

# SWALLOW TALES



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

VOLUME 19

NUMBER 3

October 2012



1949 - Simca 8 1200



## **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 2011 AGM)

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**PRESIDENT’S PERSPECTIVE – from Morrie Barrett**



Hello to all Simca Car Club Members our Annual Meeting at Albury is fast approaching and if you are planning to attend it would be advisable to make a booking and advise our Secretary of numbers in order that suitable venue and arrangements can be made for dinner on Saturday night following our GM on Saturday afternoon.

The Grand large with greatly appreciated assistance from Geoff Rose is now registered on Historic plates although the so called good gear box turned out to be not so good Bruce Holder offered the pick of a number of other gear boxes and after Geoff came out from under the car at 8 pm the test drive was good in a forward direction but reverse could not be selected, so the car was pushed into the garage and the door closed to be continued.

Following up on a commitment made to John Pickles last year I travelled to West Australia and assisted John to identify and catalogue his considerable array of Simca parts and also work with Rob Lewis in getting John’s Versailles Vedette back on the road.

With John and Rob it was nice to catch up with Ian Williams to view his progress on his ground up restoration of a Vedette Beaulieu will no doubt be a crowd puller when complete (see photos below).

Over the past months I have been attempting to make contact with Rob Verhagen in Egypt with the message that his number was not connected however spoke with Rob last week and he will be back early next month, sends his regards to all.

Margaret and I look forward to catching up at the General Meeting.

*Morrie Barrett*



**Restoration of Ian Williams’ Vedette – Bunbury W.A.**



Looking through Grill area



Newly painted



Old Engine



New Engine installed



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

Hi to all Simca Club members. I am looking forward to catching up with many of you at the AGM in Albury in October. Unfortunately Lois is unable to accompany me on this trip.

Since the return from our big trip I have been to see John Pickles a few times and it is wonderful to see how well he is recovering after his big op. I think back to this same time last year and how busy we were preparing for the Aussie Trek and National Simca Rally. What a fabulous couple of weeks we had at that time.

Whilst we were in Melbourne at the French Car Day I had a chat with Ray Hodge and he passed on to me some old Simca literature from 1963 including the Oxenford head conversion, which you can view/read in this issue and issues to come. Thanks very much Ray!

Thanks to Morrie for his recent visit to Mandurah and for helping with the restoration of the motor for John's Vedette and for the smooth way it fitted back into the car. Also for Morrie's urgency to get the motor finished and to hear it running before he returned to Sydney. It was great to be involved in finishing the project that Ivan Smith started early this year whilst he was working in Perth. Thanks also to Morrie for the picture of Simca 8 which is on the front cover of this issue. The Simca 8 was produced in 1949 and it is remarkable to see how far the history and progress of Simcas have come since that time.

On behalf of all members we would like to pass on to Steve Maloney (Vic/Tas Rep.) and his family our heartfelt condolences on the recent passing of his mother (after a very short illness) – aged 87. Our thoughts are with you as this sad time.

**Weather Shields:**

Morrie has been discussing weather shields with a firm in Queensland who in the past have made 90A, P60 and Vedette weather shields. If there is sufficient interest a bulk order for the shields could be made on behalf of members. Interested members should contact the Secretary (Geoff Rose – (02) 44736220 or email: geoffrey.rose8@bigpond.com) so that numbers can be obtained to see if this is a viable option. The close-off date to submit your interest is **October 31**.

**AGM – PROXY VOTE:**

Attached to last page of this issue is a Proxy Voting Form for the AGM on October 26. If you are unable to attend the AGM and would like to vote, you can do so by completing the form and appointing someone else to vote on your behalf. Forms are to be completed, signed and posted to: Morrie Barrett (54 Disraeli Road, Winston Hills NSW 2153) so they arrive no later than **Monday, October 22**.



**“John” The Inspector**

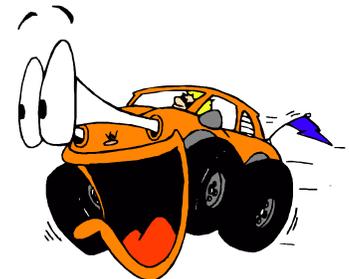
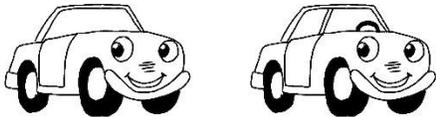


**John & Rob Installing the sump**



Rob & John assembling the motor for the Vedette

Rob finishing assembly of the motor ready for installation



John's beautiful V8 Vedette back on the road - at last!

**SECRETARY’S REPORT** by Geoff Rose

Spring has arrived and we are heading for another Annual General Meeting. It doesn't seem all that long ago that we were sitting down in Mandurah! Just to remind, our AGM is on the 27<sup>th</sup> of October at the Hume Motor Inn in Albury NSW. I have not yet received any proposed motions or items of business to put in an Agenda, so the meeting will follow the usual format. People can always raise any matter on the day and the phone is always there if needed.



I have to apologise for some comments I made in the most recent issue of Swallow Tales in respect of our NZ friends. Colin Smith rang from Napier to point out that he and Lucy have been to some really enjoyable events in Oz and they would always like to be advised of them. We surely will Colin! And while I'm "across the ditch", I've received a very interesting letter from Richard Davies, Lower Hutt, Wellington, about the huge variety of Simcas he has had/still has. I will forward it on to Kerry Ryan. Because of the past differences between Oz and NZ in importation/local manufacture and other things, there always seems to be many more interesting cars being maintained over in NZ than here. Perhaps I'm wrong but I have no doubt I'll be put right if I am!

I guess the point that I was trying to make in my last report was that there are just so many people out there hoping to get you to spend money or go to their club functions etc that my computer gets swamped with the stuff sometimes. I am using my best judgment to forward on to State/NZ reps what I think they would like to know and what should go in the recycle bin. Trust me!

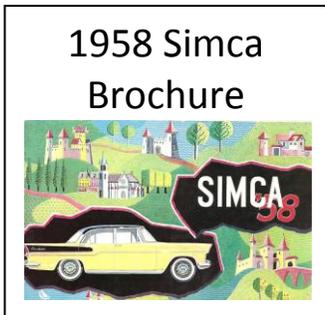
On the fiscal side of things, we are still in good financial shape. With the help of our Public Officer, Margaret Barrett, I am working on getting the appropriate AGM paperwork done.

I look forward to catching up with as many of you that can make it to Albury for the AGM.

Safe Motoring Simcaites,

*Geoff Rose*

Secretary/Treasurer



**THE MONTLHERY**, inspired by the famous world record-breaking trial, is powered by the "hi-rev" FLASH SPECIAL engine for extra "kick". Even long time ARONDE owners thrill to its quick response and new authoritative power. Naturally there is all the road-hugging stability, the completeness of equipment of the "Elysée", plus beautiful chrome wheel covers and a perfectly appointed super de luxe interior.

