



# SWALLOW TALES

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

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## 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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<b>NEW ZEALAND</b>	Pending

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

Greetings all,

Hope everyone survived the extremely hot summer in one piece. Even down here, it was pretty unbearable for days on end. I ended up in a conversation/argument, with a chap I know this week about climate change. I'm sure we all realise the need for change, but climate change zealots give me the screaming tom tits. On and on about the need for electric cars, not much good in South Australia where they can't keep the lights on now. You can just imagine electric cars at car shows. "Mine has more copper windings than yours, quiet as a mouse, killed quite a few pedestrians!" "Yes, but mine does 50k more than yours, before it goes flat and I have to walk into town for a can of electricity!" Give me a Jaguar twin cam with open exhausts, blasting sparrows out of the trees or a Simca 1000 Rally, screaming at eight grand.

Speaking of Jaguars, the Jaguar Club had it's State Rally up north a couple of weeks ago. We have been members of the club for nearly 20 years and have owned 22 Jaguars. I have loved finding them and moving them on after a brief friendship. The friendship got a bit thin at times. I actually was one of the judges and for me a record, as I was on my feet for 5 hours.











They are a great bunch of people but these days our club exposure is limited. Our Jaguar days are over, the only classic in the shed is going to be our 90A. I know the magazine is primarily about Simca's, but I have included a few photos of the rally. Actually it was very enjoyable. Incidentally our rally will include this same Hotel. The owners are lovely people and also car nuts and will make the lawn foreshore area available to us. The food is superb. The hotel was built by Sir Reg Ansett in 1954 and often had a seaplane moored outside.

Back to Simca's. I have unbelievable trouble putting a decent steering box together. Finally after contributions from Morrie Barrett, twice, and Geoff Rose I have a nice unit. I now have three boxes in pieces and I am going to take them to an engineering firm and get them to make me a perfect one. The goldfish will have to starve for a few weeks. What happens to the box if it is stored on its side low on oil, it rusts. It is unbelievable the power of condensation. It forms rust dots on the gear surfaces and when you buff it off, the case hardening comes off. Nasty stuff water, look what it did to the Titanic! Albeit, frozen water! My goal is to have our car drive as good as it left the factory, it's obvious from the wear in a couple of the steering boxes the cars had done a lot of miles. This is not the case with Morrie and Geoff's. They are both experiencing multiple engine problems.



As can be seen in Geoff's immaculate workshop, there is plenty going on. My workshop never seems to look like this!

From Jaguars to Porsches. I have been boring everyone with the saga of painting our Porsche. It is finally painted and we are now putting it back together. I have included some photos with the colour on it. It is the correct year model Porsche colour, Continental Orange. I really wished I had left it slumbering in the shed and got to it at another time. Our Rally is moving closer at an alarming rate. Alarming, because there is so much to do.





It was good to catch up with Geoff and Ruth Rose in Hobart a few weeks ago. Geoff was down for a re-union of his Submarine buddies and brought a steering box with him. I can't imagine what they thought when they x-rayed his bags. I can just hear them, "He doesn't look Middle Eastern but he's got a certain look about him." We know what they mean. Ruth handled the trip really well, she is a trooper that girl.



Great photo of Andy's P60 and camper. Andy suggests he would like a little more power to tow the van. Drop a Chev in her mate! That's what they do with Jags, mind you those that do, are regarded as cretins. I must admit I had a sneaky thought of dropping a Mazda MX5 motor and auto box into mine at one stage. Make a cracking car, but I could not bring myself to do it. Mind you, there is that perfect shell at Inverell!!!!

That's enough waffle from me.  
All the best in good health and cheer

until next time.

Iain and Leila Dyer

## 2019 National Rally

Some more information re the above.

1. Booking for Spirit of Tasmania. [www.spiritoftasmania.com.au](http://www.spiritoftasmania.com.au) or if booking by phone, ring 13 20 10



