"

"Hooters."

"Why?"

"They have six handicapped parking spaces right by the door and they have senior discounts." "Great choice."

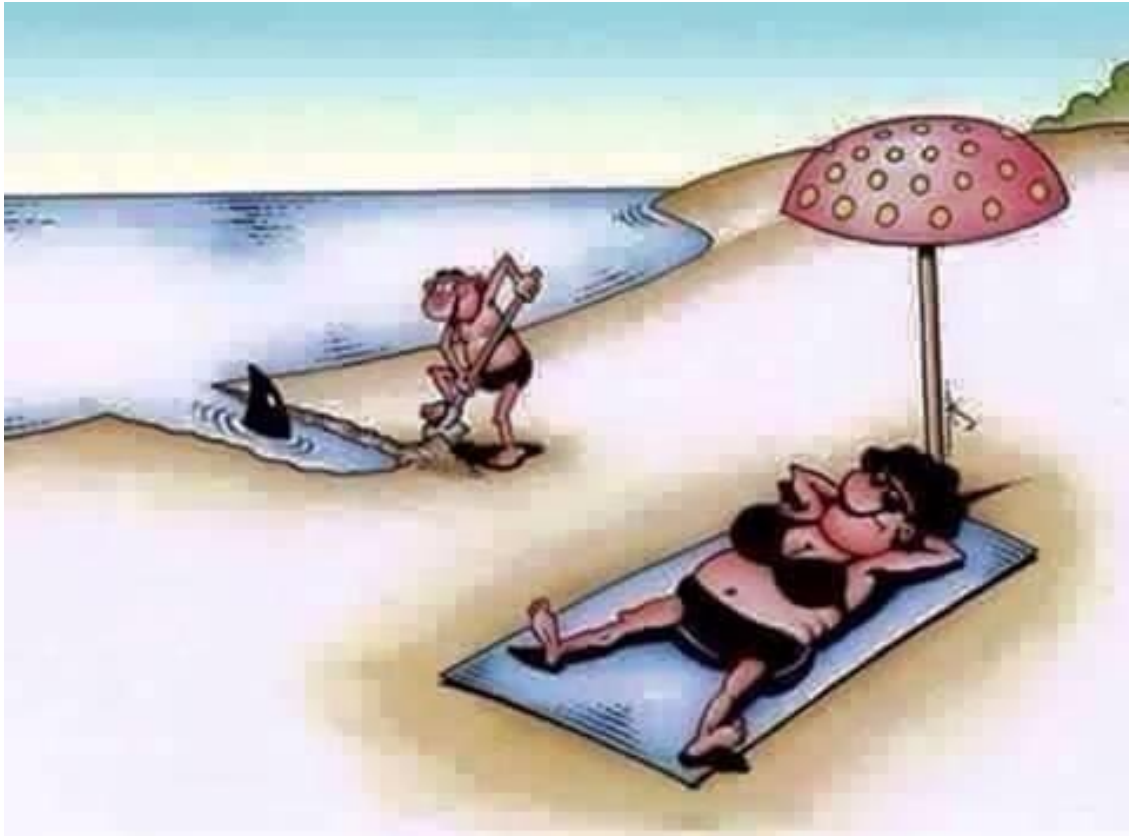
At age 82 they meet and play again. "Where should we go for lunch?"

"Hooters."

"Why?"

"Because we've never been there before."


"Okay, let's give it a try."



Secrets to a long happy marriage



A old woman was sipping on a glass of wine, while sitting on the patio with her husband, and she says, "I love you so much, I don't know how I could ever live without you"... Her husband asks, "Is that you, or the wine talking?"... She replies, "It's me... talking to the wine."



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PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

The 2020 renewal of membership is due on January 1st 2021. 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

Please note membership subs are due now. Please pay ASAP to lighten our Secretary's work load.

**SIMCA CAR CLUB AUSTRALIA Inc.
CLUB MEMBERSHIP RENEWAL****Jan – Dec. 2021****Surname:** ----- **Given names:** -----**Membership No:** ----- Please print both names for family membership**Address:** Please print full postal address

-----**Contact Details:****Home:** -----**Mobile:** -----**Email:** -----

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

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

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

-----**Annual Membership Subscriptions**

Simca Car Club Australia Inc. membership operates from:

1st January to 31st December each year.All Membership Fees are due and payable each Year on: 1st January**Annual Subscriptions are currently:** **Single \$40** **Family/Joint: \$45****Signature/s:** ----- **Date:** -----

(Both signatures required for Family/joint membership)

Please pay Cheque/money order to Simca Car Club Australia Inc and post to:**Secretary/Treasurer S.C.C.A. Inc.****Doug Murphy****PO Box 2151****Wellington Point****QLD 4160**

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

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