**THE DELUXE** — Quality and comfort are "tops" in this classic model, yet the price is unbelievably low.

## NSW REPRESENTATIVE’S REPORT by Barbara Scanes

Hi From NSW

Good to see the sunshine and the weather starting to warm up as it has been a very cold winter and not much activity in the sheds and garages.

Morrie’s Grand Large is a work in progress. Apparently he has had a little hiccup and it is not quite going to his satisfaction. Congratulations to Morrie and Margaret who are proud grandparents of their first grandson.

In September Morrie and Don attended the Sydney Antique Machinery Club’s annual Clarendon Classic with their two blue Arondes. They displayed their cars over the two day weekend. Ian and Rosemary McKill came over for the day and it was great to catch up with them.

Don and I are heading for South Australia to attend the Bay to Birdwood Run to be held on Sunday 30<sup>th</sup> September. Don has a 1934 Austin 7 which we are towing over to Tanunda in SA for an Austin 7 Rally that commences the day after the B2B run. While there we hope to make contact with Rob and Ina Stapley and Ian Powell. Also on this rally we will be meeting up with Lee and John from Mildura. Members from our Mildura rally will remember how well Lee and John looked after us and our cars. She is entering her A7 Ruby in the B2B and then the rally.



Looking forward to meeting up with you all at the AGM in Albury on October 27<sup>th</sup> and hope that NSW is well represented. Don and I are really looking forward to taking our Simca for a run.

Happy tinkering - *Barbara Scanes - NSW Representative*



## Western Whispers – WA State Representatives Report - By John Pickles

Having slowed down immensely over the last few months I have again neglected my fellow members not only here in Western Australia but throughout the club for which I apologise. The Simca scene in WA has been very quiet over the past twelve months and I guess we can put that down to recovery from our very successful Simca Rally, but with spring time comes the French Car Festival on the 21<sup>st</sup> October in the Perth Supreme Court Gardens which I trust we will have a good show of Simca's and the following month the Busselton Motor Fest on Sunday 25<sup>th</sup> November. The Peugeot Car Club WA has arranged for this to be a two day event for their club and we have been privileged to be invited to join them. The Saturday will be an organized run in the Busselton district with a dinner in the Veteran Car Club rooms in the evening, on Sunday we will join with others for a display of French cars. It would be appreciated if those interested in the Busselton event contact me so we can make some group arrangements, I have included below some details of available accommodation as provided by the Peugeot Car Club. Members are to make their own accommodation arrangements. Should you not be able to make it on the Saturday it would make it a great run on Sunday as Busselton is now only 90 minutes away via the John Forrest Highway.

Accommodation I have enquired about is Restawile Motel at a very reasonable \$65.00 per night (Ph 97548180). They are booked out Sunday night (schoolies) but have vacancies Saturday night and are very central (4kms from town centre). Amaroo motel (rooms&@amaroomotel.com.au) contact Noelene. Different tariffs from \$90.00 per night. Rooms with double and single bed extra. All self-contained - kettle, toaster, fridge. Full breakfast available. Very central in Busselton. Busselton Jetty Chalets. Very nice motel self-contained units, 2 x bedroom for 4 persons \$150.00 night. Just near Busselton Jetty. (walking distance to Sat evening social night) Ph 97523893. No schoolies booking here. www.busseltonjettychalets.com Contact Lawrie or Lyn Walter.

In the West two things have been lying idle, John Pickles and the Vedette Versailles, but pleasing to say not any longer. On the 19<sup>th</sup> September our esteemed President arrived in Perth with a specific purpose of sorting out Mr. Pickles, or more to the point his collection of Simca parts and the idle "Versailles". Pleased to say that after ten days of hard and constant work by Morrie the parts have been sorted, identified and in many cases thrown out, just leaving John to prepare an inventory which Morrie has set up. Must say the whole ten days was not entirely devoted to the parts as Rob Lewis and Morrie spent some considerable time rebuilding and installing the Vedette motor which is now running as sweet as a clock. If you might wonder what John was doing during the motor rebuild, I can only say he was an observer, it was a case of letting the professionals get on with the job but he did learn something ..... That was how to hold a roll of thread tape.

For those thinking of rebuilding a Vedette motor I should make you aware of the difficulties in obtaining suitable engine bearings. It was initially thought that we would get away with crankshaft grind to take a .010 big-end bearing but the engineering firm thought different when their accurate measuring confirmed one journal was already .011 undersize which was unfortunate as I had already sourced what we thought was suitable bearings. Our attempts to find the next size under were fruitless with only a .060 being the only size available in Australia and having tried all my contacts around the globe without success desperation forced us to buy these. Fortunately our Simca guru Morrie spotted a set of Vedette bearings on the Netherlands Ebay site and I managed to secure a set of .040 to which the crank was ground. From this Netherlands seller I also managed to secure a set of .030 main bearing which I thought may be handy for the future, but would you believe a set of the same size surfaced as Morrie sorted through my existing parts stock which had not been looked at in the ten years since we moved to Mandurah.



**Morrie and Rob at work!**



**Rob and Morrie at ease!!!**

As a reward for their hard work the boys were granted a day off for which we had a boys day out visiting Ian Williams in Bunbury. While we always like to catch up with fellow members we have to admit we were more than anxious to see the progress of Ian's Vedette project, on the day Morrie and Rob were also given the extra pleasure of meeting Ian's lovely wife Debbie who graced us with nice cakes and coffee. Having myself seen early progress made by Ian I should leave it to Morrie and Rob to include their comments on the day as part of their report. To celebrate our achievements of the time Morrie was here, the night before his departure from Perth, Morrie, Rob and Lois, Evelyn and John had a nice dinner at Han's Restaurant, a place familiar with those that attended the Simca National Rally.



**And... What have I found???**



**The Inspection Team**

**You only need two tools in life, WD-40 and DUCT TAPE. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the DUCT TAPE.**

As a matter of interest there have been a number of Simca's for sale on the Aussiefrogs site. In Queensland there are two Simca Matra Bagheera for sale as a pair, one in good condition and one as a spare, also in Queensland is a P60 partly prepared for racing. Down to Melbourne is a project P60 wagon that has been fitted with the sub-frame and engine from a Holden Piazza and again in Victoria is an Aronde P60 sedan advertised on Ebay for \$800, located in Seymour. Last week in NSW was an Ebay listing for a very nice licensed Aronde P60 wagon starting at \$2,000, not sure if it was sold but Morrie knows the car and could follow it up if necessary.

#### **A little more information on the Bagheera:**

One is R.H. drive and has previously been registered and driven in Australia, it's not far off being a driver, requires battery, petrol and a few hours work. Comes with many boxes of spares including spare factory engine still in wrapping. The second is a spares car, L.H. drive with sunroof. Asking \$7,900.