## Trailer Storage

2. We have spoken to some very pleasant people in Port Melbourne, about trailer storage. The Company is:

Fry's Self Storage,

319 Plummer Street

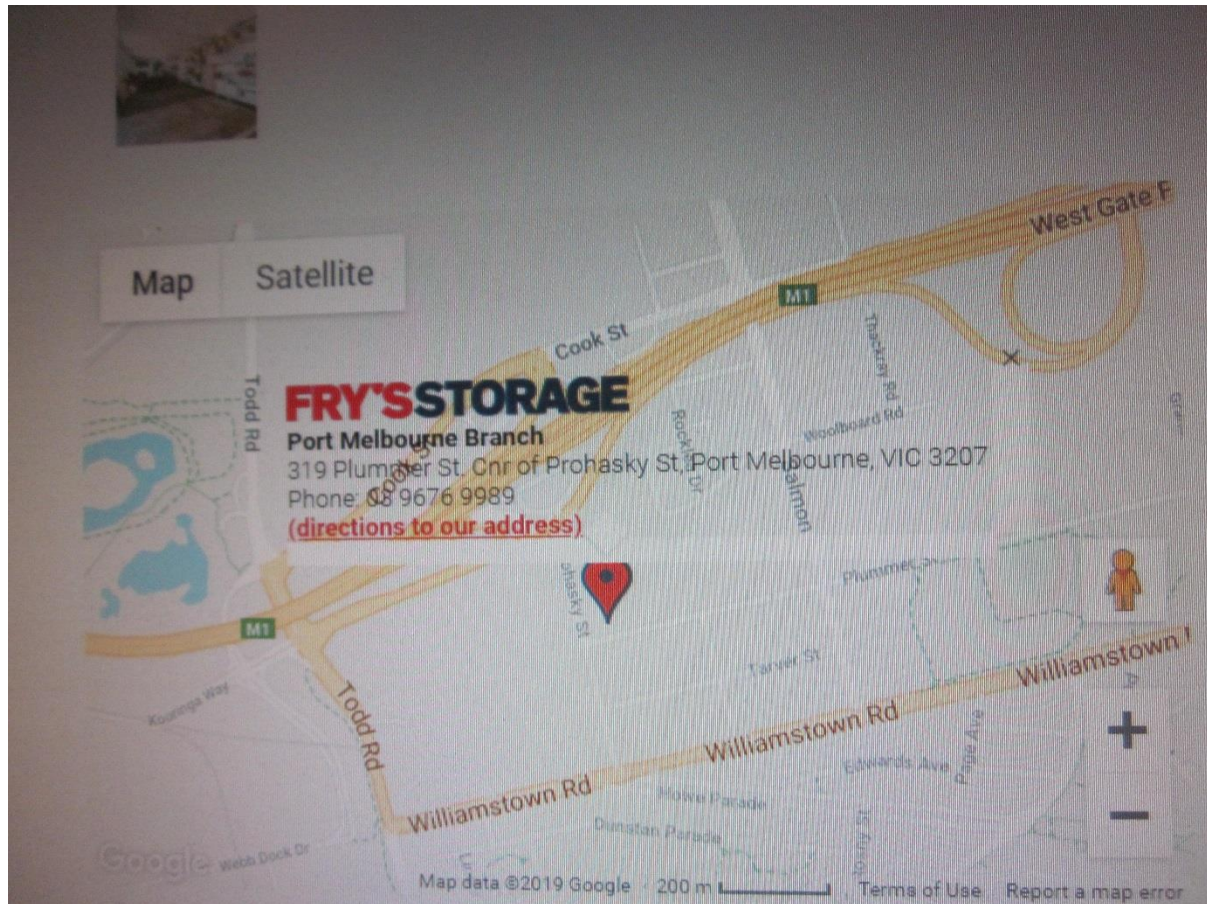
Port Melbourne. Vic

Ph: 03 97760088.

Contact name is Steve.

In speaking to Steve I said I thought there maybe 4-6 trailers for a period of 14 days. His normal price for that period per trailer is \$150. If we have the number I mentioned he would do it for \$100.00 per trailer. Members need to book 4-5 weeks prior to arrival. He won't take bookings except in that time frame. He assures me there will be plenty of room in October. You DO need to prior book and mention you are with the Simca Club. The facility is 5 minutes from the boat. See map provided.





The ships are very comfortable and fully stabilized.,

PRESIDENTS REPORT – by *Rob Stapley*

## Presidents Report.

Hi All.

How are things in Simca Land and fellow Simca club members. So far quite a few members have registered their intention to attend the National Simca Rally in Tasmania in October. Even a few nonmembers will be attending, obviously they recognize a good deal when they see one. I mean a guided tour, good meals, Accomodation and excellent company, what more could you ask for. So for those who have not yet booked take notice of the information in this issue and make the commitment. The Dyer's have put in a lot of time and effort to organize this rally to make it memorable and ensuring a good time. Already April and only 6 months until October. I have just been speaking to Iain and he has even organized somewhere to store our vehicles and trailers in Melbourne while we are in Tasmania so all bases covered.

Apart from all that we hope you are enjoying good health although of course we all have to put up with issues of old age etcetera. Many clubs are bemoaning the fact that the younger generation are not interested in old cars and consequently club memberships are falling unless they cater for hotrods and more modern classic, indeed on a day when the temperature is over 30 do you take the simca on a club run or the modern with air-conditioning and power steering etc.

Cheers for now.

Robert Stapley.



## SECRETARY'S REPORT - *by Doug Murphy*

### Secretary's Report

#### -Treasury Business

Bendigo Bank Balance as at		
31/12/2018		6383.85
Plus Income to 14/03/2019		
Memberships	\$1000.00	
Tassie Rally	\$	
550.00		<u>1550.00</u>
	7933.85	
Less Expenses to 14/03/2019		
Website Fees	\$ 186.75	
Postage		\$ 31.55
M'Ship Cards	\$	
17.98		<u>236.28</u>
		BALANCE AS AT 14/03/2019
	<u>\$7697.57</u>	

With the introduction of the *Impromptu Events* Scheme in Queensland, we need to issue members with some form of identification. This was discussed with President Rob Spapley and we agreed to produce laminated cards for each Club members. Expenditure to buy the laminating machine and software, the amount spent is about \$70. These cards will be sent out to new, still to renew, and all Qld members and any current member who asks for one.

#### Memberships to 14/03/2019

Members Paid 2019	30
Members Unpaid 2019	13
Plus Life Members	5

A reminder letter and membership renewal form have been sent and replies are slowly coming in. One member – Paul Evans, has advised that he will not be renewing.

Phil Butcher of NZ, advises his email address has changed to vedette.nz@gmail.com

### Correspondence:

Between each issue of *Swallow Tales*, there's a few things come up, and some are perishable with time. So with agreement of President Rob, we sent out a global email to all members and posted to those not reachable by email. This could be regarded as an intervening newsletter. Worth doing? Let's know.

From member Dave Reeves, an invitation to attend the Rally in Dalby on May 11-12.

From *Unique Cars*, confirming listing of this year's SCCA Rally and AGM in Launceston

Refunds to Lorraine Laney, for payment of website and Doug Murphy for postage.

Hi Doug, how are you?

I'm still going through some old parts here and I came across some valve springs

They are a set of 16 from a company called National, they colour coded blue for inlet and yellow for exhaust.

They are about 1 inch wide (tiny tiny bit over on my Verners) and free length of 2 3/16 inch

The instructions say have the white painted part of the spring against the block so putting 2 and 2 together they are most likely ford flathead, and knowing Frank, would be from a ford 60 which Vedettes had?

Anyway, hoping you can confirm the above and I'll try to find a home for them

Cheers  
Graham Porter





If anyone wants the Aronde radiator and the bonnet emblem just make an offer. I prefer car parts had a good home with their own brands than my place

Regards

Graham All enquiries to Doug Porter. [portercg@bigpond.net.au](mailto:portercg@bigpond.net.au)



Club members don't forget, we have a huge range of parts and several easily restorable cars at Inverell. The 90A pictured is an absolute gem All enquiries to Geoff Rose or Morrie Barrett.



QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone,

Things have been fairly quiet in Queensland since our last report. The Huntly's have managed to get on one of their local runs recently but are still going 'modern' as the Simca is not yet child ready and the MG only fits two!! The run was to the Mitchell Artesian Spa where Leo had his first swim. He is quite the water baby.

The Restored Vehicle Association of Dalby will again be holding their annual rally on the 11 & 12 May 2019. It is a great weekend of country hospitality. If anyone would like to attend please let us know and we will send through the entry form.

The Grand Display of French Cars is also fast approaching and will be held on Sunday, 21 July 2019 at the Murrarie Reserve, 1238 Wynnum Road, Brisbane from 8.00 am to 4.00 pm and this year will be hosted by Citroen Club.

Doug has also provided information below about the new Impromptu Events Scheme for Queensland which some of you may already be aware of:

**Introducing the Impromptu Events Scheme in Qld:** Late last year, Dept Transport and Main Roads (DTMR) gave agreement to Impromptu Events (IE). What is it? Well, you've always been able to drive your Special Interest Vehicle (SIV) on any run sanctioned by publication in a newsletter or magazine, by an Incorporated Club. The approval mechanism has been widened, an event could still be published in the newsletter, but alternatives are now permitted, such as Facebook, or a global email or a personalised email or a letter, as long as the club has a record or log of the event you are on, then the run is legally permissible. (basically, publication in the newsletter is just one means of communication, where these other mediums are just alternative forms of communication). Many other clubs are using Facebook or their webpage.

At the Queensland Historic Motoring Council (QHMC) meeting earlier this year, the presenter - Doug Young - the chief negotiator for QHMC with DTMR, said IEs would take Qld from having the worst scheme in Australia, to the best.

When you think about it, runs consist of get togethers for a rally, a picnic, a show, a coffee, a hamburger café, to assemble for a garage work bee; there's lots of possibilities. One example would be to meet at Skip's place; with compliance for IE, any member who wants, could drive his SIV there. The idea for an IE can come from any financial member, and there must be a record kept by the Club.

So here's what I suggest. For a small club like Simca, we conduct a trial of the following.

If you want to organise an IE, you send an email to the Secretary (me). This email has a particular format and has to include: your name, Club membership number, the destination, date and description of the event. And it has to be signed and dated.



A proforma application form is attached. (if you think this form is bureaucratic, well maybe it is, but it's what some other clubs are doing).

The Secretary enters your proposal on the Log of IEs and once entered on the Log, away you go, your event has met the requirements. There will be time required for the Secretary to do this, and a reasonable time, between receipt of your email and publication on the log and a global email sent to all Qld members. This can take up to three days. If you prefer to advise the Secretary by mail, allow 10 days for us to receive the letter (and enter on the Log of IEs) and ten days for a posted reply. Events can also be presented on the Club's website.

There is still some responsibility on the member's part. If you are stopped by a policeman or a DTMR person, you would have to demonstrate you are a current financial member of an Incorporated Club (hence the membership card which you will receive soon) and evidence that you are on an authorised event (this proof would be a global email on your phone or a printout). These are important considerations because legal and insurance matters are in the background.

Finally, this agreement from DTMR is fairly new and some other clubs have already introduced it. There is also concern in the air that the scheme will be abused and in larger clubs, the work load impact on Club officers (who after all, are volunteers) is another concern. I do think the proposals for our club are the most efficient we could devise. So lets trial it till say 30 September.



Bye for now.

Luke & Michelle Huntly

**SIMCA CAR CLUB AUSTRALIA INC.****Application for an Impromptu Event****Your****Name.....****Club Membership No. ....****Make, Model & Registration No.  
of vehicle to be used at the event****.....**  
**Event Date ..... Start Time .....End Time****.....**  
**Description of Event including  
Start address and destination****.....**  
**I declare that I am a current financial member of the Simca Car Club  
Australia and I will abide by the Qld Government Special Interest  
Vehicle scheme guide.****.....**  
**Signed Date****Please email the completed form to [doug@realres.com.au](mailto:doug@realres.com.au) 3 days prior  
to the event or post to The Secretary, Simca Car Club Australia Inc. PO  
Box 2151, Wellington Point Qld 4160 10 days prior.**



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

*By John Pickles*

Donny Brook, Western Australia

As many will know, John Pickles has recently had a delicate back operation. Due to complications, he spent further time in hospital. He is now at home resting with some way to go, but expecting a full recovery. As editor these last few years, John has been my star contributor. Never missing an edition, he is always able to gather together a fascinating report, from very little material. Always on time with his submission, this is the first time his report is missing in all those years.

All of us in the club wish him full recovery and also best wishes to his lovely wife Evelyn.



## VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

*by Andy Woodson*

Hi, From Victoria.