Phone John on 07 32876461

#### **More on the Simca Piazza wagon:**

This vehicle was started a few years ago but has not progressed recently so it is time to move it on to someone who will appreciate it. The car has very little rust, only the tailgate and a little in the front floor and pinholes in the sills. Interior is all original but driveline is modernised as I wanted a daily driver which would be reliable, quick and easy to get parts for. Whole driveline is 1986 Isuzu Piazza, front suspension is mounted and only needs shock mounts to finish, rear suspension is in place but needs better mounts made, engine and gearbox are in place with the original tailshaft but engine mounts need finishing. Comes with all Piazza wiring, pedals, steering, everything needed from the running donor Piazza. Only modifications to the body are cutting of the boot floor, so it will be easy to return to original if you wish. Stacks of spares - windscreen, chrome trim off an early version, hubcaps, taillights, headlight trims. Continue the project or start a worthy restoration. \$1,500 for the car and all spares except for the engine and gearbox. \$1,000 for the 2 litre Piazza engine and gearbox.

(rebuilt less than 5,000km ago, with full stainless Remus exhaust and Garret turbo manifold). Very negotiable on the whole lot, would love to see the project continued. Located in Ringwood, Victoria. Phone: 0432 889 159

Had an interesting email from an enthusiast in Russia who is migrating to Western Australia next year. Alexander has a Russian made Simca based AZLK-2141 hatchback in good condition which he is thinking of shipping to Australia and has asked our thoughts on the car and would it be accepted into the Simca Club. Unfortunately my reply to him has been rejected by the system but I have left a message with the AZLK Car Club in Russia of which I believe he is a member, hopefully we may get a reply and perhaps a new member to our club. You may have read about this model of car in the March 2011 issue of “Swallow Tales”.

Wishing our members a safe trip and enjoyable time at the AGM in Albury ..... our thoughts will be with you on the day.

John Pickles - State Representative WA

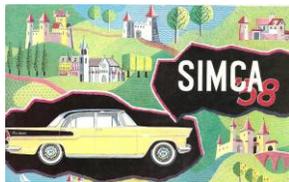
**AMAZING SIMPLE HOME REMEDY.....  
AVOID CUTTING YOURSELF WHEN SLICING VEGETABLES BY GETTING SOMEONE ELSE TO HOLD THE  
VEGETABLE WHILE YOU CHOP**

### THE *Beaulieu*

In this distinguished beauty you're behind the wheel of a really *great* car—one you'll be proud to drive anywhere. No other car in its price range can offer all its quality features nor anything like its luxury. As on all VEDETTE models the body comes in a wide choice of two-tone combinations—the spacious interiors are designed for stretch-out leg room front and back and finished in lovely fabric-and-vinyl color harmonies. Extra-wide-opening doors permit easy entry and exit. The bumper guards have rubber inserts for anti-shock protection.



### 1958 Simca Brochure



### THE *Marly*

This all-steel, six-passenger station wagon is unquestionably the smartest on the road today. Its cargo-carrying space is enormous, and with a flick of the safety catch the rear seat folds into the floor to increase it still more. The roof is aviation insulated for perfect temperature control... it absorbs sound to let you ride in a marvelous world of silence! Notice the attractive built-in roof luggage carrier to give you still more carrying capacity. The chrome wheel covers and white sidewall tires illustrated are standard equipment on every VEDETTE model.



**SOUTH AUSTRALIA REPRESENTATIVE’S REPORT** by Graham & Sarah Powell



The pictures of the *paper weight* I purchased from the net (where else!) and cost me a whole \$10. It has a diameter of 100mm and is approximately 10mm thick. It is quite heavy so maybe made of lead or pewter? It was advertised as “a heavy patina painted metal paperweight 1959 SIMCA” It is obviously a 25<sup>th</sup> anniversary medallion of sorts. Most of my written literature has SIMCA starting production in 1935 whereas the Rootes Chrysler web site has Pigozzi running it from November 1934?



The *service information sheets* I found interesting especially the workshop modification of the front seat that *may require the floor pan to be depressed* to allow full movement of the seat. I have a few more and if there is interest I will send some them to you for next time.

**IMPORTANT Service INFORMATION**

NUMBER 94  
 DATE 5-1-62  
 GROUP Body  
 SUB-GROUP Seat

OF INTEREST TO: DEALER  SERVICE MANAGER  PARTS MANAGER

MODELS: SIMCA "5"  
 SUBJECT: FRONT SEAT PEDESTAL MODIFICATION TO LOWER FRONT SEAT ON SIMCA "5"

When necessary the following steps can be taken to lower the front seat 3/4".

1. Remove front seat and rubber floor mats.
2. Cut front seat pedestals off as indicated in illustration. Measure up from the cut, on the top half, 3/4", and mark.
3. Drop the top half of the pedestal inside the lower half, to the mark, and weld into position.
4. Cut off the rear pedestals as close to the floor pan as possible as indicated by the lower dotted line.
5. Cut off material from the top half of the rear pedestal to allow a 3/4" drop as indicated by the upper dotted line making certain that this cut is parallel with the floor pan to maintain the correct seat angle.
6. Drill a 1/2" hole in the floor pan directly below the mounting nut welded on the underside of the upper half of the pedestal, in order to give clearance for this nut.
7. Place the top half of the rear pedestal inside the remaining portion of the lower half and weld into position.
8. Paint pedestals and replace floor mat and seat.

Note: On some vehicles, in the full rearward position the front of the front seat may not clear the drive shaft tunnel. In this event it may be necessary to remove some of the felt padding and depress the floor pan slightly at this point.

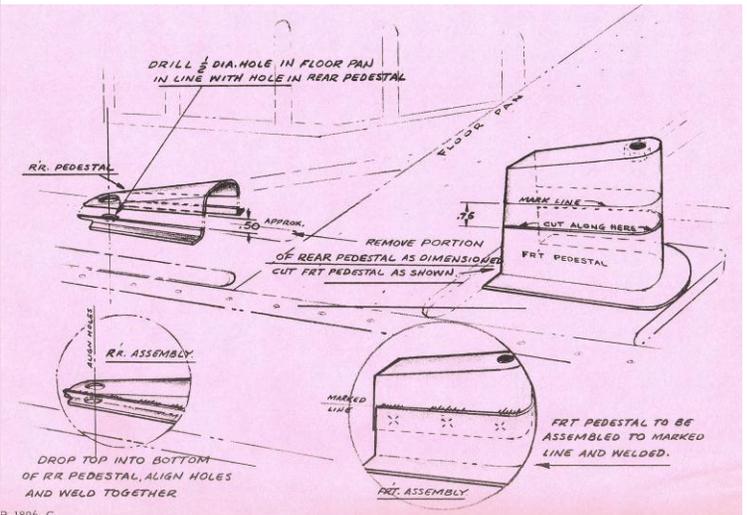
POLICY: INFORMATION ONLY

P-1896-C

T. H. Bullard  
 T. H. BULLARD  
 Service & Parts Manager

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CHRYSLER MOTORS CORPORATION  
 TELEPHONE LUZON 4-1000 POST OFFICE BOX 1688 DETROIT 31, MICHIGAN



On the home front the house is in complete disarray due to major renovations. The whole back portion of our 1930's bungalow, containing bathroom and toilet, has gone (I'm still looking for it). In its place will be, hopefully, new bathroom and toilets and a large entertaining area big enough to house a couple of SIMCAs (I haven't told Sarah about that yet!). Again, hopefully, we will be able to have our own showers come December/January. I have managed to remove the fuel tank from the Aronde and have given it a jolly good clean to remove the build-up of dirt over many years running on an unsealed road with a broken fuel tank breather hose.