We've just survived a red hot summer and the car action has been a bit slow, however, there were a couple of good swap meets and car shows around that were worth visiting. The poster in the picture is a Chrysler Vehicles poster showing all their models from 1950 - 1965. Simcas filled the bottom two lines, which was good to see. That poster was found at the Yarra Glen Swap Meet. There were also a good array of European vintage cars on display. I took my Simca and teardrop camper to a show near Benalla. A more powerful motor would be handy for towing. Any ideas?. Peter from Wangaratta is going well and his A90 is still an ongoing project. Weather is now beginning to cool down and lots of Show and Shines are coming up before Easter. Will keep an eye out for any Simcas and other euro cars. All the best.

Andy Woodson.













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

Hi all from S.A.

Once again not much to report from South Australia. Most of the action is with our local clubs with Mel working on his Vedette preparing for our rally in Tasmania and me trying to decide what is the most pressing with the 90A. It does need a 12volt socket for the GPS and old original lenses for rear lights, if anyone has a couple let me know. It does have nice new red ones but not enough light gets through the thick plastic.

Sept. Oct. Will be busy for us. Austins over Australia this year will be held in the beautiful Barossa Valley during the week prior to the Bay to Birdwood. I will be involved in this event with my A40 Somerset, then Bay to Birdwood with Simca 90A on Sunday. It is then off to Melbourne on Tuesday with 90A on trailer for Wednesday departure for Tasmania. We will stay Tuesday night in caravan park cabin in Sunshine North and then we have all day Wednesday to park car and trailer and proceed to ferry.

For a comparison of costs Austins over Australia for 1 person is \$150 entrance fee \$224 for meals and \$300 for accommodation a total of \$674. And that is only for 4 days.

I am sure Iain will be recommending you organize bookings etc. pronto to ensure you get to Tasmania and you have somewhere to stay and not miss out.

Cheers from S.A.

Robert Stapley

NEW SOUTH WALES REPRESENTATIVE'S REPORT – *by Ian Powell*

Hi to all,

SIMCA members in NSW have been quite busy over the last three months. At this stage the next SCCA event is the French Car Day at Silverwater on the 14 July (TBC). If any members are attending other events that may interest a SCCA contingent let me know and I'll circulate.

Around some of the troops:

Richard and Lorraine Laney attended the Kurri Kurri Nostalgia Festival in their Zephyr and are keen to get back into catching up with everyone at some Simca events. They're looking forward to being able to have more time again for car activities. Work on their Vedette is moving slowly with the rear end now back in the car which will be a show stopper.

Belinda Pratt (and son's) '63 Aronde, is up and running a few events with the Pittwater Motor Enthusiasts group, her dad's 61 Simca is locked up as a possible long term project, competing with a 1930's Plymouth for attention. Interestingly there are many interested in helping get the Plymouth on the road!

John Brown is planning to attend the Sydney French Car Day in July in his Bagheera as a last display under his care and then looking at selling it. I'm still looking forward to seeing the Murena on the roads having seen the quality of John's work.

While mentioning SIMCA sales, a chat with Barry Gilpin included the line many of us use from time to time, *interesting cars in the garage but not enough time to work and restore them...* Barry would be interested in hearing from a SCCA club member to take on three of his SIMCA P60s as a one lot sale at \$950. Composing of a 64/65 model with Rush motor in pretty good overall condition with no real problems but rust in some of the floor, two earlier cars with Flash motors, one complete and going but requires a floor change and the third with motor and gearbox out but included with the car. Barry also has a station wagon rear window glass available for free. Barry is only down sizing! He will still have his other 64/65 and 59 models to keep him busy although they haven't been on the road of late. Please give Barry a call on 02 60263421 if you are interested in having a chat with Barry about the cars or glass. (I apologise if I've got any of the details wrong).



A quick chat with Morrie and Margaret has them on a rally around Victoria with the Peugeot Car Club admiring the silo art of western Victoria, along with Rob 'Skip' Verhagen on the same rally.

It was great to drop in and catch up with Geoff and Ruth Rose at Tuross Head in January on a road trip from Melbourne to Port Stephens Mandy and I completed in the Bagheera, this being our return leg after using the car in Melbourne after the October French Car Festival. Sad to say the Rancho project has languished this year, but still going to happen.



Great to catch up with Geoff and Ruth on our Melbourne to Port Stephens trip. Yes a Simca is in the garage and I'm hopeless at selfies.



Great digs in Cann River, original 50/60s?? decor, clean, safe, cheap and friendly.



Iso Rivolta 340GT,  
yep nothing to do with  
Simca's, I just like it!



and a Ford Flathead, no mention of  
Simca, but a little closer to home.

Melbourne to Port Stephens road trip  
Gippsland Vehicle Collection  
Maffra Victoria

Looking forward to catching up with members I wasn't able to contact this  
edition for next time.

Regards

Ian



## NEW ZEALAND REPRESENTATIVE'S REPORT - Preface to New Zealand Reports

Members will notice that there are two reports from New Zealand. Prior to the AGM at Beechworth Colin Smith alerted us, he would no longer be able to represent NZ. In recognition of his tireless efforts over the years, it was unanimously voted that he and Lucy would be made life members.

It was moved that Gerard Crombie be appointed in his place. This of course was first approaching Gerard to ascertain his willingness or otherwise, to do so. Unfortunately no one from the committee contacted him, but he very generously went ahead and submitted a report. I emailed Gerard apologising to what amounts to rudeness on the committee's behalf. I guess the blame falls squarely on me.

This being said, Colin Smith has spoken to Gerard and when able will still contribute to S/T. This accounts to the two reports we have from the land of the long white cloud.

Editor

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### **New Zealand Report – Gerard Crombie**

In New Zealand cars require a Warrant of Fitness periodically depending on age or first registration; it may be every six months, yearly or first three years. The Simca had its six months WOF in January, regrettably just 36 miles since its previous one six months earlier. It was winter, we were away for a couple of months, not much on for the Simca to attend. That's the sad news, but since January the Simca has been to several car shows including The Concourse show and the Brit & Euro show last weekend. We love owning and taking the Simca to shows as it's always the only Simca there and attracts more than its share of attention.



At the Concourse on display was a New Zealand made classic vehicle, the light utility Trekka. In the 1960's and early 70's 2500 of them were produced – they had a skoda motor and had both utility and fully enclosed variations. Also on display were NZ designed and made sports cars by Stephen Beattie each one individually designed and built – the ones in the picture have Alfa Romeo engines, the one he is currently working has a Toyota motor.



Late January when we were going to Wanganui to visit our son and family and attend the Turakina Highland Games we learnt that Wheels with Attitude was on in Dannevirke the same weekend. Colin Smith told me he could be there so it was worth the just under 2 hour drive from Wanganui to Dannevirke for a look. Steven Fisk with his "B4d Dog" Vedette powered Husky and tear drop caravan were on show and we talked to the HumberHillman club folk from Manawatu who were staying for the weekend – unfortunately no Simcas - Colin didn't get there and our travels were in our Hyundai.







We recently had an interesting visit to the Toyota Signature Class vehicle refurbishment factory in Thames. In another life this was a Toyota assembly plant. Mechanical they don't seem to expect to do much to the selected vehicles but the body-work is likely to get a complete make-over even minor dents are pulled out and painting is from a few panels to

a full paint job. From our group it was clearly personal opinion whether one would buy one and at the extra cost. While the result is first class, if I was in the market for a used Toyota I would prefer one in good original condition. One couldn't help but note though what an enthusiastic and quality orientated team of employees they were at the factory.



Immaculately preserved older Toyotas



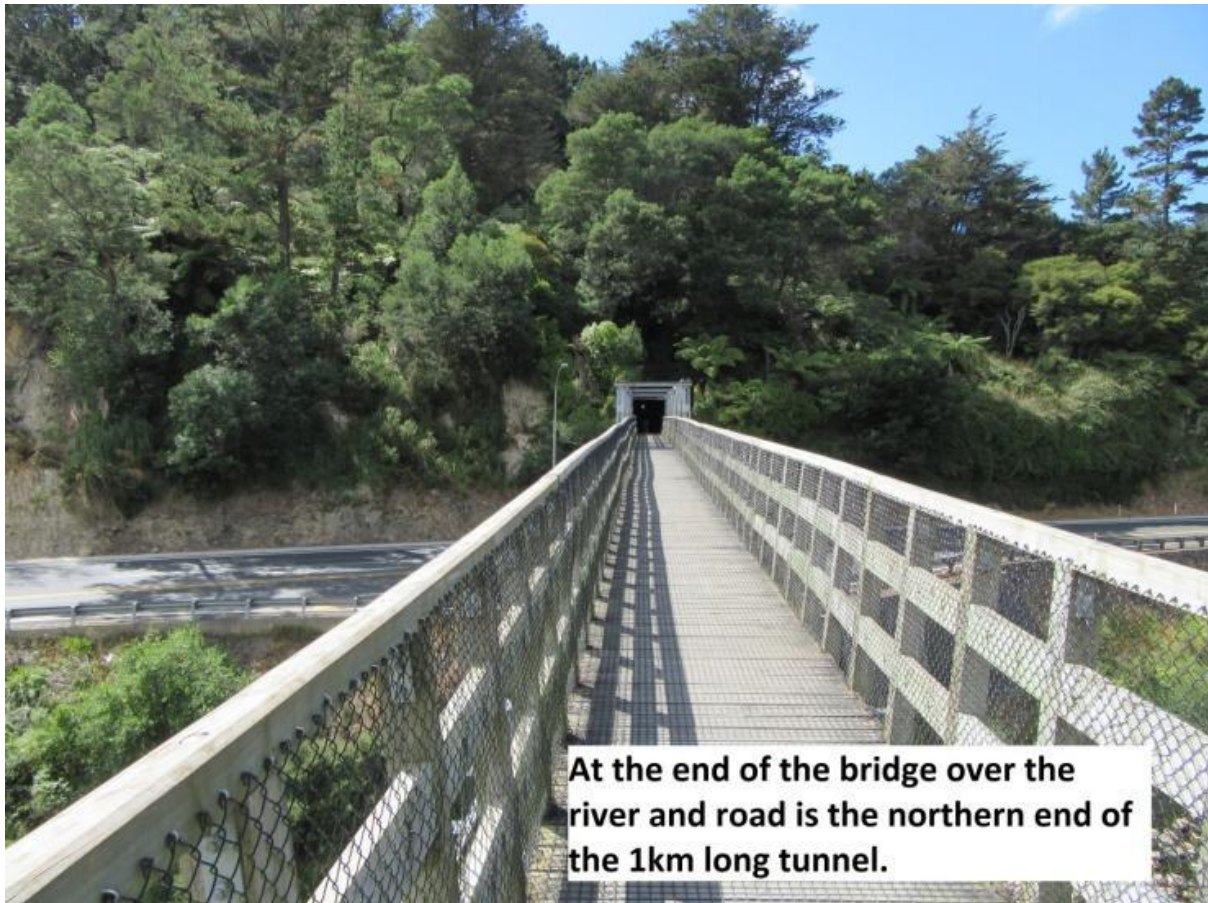
Last month we took the caravan away for a week (without the Simca). Our caravan is a 35year Liteweight Tracker which we have had since new. Even though it's not on show, like the Simca it attracts attention because of its age and good original condition. We have a self containment certificate and spent the first two nights in a roadside area in Paeroa where we still had power supplied, access to toilets and water for just \$5 per night. After that we were ready for a shower and moved to a motor camp with full facilities at Waihi Beach then on to Pauanui for the last 2 nights. We had our folding e-bikes with us and they got well used during the week in particular on the Hauraki Rail Trail.