# IMPORTANT *Service* INFORMATION



DATE	NUMBER
3-25-59	15
GROUP	
SUSPENSION-FRONT	
SUB-GROUP	
LUBRICATION	

**INTEREST TO:** Dealer  Service Manager  Parts Manager

TO ALL SIMCA DEALERS

SUBJECT: LUBRICATING EQUIPMENT PRESSURE

High lubrication equipment pressures will cause the lower control arm expansion plugs to be forced out of position during chassis lubrication.

This condition can be avoided by maintaining lubrication pressure at 75 P.S.I.

Expansion plugs are available under Part Number 6058-E.



P.B. HOPKINS  
Director

P-365

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CHRYSLER MOTORS CORPORATION • SERVICE DEVELOPMENT AND TRAINING

TELEPHONE: JEFFERSON 9-4300
POST OFFICE BOX 2119
DETROIT 31, MICHIGAN

# IMPORTANT *Service* INFORMATION



DATE	NUMBER
5-8-59	6
GROUP	
Cooling	
SUB-GROUP	
Radiator	

INTEREST TO: Dealer  Service Manager  Parts Manager

MODELS: VEDETTE AND ARIANE 8

SUBJECT: RADIATOR-TO-FAN CLEARANCE

To provide adequate cooling, the radiator must be a required distance of .400"-.900" from the fan. This can be obtained by adding or subtracting shims between the radiator core mount tabs and the radiator support.

The fan blades have been shortened 13/64" on recent production models to avoid any possible contact with the radiator shroud.



P. B. HOPKINS  
Director

P-968-C

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CHRYSLER MOTORS CORPORATION • SERVICE DEVELOPMENT AND TRAINING  
 TELEPHONE: JEFFERSON 9-4300      POST OFFICE BOX 3119      DETROIT 31, MICHIGAN

That's all for now.

Cheers, Graham.

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

----- Original Message -----

**From:** "colin and lucy smith" <lucol@clear.net.nz>**To:** <lois.lewis@iinet.net.au>**Sent:** Sun, 30 Sep 2012 20:55:47 +1300**Subject:** Kiwi Kapers

G,Day from over the ditch. Following on from the last update. We have removed the fiat motor from the damaged 1501 and awaiting arrival of the previous owner with more parts and he will take the motor back. Have cut the front off rusty one motor box etc to go into my 1501 estate. On the 4th Aug we took vedette to a swapmeet near Palmerston Nth where we caught up with Steve Fisky. Walking around the 'forsales' we found sitting on a trailer one Simca v8 motor and gearbox radiator d/shaft. After some haggling it was loaded on another trailer and arrived here next day. Two days before I got a phone call from a gentleman in Auckland about where he could find a motor for a versailles. Doing some research this is the engine from his car I have made contact again via Gerard whose story is also in this issue. So Ivan will have to wait a little longer for one for his car. I think it better to back to get another car on the road and another member he is coming to get it not knowing it's from his car. On a lighter note I went to gp recently on my yearly special day and being the clown he took a bugle down from his collection and played happy birthday to me - the waiting room was full. 14th Aug saw us at a gathering of cars of all shapes and sizes where v8 won most unusual. The 15th Sept we did the annual blossom parade in the austin fire truck. On the 6th Oct we will be taking 2 or 3 cars back to Palmerston for the vintage car club swapmeet. On a more serious note Lucy had small pimple on her cheek and when our little dog passed it got larger she went her GP who removed it. A report a week later confirmed it was the dreaded C. Three weeks later she was in Hutt hospital where they took out a further 3cm around it. She now has 100 stitches in her face. So don't ignore any problem pimples. After that I wish to apologise to members as Lucy and Myself also Ivan and Jan will not be attending the a.g,m - have fun.

----- Original Message -----

**From:** "colin and lucy smith" <lucol@clear.net.nz>**To:** <lois.lewis@iinet.net.au>**Sent:** Mon, 01 Oct 2012 04:13:30 +1300**Subject:** annex

Sorry I forgot about this.....

The motor in the 1303 was seized solid. On taking off the head it was found that it was run with a blown head gasket and it was very messy inside. When cleaning up, a badly damaged piston was found so Ivan is trying to source some new parts - not easy. Quinn goes to school just down the road from here on most Fridays. He comes after school to visit and is picked up by Peter or his mother to check progress on my 1501 s/w which is very slow due to pressure of work on other simcas. Don and Jenny's Austin 7 to be ready when they return from England for our summer. I have fitted a new clutch and u/j still to finish axel damage, left front guard and right door needs an insert in bottom of the door. Same old story busier now than when I was working. What fun! Thanks Colin



At Steve Fisks - Steve filling Ivan,s v8



Inside display - 4th Aug



Ivan filling v8 at Fisky



Saying by to 600 dollars



Richard Davies v8 with m/c friends



How to save good bits



The car looking for a motor



Ivan and new friend

## Letter to the Editor - Richard and Lorraine Laney

### **SIMCA STEERING WHEEL**

Hi to everyone out there in “Simcaland”.

A number of members have contacted me after hearing about my attempts to repair Vedette steering wheels. Firstly, I rang a well-advertised steering wheel reparer. When I told him about my steering wheel, he said that this is common with Vedette wheels and he could repair it for \$1050.00. “Ouch!”

I have since spoken to a chap in Geelong who told me to find a wheel from another car, cut the rim off and weld it to the Vedette centre. I found an XM Falcon wheel – the measurements were the same as the Vedette wheel. I cut off the rims from both wheels, slotted the Falcon rim to suit the Vedette centre, welded the centre to the rim and then sent the wheel to a Twin Lakes Club member who finished off the steering wheel.

Attached are before and after photos of the wheel – not the same as an original Simca wheel, but a very nice wheel - total cost \$200.

Vedette Flasher Unit is a black rectangular box mounted under the dash on the right-hand side of the steering column. This can be updated to a Hella Three Pin Canister if needed.



Steering Wheel prior to repairs



Steering Wheel after the repairs – Looks fantastic!