One of the popular monthly car displays in Auckland is at Smales Farm on the North Shore, it gets between 400 to 600 classics and custom vehicles on the average fine Sunday morning. Now considered too many so they have started another one at Hampton Downs at the same time same day each month to split the numbers attending. We go to Smales Farm from time to time when we are able, it has an interesting variety of vehicles displayed.

The Simca is getting a minor tune-up shortly before its next trip away which will be a round trip to Stratford in Taranaki a 900km round trip. It will be the longest trip the Simca has been on for over 30 years. The last long trip, due to a shortage of time, we trailered the Simca.







Greetings from kiwi land, Many thanks to all the members of the biggest little car club for promoting Lucy and I to life members it will be all ways treasured. Things have been very quiet here lately work has not gone far on the v8 and the 1501s/w is still layed up with clutch problems Iv'e fitted a brand new clutch master cyl am having lots of trouble bleeding the system it'l work for a little while and then it disapears again.we have the etoile up and running as a every day car, there was the annual car show in Hastings on Sun the 10th and we got every thing ready to go on sat waking up on Sun at 5am it was raining and still raining @ 730am pulled the plug guess what it stopped at 8am and turned out a great day being upset I went sailing after lunch and had great day 15 others joined in . The 16th of feb we attended the annual artdeco parade asit was open to light trucks of pre 1947 total entries were 250 vehicles about 100 meters in little red stopped lucky there was a place where we could park safely and watch the parade go past then got the AA to take us home where it sat in the shed for a week before attacking the fault every thing was changed plugs dissie coil carb clean to no avail after all this done over the next week we started to change things back then change the coil back and bingo it goes so a new coil will be fitted and it has all it's old energy back. I had the cataract in my right eye done in Dec and what a bonus i can see for miles I have just had the glasses up dated now i can start doing things again I still have to use a magnifying glass to use the computer and have to wait 5months before the left eye gets done, my appointment for the knee assment in Jan was cancelled due the the doctors strike got a new one for the 20th of this month enjoy the pictures Colin / Lucy











As can be seen from the photos, Napier is a glorious spot on a bright and sunny day. We love the place. Editor.



## HIDDEN TREASURES

1965 Abarth Simca  
2Mila Longnose  
(Chassis #136-0117)

By Mark R. Brinker



If you're reading this magazine, you're probably passionate about vintage racecars. You love the sounds they make, the smells that waft from them, the sensation of driving them as close to the limit as your skills will allow. You also love the specific histories associated with each of these machines. Who drove them, when, at what event, and, of course, how did they match up against the competition? These are the details that keep us engaged in the hobby, keep us expanding our knowledge about our sport's history.

But what about a racing machine with a lost history? One that is obviously genuine (perhaps even important) whose past has been obscured by decades of cobwebs. This month's Hidden Treasure is just such a beast.

Les Burd is an Abarth fanatic. At 67 years of age, Burd says he's been collecting the cars of Carlo Abarth for more than 50 years and blames his father for the affliction. It's the build quality, engineering excellence and Abarth ingenuity that have kept him engaged. Over the years Burd has owned a number of Abarth 750 Zagato Double Bubbles, Record Monzas and even a Prototype Abarth Simca 1300 with genuine 1962 24 Hours of Le Mans racing history.

On this last car, Burd shared the following, "I restored my Prototype Abarth Simca 1300 (chassis #0060P) and showed it at Pebble Beach in 1992. I foolishly sold it in 2003. Why I let such a special car get away is a question I should never ask myself because I have no rational answer."

Burd is more than your average hobbyist or collector. A retired Public Health Official for the State of California, Burd is a master craftsman and a professional restorer and ace engine builder. He works out of his home shop, but also does work for some of the top Italian automotive restorers on the continent, including Epifani Restorations located near his Bay Area home.

After moving from Austria to Italy, in 1930, and changing his first name from Karl to Carlo, Abarth opened the doors to Abarth & C. Spa in Turin in 1949. Early on Abarth concentrated on tuning Fiat-based racecars and manufacturing performance-oriented exhaust and induction components. He later built his own competition machines, the pinnacle of which has to be the Abarth Simca Berlinettas. The earliest examples had a 1.3-liter engine, which was followed by a 1.6-liter and finally the Abarth Simca 2-liter, also known as the 2Mila.

The Abarth Simca 2Mila was built on a chassis of welded sheet and pressed steel. Front suspension was independent with upper A-arms, transverse leaf springs and Koni hydraulic shock absorbers with coilover adjustable springs and an anti-roll bar. Rear suspension was by swing arms with dual Koni shocks on each side, coilover adjustable springs on one set of Konis and one additional, large coil spring per side and an anti-roll bar. Hydraulically operated Girling disc brakes provided stopping power at all four corners.

And then there was the magnificent engine. Starting with a specially cast purpose-built Abarth block, the inline 1946-cc, four-cylinder had chain-driven dual overhead camshafts, dual ignition, dry-sump lubrication and two twin-choke Weber 58 DCO carburetors. The package was good for an astounding 202 DIN horsepower.

After just a single year of self-loathing over the sale of his Prototype Abarth Simca 1300, Burd heard whispers in 2004 that an

Abarth Simca 2Mila Longnose might be available. The car was an authentic example and had been owned by a collector in Northern California since 1984. Burd had been aware of this car for many years, which was in need of a complete restoration. Burd quickly bought this car and began to dig in.