## Letter to the Editor – Ivan Smith

**From:** [Ivan Smith](#)

**To:** [Colin and Lucy Smith](#)

**Sent:** Wednesday, July 11, 2012 9:45 PM

**Subject:** Emailing: aus trip 024, aus trip 023

Just a few words from my working trip to Perth this year. Just a couple weeks into work I had a surprise phone call from John Pickles in Mandurah asking if I would like to hop on the train and come for a visit. Well I didn't need to be asked twice. John picked me up from train and headed to his house to be welcomed by Evelyn. After a cuppa and cake John drove around town with me. What a nice place Mandurah is. This was the start of many visits to mr and mrs Pickles house. I even stayed a night to go with John in his vedette and had a drive as well in a mighty v8. My next time in Mandurah John and I carefully pulled out motor from a very nice black vedette to find out what was the knock in motor. But sadly I got so home sick missing my family mum and dad as well my Jan. I was sad I couldn't of helped John putting back in motor and been there for his op in hospital < sorry John >. Later John told me I was in the good books with Evelyn as I didn't come empty handed on my first visit. All I can say is thanks Evelyn and John, what very nice people you are and letting me into your home. Do wish John all the best and get well soon.

Ivan Smith - NZ



## Letter to the Editor – Article sent in by Gerard Crombie, Auckland

### Our Simca Etoile

I met Ivan Smith at the Vintage Car Club rally in Wanganui early this year and he asked me to write a brief article for the Simca Australia magazine about the Simca that my wife (Yvette) and I own. Our cream coloured 1962 Etoile (Australia - Aronde P60) has only done 87,000 miles and is in very nice mostly original condition. It was Yvette's family car when she was young which we acquired from Yvette's father and have had for 32 years of its 50 year life so far.

The car has a "Rush" 5 bearing engine and I'm pleased to say that while our need for spare parts has been relatively minimal we have always managed to get new old spares when needed. Four years ago it needed new bearings which came from two different sources but proved a bit easier to find than I expected. I got the bearings in NZ but one of the contacts made at that time was John Pickles. I sent John details of my car and a photo and he sent me a pic of his very nice blue Simca wagon. Several years ago I needed a new cylinder head as the original one was un-repairably cracked, and after some initial concerns did manage to source one. I have found a surprising number of parts have been commonly available e.g. outer diff seals, Ducellier distributor parts, matching regulator. Where possible I have had existing parts refurnished e.g. relined brake cylinders, relined existing brake shoes. I'm still running cross ply tires.

The car when we got it was intended to be a second family car for us, but at that time I had just got a company car so the Simca has always been the third car and the low mileage now is attributable to it being our 'extra' car. To enjoy our classic more we joined the Humber Car Club (both Humber and Simca being owned by Chrysler in the 60's) and the Simca sits happily amongst the Rootes Group cars at shows. We enjoy the friendship and club outings but being the only Simca don't share benefits of having a model in common with other club members. Having said that one of the enjoyable things about the Simca is the knowledge that we own an uncommon vehicle and we find the Simca attracts significant interest and comment at car shows etc.

I'm not a mechanic but being a typical DIY Kiwi for many years I did all the mechanical repairs myself, I now share the maintenance with the garage that services my moderns, Dave at D&T Autos takes a special personal interest in the "little" car and no one but him touches it (except me!). Recently after all the years of not having a temperature gauge I came across a collar which when inserted in the top radiator hose then holds a sensor. This allowed me to DIY fit a temperature gauge. I immediately found that the car was running hotter than it should so have just had the radiator serviced. I estimate it was last serviced about 35 years ago but was still found to be in good condition apart from being around 25% clogged.

Here is a photo taken at the VCC rally in Wanganui in January, an event that attracted over 700 vintage and classic vehicles. It was an amazing event and great to have been there. Wanganui is a city with a population of 40,000 and the estimate show day attendance was 30,000.

*We enjoy being long time Simcaites.  
Gerard & Yvette Crombie*



# Letter to the Editor – Article in Adelaide Advertiser

## Bay to Birdwood

*The Adelaide "Advertiser" Saturday 29<sup>th</sup> Sept 2012*

# History hits the road



**FLASHBACK:** Colin Redmond and his 1955 Renault 4CV with Neil Francis and his 1914 Napier T68. Both are driving in the Bay to Birdwood. **Picture:** NAOMI JELICOE

### STUART MARTIN

THE birth of the automotive industry is on show tomorrow as the Bay To Birdwood Run heads for the hills. A field of 1300 vehicles that range from 1903 to 1955 will be a rolling showcase of motoring history for as many as 70,000 spectators expected to line the route for the 32nd running of the 70km drive. An automotive manufacturing background, the most historic vehicles per capita of

any state in Australia, and cheaper historic vehicle registration are among a number of reasons why the event has remained so popular, according to event committee chairman Martin Haese. He said: "All of these conditions have created the Bay To Birdwood, because it is much bigger than the London to Brighton, which everybody knows, but the Bay To Birdwood is the biggest event of its type in the world, the right conditions

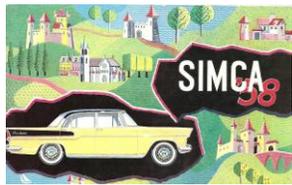
for it are here. Our numbers are maybe a little bit up on the 2010 entry list, but the interstate component of that is up from 14 per cent to around 20 per cent." One of the older vehicles in the event – a 1914 Napier T68 – belongs to former design engineer Neil Francis. Mr Francis's Napier was made in England but was assembled and delivered new to its first owner in Adelaide. He said: "When it was new it cost more than a Rolls-

Royce – it cost more than a house at the time when it was new. I've had it for six years and I'm planning on owning it for a while. "I'm planning to hand it on to my son so it stays here." Colin Redmond, 68, will be driving a 1955 Renault 4CV (also known as a 750) that has been a Concours D'Elegance finalist in both events – thanks to qualification changes in previous years. He believes the broad variety of vehicles in both Bay

To Birdwood events is also a key to the appeal. Mr Redmond said: "It's great event; it attracts a lot of people from around the country – I think a lot of the appeal is the route to Birdwood. People love to get out and honk their horns and give people a wave." The event will be raising funds for the Flinders Medical Centre Foundation for cancer research, and starts at Barratt Shores, West Beach Road, with drivers gathering from 6am.



### 1958 Simca Brochure



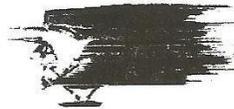
The stunning design of this luxurious two-door club Victoria is highlighted by its distinctive two-tone color combinations. Here is a SIMCA triumph of style and simplicity. Note the slim roof line, the all-round visibility, the graceful curve of the grille with its integrated directional blinkers. Every detail of this spirited hardtop is a superb example of the finest in French taste and craftsmanship. The lovely colors inside and out enhance the beauty of the body. No doubt about it—this is Europe's most elegant hardtop!

THE *Grand Large*

## Information for Members (for discussion at AGM)

### #1 – Allparts Automotive (letter).....

**allparts automotive**  
 your on-line parts & accessories store...



Allparts Automotive Pty Ltd  
 ABN 531 389 790 85

PO Box 55  
 Riverwood NSW 2210

**Simca Car Club of Australia - NSW**  
 PO Box 3087  
 Tuross Head  
 New South Wales  
 2537

August 2012

Attention : Club Secretary

Dear Sir,

Our Company has created a Web environment in which your Club, along with other Clubs may well be able to benefit, and this invitation, is being offered to all known automotive related car, and motoring Clubs in Australia.

A bare-bones, listing has already been created for your Club, and you are indexed along with roughly another 1,500 Australian Car Clubs. At the very least, you may wish to correct or update the information we have published.

If you wish to use this facility to it's maximum, you are most welcome, and there are absolutely no charges or fees. In fact the opposite may well happen, and your Club well may share some of the income that is being generated via this website.

This website will allow you to publish your newsletters, press releases, Club events calendar, list your office bearers and contacts, membership details and forms, members buy & sell requirements, and most importantly it will also provide you with a medium to promote your Club sponsors and any Club merchandise you may have on offer. Each participating Club has 100% editorial rights over what is published on their respective web page, and your nominated Web Master has 24/7 access to upload new and fresh data as often as is needed.

It is our intention to make this website a one-stop, complete reference site for all car related Clubs, their activities, and their promotion.

We understand that many clubs already have websites, and for that reason we have included a link which will facilitate those who may use this new site as an index, to simply locate your existing site, or your contacts. For these reasons alone, it is worth your consideration.

Now to the bottom line. We are an e-commerce business that sells automotive parts and accessories, and we make no secret of the fact that we regard Club members as potential customers for our products, so if we can attract the Club member population to our site, it will be good for our business. We also know that there is no such thing as a free lunch, so in return we want to put maximum effort into making this web page a useful and beneficial resource for your Club, your members, and the car enthusiast's amongst the general motoring public.

## #1 – Allparts Automotive (letter) (Continued).....

Our website is structured around a database consisting of makes & models, and when setting up your page, you can nominate the makes and models that are of interest to your members. By doing this, any vendor listing parts or accessories that suit your nominated vehicles, will be viewable within your Club page. Because we are encouraging parts vendors to list obsolete and surplus stocks, this linking of databases will be of benefit to your members who may be looking for hard to find parts. In addition, we are also inviting private vendors to list, new, second hand, and new old stocks as well. Our income is derived from "listing Fees", similar to the Trading Post and other publications.

Within the Club page environment, a number of advertising opportunities exist, and if your Club wishes to sell these advertising positions to outside parties you can do so, and you can retain that income.

It is not our intention to profit from the participating Car Clubs themselves, and if their presence on our website assists in driving traffic to us, then we want to ensure that these Clubs are rewarded for that.

Instruction sheets are incorporated within the Web Masters access page that will assist your Web Master to use the site. For those that just want to take a look at what the club pages look like, I suggest you look at the test Club page listed as EXAMPLE SITE, also within the Clubs page.

To be recognised as a participating Club, you need to phone us, or email us on [allpartsautomotive@bigond.com](mailto:allpartsautomotive@bigond.com) and request a log-in name and a password.

You are in charge of the content that appears on your page, and should you wish to publish or display information relative to your sponsors, our Admin people will be happy to assist you in loading this information to your page.

We hope that you see this as an opportunity to create some awareness for your Club and your events, and that you are able to use this as an additional facility to benefit your Club and your members.

Yours sincerely



Greg Riggs  
General Manager

PS. Initially, Google may require you to enter the full address details :  
<http://www.allpartsautomotive.com.au>

## Information for Members (for discussion at AGM)

### #2 – Findgrip.com – Motorsports Events Calendar (email/website).....

Hi Team,

Forwarded is another pitch to us as a Club. As I have mentioned, more and more of these offers are arriving day by day. Some of them may well have merit, some may be local in terms of their usefulness. Anyway, have a read and do whatever with it.

Cheers, Geoff

----- Original Message -----

**From:** [Findgrip Team](#)

**To:** [Simca Car Club Australia Incorporated](#)

**Sent:** Friday, September 28, 2012 3:14 PM

**Subject:** Findgrip.com welcomes your Car Club

## Findgrip.com Motorsports Events Calendar

Hello!

We are welcoming your Car Club to help support a new Car Enthusiasts Events Calendar.



This events calendar was designed to bring new and old car enthusiast an easy to search events calendar. As you would all know with all the forums and blogs online it is hard to find events and more then often you will miss an event because you did not check the blog or forum that had the event listed.

Our calendar you can select what type of event you're looking for, like Track days, Drift days, Car shows, dyno days and sound offs etc.... select your country and state and search. Simple and easy

We want to help build a stronger and bigger car culture.

## What can we do for your club?

### Promote your car club

Use our car club directory to encourage new memberships. List what type of events you do and the area you are in. Free Promotion for your sponsors, we allow you to link and promote the sponsors that support your club. We know your sponsors are what keeps you going so wont hold you back promoting your sponsors on your listing. To list your club [Click here](#)

### Promote your events.

List your events on findgrip.com, this will allow car enthusiasts to find your events and get involved. Remember people in your area that don't know of your car club will now have away to find out about you by searching the area and seeing an event you are hosting. To list your events go to [Findgrip.com](#) if you want us to list your events email list to [events@findgrip.com](mailto:events@findgrip.com)

### Promote the car culture and promote your site.

If your car club has a website or blog add the findgrip.com calendar. Give your readers/viewers access to all the events straight on your page. This means your site will become a base for people to view and add events. it's easy add this iframe to your site or blog.

```
<iframe src="http://findgrip.com/index.php?option=com_zcalendar&view=calendar&Itemid=65"
mce_src="/index.php?option=com_zcalendar&view=calendar&Itemid=65" width="760" height="850"
scrolling="yes" class="demoiframe"> </iframe>
```

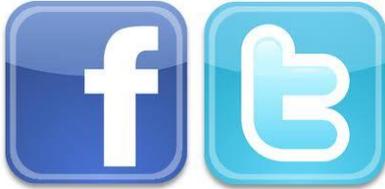
View a live demo blog, to see how it looks [Click here](#)

### What is to come?

This is a Beta site we continue to work on this site to make it more user friendly. We have a lot of ideas to help promote events, racetracks and Car Clubs. But we do need the support from the car community this site takes a lot of time and money to run. With your support and views we can keep this live. We want this to work, our team is heavily involved in all different areas of the car culture and we hate missing events because we forgot to check someone's Facebook page, blog or website.

This is a great opportunity to help make it easier to find events.

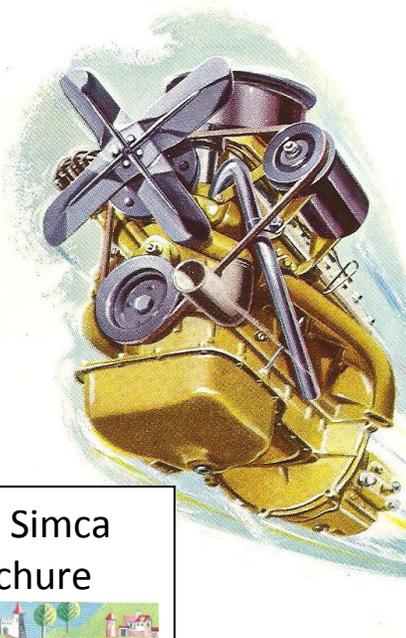
Please like and share us on,



Please notify your members of [findgrip.com](http://findgrip.com)  
Please list your Car Club and share events,  
Please help support a great opportunity for growth within the car community.