According to Burd, his Longnose 2Mila (#136-0117) was one of just six produced. The chassis and body were original to his car but the body was missing several special components. The package came with the original engine block (#236-152) and crankshaft, which were both damaged. The purchase also included an additional incomplete but correct engine. In 2004, Burd commenced a concours-level restoration on the 2Mila with great skill and enthusiasm. At the same time, he began an all-consuming decade-long worldwide scavenger hunt looking for impossible to find parts. His car was missing a correct water pump and after years of searching he sourced an NOS unit out of Germany for \$10,000. When the pump arrived, Burd says it was a leaking mess. After several sleepless nights Burd decided to send the pump back to the seller for repairs. This resulted in weeks of insomnia for Burd, wondering if the irreplaceable pump would ever find its way back to him. Thankfully, it did.

The water pump was hardly the beginning of the never-ending quest. Burd had to source a bellhousing and flywheel, a correct intake manifold, camshafts and an Abarth Simca shift gate housing. The car was also missing several parts associated with the ultra-rare and exotic original 6-speed sequential gearbox. Somehow, Burd miraculously tracked those down as well. And his good friend Nino Epifani located a pair of Weber 58 DCOs in Europe. The carbs were \$10,000 and arrived with broken auxiliary venturis, which needed replacement. New ones were sourced in Great Britain. The original steering wheel was missing from the car as well. Through a long string of clues, and plenty of suffering, Burd located it in Connecticut and reunited it with his car. After more than a decade of unsuccessful hunting for a very special air vent that was missing from the driver's window, a package arrived from Abarth-buddy Engelbert Möll of Switzerland. There in the box, an NOS unit ready to install. Burd says this saved him countless hours that would have been required to make this piece from scratch.

Largely restored, but still missing some final details, Burd unveiled the car at The



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Quail, A Motorsports Gathering in 2013. Stunningly restored with its original engine and gearbox and correct gleaming red paint, the 2Mila was the talk of the show. However, even at the car's next glorious outing, Pebble Beach 2014, Burd still had no idea about the car's history prior to the 1980s.

Burd said, "After I purchased the car, I tried to make contact with former owner Michael Webb of Rhode Island, who had acquired my car from Frank Gallo of New York in 1981. Unfortunately, I quickly learned that this road led nowhere as Mr. Webb had passed away. Over my five decades of Abarth collecting, I have assembled a huge number of photographs of Abarth Simcas and am also friends with all the experts around the world. Everyone agreed that #136-0117 was a genuine original 2Mila Longnose, but no one, and I mean *no one*, in the Abarth community could figure out who had originally raced it."

That all changed in December 2014 when Burd was visiting automotive collector Fred Phillips of Calgary, Alberta, Canada. Burd said, "I was thumbing through one of Fred's books, *Passione Auto Quattroruote Abarth*, and I happened upon a period racing photograph of an Abarth Simca 2Mila Longnose on page 106. The caption under the photo indicated that this Abarth Simca was once owned and raced by Luigi Marignani. As I had done hundreds of times before, I studied the image with a magnifying glass, looking for subtle details on the car that would rule it out as mine. After several minutes of this, I determined that I could not rule this one out as being my car. Furthermore, I realized that I'd never seen this car before."

Burd quickly made contact with Abarth Simca expert Tony Berni of Italy to share this lead regarding the possible history of #136-0117. Berni was able to make contact with Marignani who was originally very skeptical about a connection between the car he raced in the 1960s and Burd's car. After several communications back and forth, Marignani was intrigued enough that he obtained a copy of the original Italian registration for his car. Sure enough, those documents proved that the car he had registered in 1965 was chassis number 136-0117. After so many years of mystery, and the uneasy feeling that accompanies it, Burd had discovered the origins of his Abarth. And just as important, he had made a new friend in Marignani.

On October 15, 2016, during a cruise



vacation overnight stop, Burd and wife Louise hired a car to drive them from Naples to Frosinone, Italy, to visit Luigi Marignani. Burd said, "This turned out to be one of the best days of my life. Luigi still carries the torch for the 2Mila, which he owned and very successfully raced over 50 years ago. I think he understands that I am also severely afflicted by this car. My 10-year search for him, the original owner, turned from obsession to pure elation. Our meeting commemorated an automotive odyssey that spanned 50 years and half the globe, both time and distance separating Luigi from his beloved 0117. Our meeting also celebrated the genius of Carlo Abarth and brought two of his disciples together over a half-century trajectory.

"We arrived at Luigi's two-building 'Collection Marignani' and were greeted with a very large professionally printed sign over the entrance reading: Welcome Les Burd. The greeting was so genuine and joyous that it was moving beyond words. Since he speaks no English and I speak no Italian we communicated via three interpreters and sign language as we toured his collection of Abarths, SIATAs, Fiats, Alfas, Porsches, Ferraris, Lancias and many motorcycles."

Burd continued, "After serving delicious food and drink to a gathering of 40 friends, Mr. Marignani picked up a microphone and proceeded to describe, in great detail, each of the 12 or so events he had raced Abarth 0117 in 1965 and 1966, many as overall winner. I wish I could have recorded his 30-minute reminiscence. His detailed recollections included descriptions of racing events including track conditions and fierce battles with Porsche 904s and Ferrari

275 GTBs. Marignani told us that Abarth 2Mila 0117 was the last, most capable and successful car he had raced. Next, we reviewed four or five scrapbooks filled with period photos of his racing career, mostly in Abarths. Luigi retold the story of buying the Abarth 2-liter; ordering it two years before he received it and negotiating with Dott. Renzo Avidano, Abarth's racing director. We also learned that 0117 had carried three license plates during Marignani's ownership; two temporary paper plates and finally the permanent plate FR-69332. I asked him to autograph a period racing photo, which he carefully did. As the time grew late there was another round of photos and many goodbyes. Luigi kissed me on both cheeks and we got into the hired car and drove away with tears of joy."