Thankyou so much for your time and see you at the track.  
Findgrip Team

## The '58 VEDETTE is powered by this magnificent AQUILON V-8 ENGINE



One of the finest, most efficient passenger car engines ever built. This year there is more power than ever before... power for quick response, power for safe passing, power for uphill getaway. Easy to maintain, light on gas, the AQUILON V-8 is designed for beautiful, smooth performance under all conditions, for long life and complete miles-without-end satisfaction.

#### MECHANICAL SPECIFICATIONS

AQUILON "84" engine, V-8 at 90° angle • 143.46 cu. in. displacement • 2.60 in. bore × 3.37 in. stroke • 7.5 to 1 compression ratio • 13 CV French rating • 84 brake horsepower at 4,800 rpm • 112 ft. lbs. maximum torque at 2,750 rpm • Dual down draft Zenith type 32 ND IX carburetor (Marly: 30 ND IX R) • Automatic, vacuum spark advance • 12-volt system • 18 U. S. quarts (17 liters) coolant capacity • 4 3/4 U. S. quarts (4.5 liters) crankcase capacity • 90 mph (145 Km/h) maximum speed (Marly: 77 mph).

#### CLUTCH, TRANSMISSION, DRIVE:

Single dry disc clutch • 3-speed synchromesh standard transmission • High-accuracy balanced propeller shaft with 2 universal joints • Rear axle: banjo-type housing, hypoid gear, semi-floating, 10 × 39 ratio (Marly: 9 × 41).

SIMCAMATIC semi-automatic transmission (completely eliminates clutch pedal) optional at extra cost.

#### SUSPENSION:

Front: STABIMATIC type with long-stroke telescopic shock absorbers and coil springs; stabilizer bar • Rear: Variable rate with longitudinal semi-elliptic leaf springs and double-action telescopic shock absorbers.

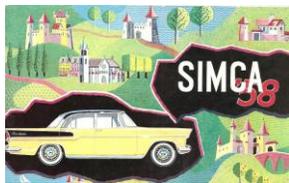
#### STEERING:

Worm and roller type GEMMER design • ratio 16.2 to 1 • Turning radius: 18 ft. 8 in. (5.70 m).

#### BRAKES:

Front: 11-inch TWINPLEX hydraulic with 112.3 sq. in. brake lining surface • Rear: 11-inch SELF-CENTERING hydraulic with 81.2 sq. in. brake lining surface.

1958 Simca  
Brochure



# Information for Members

## # 3 - Oxenford Cylinder Head – Information from 1961/63

**CONVERSIONS**  
for :-  
SIMCA  
FIAT  
RENAULT  
SKODA  
PEUGEOT  
CITROEN



**CONVERSIONS**  
for :-  
AUSTIN  
MORRIS  
WOLESLEY  
STANDARD  
HILLMAN  
HOLDEN  
FORD

~~GND. HOTHAM PARADE, PACIFIC HIGHWAY, BARTON, N.S.W. - JUNE 1961~~

Mr. Canner,  
24 Berry Street,  
BOX HILL NTH.

**NEW ADDRESS:**  
**9-11 BRIDGE ST., PYMBLE** 23rd October, '63  
(JUST OFF PACIFIC HIGHWAY)  
**PHONE 44-5321**

Dear Sir,

Thank you for your enquiry. Full details are enclosed. Briefly, our Conversion is accomplished by hand finishing and shaping to perfection the mass-produced cylinder head on your car. A decarbonise and valve grind of high standard is also included.

This Conversion work will increase the power of your car by up to 15 b.h.p. permanently - improving acceleration, hill-climbing and pulling power and improve flexibility for city driving. Good petrol economy is obtained. There is no increase of engine wear and there is less maintenance. Chromium plating the tappet cover is included if desired.

(1) Cylinder head, (2) Manifold and (3) Carburettor, should be removed from your car by your garage or dealer and forwarded to us for Conversion. We take 3 days to do the work before returning same to you for refitting. Please note that it is only a matter of removing your cylinder head etc. and refitting same when returned - the work of an hour or so.

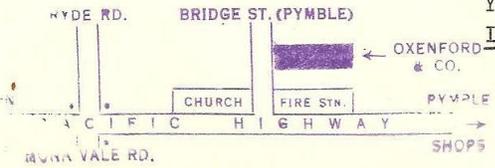
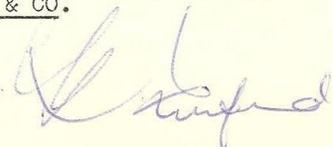
These Conversions are successful because they are standard equipment to fit. Any reasonable mechanic cannot fail to get the results, and once fitted increased power and performance is assured - there is no special tuning.

From long experience we believe that the manufacturer's design should not be unduly interfered with. That is why we do not supply "special" gadgets such as camshafts, dual throat carburettors etc. We prefer to concentrate upon improving the mass-produced cylinder head by hand finishing, maintaining all standard parts, so that normal fitting and servicing only is required.

We realise the inconvenience of being without you car for a few days, but you will find it really worthwhile. We will give the work priority and will promptly despatch same to you when completed - either by air or road - at your request.

The price of the Conversion is £ 49/10/0      Terms:- Cash or cheque with order.      Head may be sent by air freight, passenger rail to Pymble Station or by road - T.N. T. of Footscray Rd. West Melbourne, have an overnight service.

Assuring you of our prompt attention,  
We are,  
Yours faithfully,  
**L. OXENFORD & CO.**

## Oxenford Cylinder Head – Information from 1961/63 (Continued).....

**READ WHAT THE N.R.M.A. SAYS:**

" EXPERIENCE IN THE MOTOR WORLD HAS SHOWN THAT A SPECIALIST INVARIABLY PRODUCES A SUPERIOR ARTICLE. A WORTHY EXAMPLE IS THE OXENFORD CONVERSION CYLINDER HEAD. . . . a well-known motor engineer, he approaches the problem of increasing power and performance by concentrating upon improving the combustion chamber shape, streamlining and reshaping the valves, ports and throats for improved gas flow . . . . An exchange head service is operated - thus, you can, by pre-arrangement have your engine modified and super-tuned in a few hours."

(“N.R.M.A.” Chief Engineer, May, 1960).

**READ WHAT "MODERN MOTOR" SAYS:**

" Readers of "Modern Motor" will be familiar with OXENFORD CONVERSIONS. For the newcomers let me explain that all modifications are confined to the "top" of the engine - the cylinder head receives a lot of personalised attention, including valves, combustion chambers, ports etc.. Having tested most of the OXENFORD CONVERSIONS on different makes of cars I have found one outstanding characteristic common to all - terrific top gear flexibility and pulling power, coupled with remarkably economical fuel consumption. . . . the normal saloon's performance is left far behind in every respect. . . . all of which means you get good return for money spent on the OXENFORD CONVERSION."

(Bill Daly, Tester, "Modern Motor", October 1960)

**READ WHAT "WHEELS" SAYS:**

" The Oxenford firm specialises in adapting production motors to greater things in such a way that no special parts are required. . . . Improves the performance of the Saloon without impairing it's reliability - and preserves the engine's tractability. . . . there is definite improvement in fuel consumption when the car is driven at constant speed.

On a Morris Major tested the 30-50 m.p.h. (standard car) was 13.1 sec., which was reduced to 7.6 secs. with the OXENFORD CONVERSION: 40-60 m.p.h. was 16.6 secs. (standard) reduced to 8.8 secs. with the Conversion. One of the advantages of this conversion is that it obviates the necessity for twin carburettors and their frequent tuning. . . ."

(Automotive News Service, Sydney,  
Published in "Wheels" March, 1961)

More..... Next Issue!

# Tools Explained..... (have a laugh!)



## **DRILL PRESS:**

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

## **WIRE WHEEL:**

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh --'



## **PLIERS:**

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

## **HACKSAW:**

One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.



## **OXYACETYLENE TORCH:**

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

## **HYDRAULIC FLOOR JACK:**

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.



**TWO-TON ENGINE HOIST:**

A tool for testing the maximum tensile strength of everything you forgot to disconnect.



**HOSE CUTTER:**

A tool used to make hoses too short.

**HAMMER:**

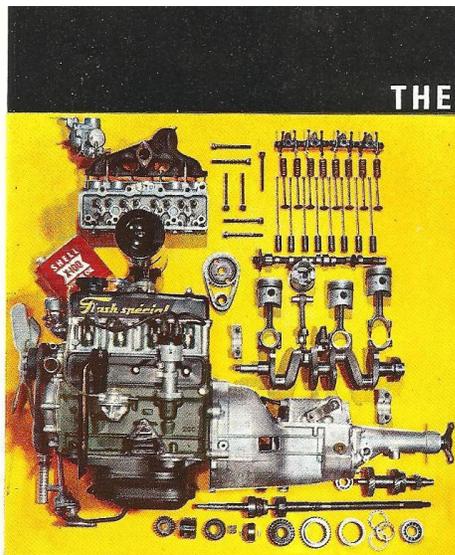
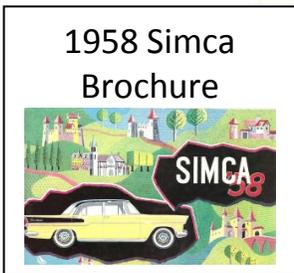
Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.



**Finally!!!...**

**Son of a B\*tch TOOL**

Any handy tool that you grab and throw across the garage while yelling 'Son of a b\*tch' at the top of your lungs. It is also, most often, the next tool that you will need.



**THE FLASH ENGINE OF THE '58 ARONDE**

The sizzling pep, dashing performance and super economy that have made the ARONDE a world favorite are supplied by this ruggedly built, experience-tested power plant. The FLASH engine puts at your command a constant reserve of power for whizzing along superhighways, rifle-shot getaway for beating city traffic, surging pull for leveling steep Alpine passes. You drive with *confidence* in the ARONDE!

**MECHANICAL SPECIFICATIONS**

FLASH Engine: 4 cylinders in line, overhead valves • 78.72 cu. in. displacement • 2.91 in. bore x 2.95 in. stroke • 6.8 to 1 compression ratio • 7 CV French rating • 48 brake horsepower at 4,800 rpm • Solex 32 PBICT carburetor with automatic choke • Statically and dynamically balanced 3-bearing, counterweighted crankshaft mounted on thin-section, steel-backed babbit-lined bearings • 12-volt electrical system • Automatic spark advance • Key-operated Solenoid starter • 5 1/4 U. S. quarts (5 liters) crankcase capacity • 80 mph (130 km/h) maximum speed.

**CLUTCH, TRANSMISSION, DRIVE :**

Single dry disc clutch with pressure transfer control • 4 forward speeds and reverse; 2nd, 3rd and direct synchronized • Control lever on steering column • Hypoid rear axle; ratio 4.44 to 1. SIMCAMATIC semi-automatic transmission (completely eliminates clutch pedal) optional at extra cost.

**SUSPENSION:**

Front: Independent coil springs with double-action telescopic shock absorbers • Rear: semi-elliptical variable-ratio springs and double-action telescopic shock absorbers • Lateral sway controlled by torsion bar stabilizer.

**STEERING:**

Ball bearing mounted Gemmer hourglass gear • Turning radius: 15 ft. 7 in. (4.75 m).

**BRAKES:**

4-wheel hydraulic, progressive action.

**FLASH SPECIAL** — This "hi-rev" supertuned engine equips the "Océane", "Plein Ciel" and "Monthéry". Same specifications as the FLASH but develops 57 HP at 5,200 rpm; compression ratio raised to 7.8:1; large diameter valves. 87 mph speed.  
**FLASH SERVICE** — Equips the "Chatelaine" and all utility models. 45 HP at 4,500 rpm. 70 mph speed.

## FOR SALE

Simca Aronde Elysee 90A 1956  
GZD 555 Eng. N o. 1173107

Restored. Registered. Regular Usage.  
Some spares included.

Very good condition.  
\$5000.

Phone: (03) 5250 5653 (Ray)  
3 Nick St. LEOPOLD VIC.



SHANNONS  
INSURANCE FOR  
CAR ENTHUSIASTS

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS

### PS - from the Editor.....

The next issue is planned for December 2012.

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

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

#### Reminders :

Members are reminded that the Annual General Meeting will be held:

**Albury – Hume Inn Motel - Conference Room**  
(406 Wodonga Place, Albury Ph: 0260212733)  
on **Saturday 27 October 2012 at 2:00pm**

- *When making your booking please mention the Simca Car Club. Looking forward to seeing you there!*
- **Send your Proxy Voting form if not attending.**



**Proxy Voting Form**

I, \_\_\_\_\_  
( Please print full name )

**Club Membership Number:** \_\_\_\_\_

being a Financial Member of the Simca Car Club Australia Inc. hereby appoint

\_\_\_\_\_  
( Please print full name )

being a Financial Member of the Simca Car Club Australia Inc. as my proxy to vote for me on my behalf at the Annual General Meeting or Special General Meeting of the Club, as the case may be to be held on the \_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_ and at any adjournment of that meeting.

My proxy is authorised to Vote in favour of / against (delete as appropriate) the following Resolution

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Note:**

The use of a Proxy Vote shall be carried out in accordance with rule 4.11 and in rule 4.12 of the Constitution and Club Rules.

\_\_\_\_\_  
Signature of member appointing Proxy

\_\_\_\_\_  
Date