"The 2Mila Longnose is arguably Carlo Abarth's greatest achievement, a giant-killer with an astonishing two-liter engine and sumptuous coachwork. Burd took possession of a true piece of automotive history when he acquired #136-0117 in 2004. The only problem was, the actual history had been lost in time. Years and years of research and anxiety led Burd nowhere. Then one day he happened on a single photograph and his Abarth world rotated on its axis. Burd and Marignani are two of our hobby's superstars who are passionate about vintage racecars. They love the sounds they make, the smells that waft from them, the sensation of driving them as close to the limit as they can. And now they also love each other. 🏁"

*Do you know of a Hidden Treasure? If so, send your photos and stories to Mark at [mbrinker@vintageracecar.com](mailto:mbrinker@vintageracecar.com)*



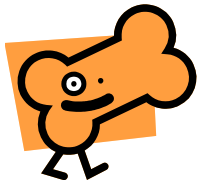


Gee being 68 is tiring

Guess what skip, 70 is positively exhausting!



*Happy birthday skip. Long may you tower over us!*

*Funny Bones*

I recently spent \$6,500 on a young registered Black Angus bull. I put him out with the herd but he just ate grass and wouldn't even look at a cow. I was beginning to think I had paid more for that bull than he was worth. Anyhow, I had the Vet come and have a look at him. He said the bull was very healthy, but possibly just a little young, so he gave me some pills to feed him once per day.

The bull started to service the cows within two days, all my cows! He even broke through the fence and bred with all of my neighbour's cows! He's like a machine! I don't know what was in the pills the Vet gave him

..... but they kind of taste like peppermint.





## 105 year old lady's advice to us all



**"For better digestion I drink beer. In case of appetite loss I drink white wine. In case of low blood pressure I drink red wine. In case of high blood pressure I drink scotch. When I have a cold I drink Schnapps."**

**"When do you drink water?"**

**"I've never been that sick!"**

Not humorous, but a profound message submitted by John pickles. A timely reminder why young and old, should be so proud of this great country of ours.  
Editor

## CHILDREN OF THE TOUGH GENERATION

**Born** in the 1930s and early 40s, we exist as a very special age group.

**We** are the smallest group of children born since the early 1900s.

**We** are the last generation, climbing out of the depression, who can remember the winds of war and the impact of a world at war which rattled the structure of our daily lives for years.

**We** are the last to remember ration books for everything from gas to sugar to shoes to stoves.

**We** saved tin foil and poured fat into tin cans.

**We** saw cars up on blocks because tires weren't available.

**We** can remember milk being delivered to our house early in the morning and placed in the "milk box" on the porch.

**We** are the last to see the gold stars in the front windows of our grieving neighbors whose sons died in the War.

**We** saw the 'boys' home from the war, build their little houses.

**We** are the last generation who spent childhood without television; instead, we imagined what we heard on the radio.

**As** we all like to brag, with no TV, we spent our childhood "playing outside".

**There** was no little league. **There** was no city playground for kids.



**The** lack of television in our early years meant, for most of us, that we had little real understanding of what the world was like.

**On** Saturday afternoons, the movies, gave us newsreels sandwiched in between westerns and cartoons.

**Telephones** were one to a house, often shared (party Lines) and hung on the wall in the kitchen (no cares about privacy).

**Computers** were called calculators, they were hand cranked; typewriters were driven by pounding fingers, throwing the carriage, and changing the ribbon.

**The** 'INTERNET' and 'GOOGLE' were words that did not exist.

Newspapers and magazines were written for adults and the news was broadcast on our radio in the evening by Gabriel Heatter and later Paul Harvey.

**As** we grew up, the country was exploding with growth.

**The** G.I. Bill gave returning veterans the means to get an education and spurred colleges to grow

**VA** loans fanned a housing boom. **Pent up** demand coupled with new

Installment payment plans opened many factories for work.

**New** highways would bring jobs and mobility.

**The** veterans joined civic clubs and became active in politics.

**The** radio network expanded from 3 stations to thousands

**Our** parents were suddenly free from the confines of the depression and the war, and they threw themselves into exploring opportunities they had never imagined.

**We** weren't neglected, but we weren't today's all-consuming family focus.

**They** were glad we played by ourselves until the street lights came on.

**They** were busy discovering the post war world.

**We** entered a world of overflowing plenty and opportunity; a world where we were welcomed, enjoyed ourselves and felt secure in our future.

**Although depression** poverty was deeply remembered.

**Polio** was still acrippler.

**We** came of age in the 50s and 60s.

**The Korean War** was a dark passage in the early 50s and by mid-decade school children were ducking under desks for Air-Raid training.

**Russia** built the “Iron Curtain” and **China** became Red China .

**Eisenhower** sent the first 'Army Advisers' to Vietnam.

**Castro** took over in Cuba and **Khrushchev** came to power.

**We** are the last generation to experience an interlude when there were no threats to our homeland. The war was over and the cold war, terrorism, “global warming”, and perpetual economic insecurity had yet to haunt life with unease.




**Only our generation** can remember both a time of great war, and a time when our world was secure and full of bright promise and plenty lived through both.

**We** grew up at a time when the world was getting better. not worse.

## **We are "The Last Ones"**

More than 99 % of us are either retired or deceased, and we feel privileged to have ***"lived in very difficult times"!***





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

Please remember any contributions welcome or suggestions.

#### **Reminders:**

The 2019 renewal of membership is due on January 1<sup>st</sup> 2019. 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

Don Scanes is in need of exhaust valves for a Rush motor. He is currently doing up the head. If anyone can help ph Don direct or contact me and I will pass it on.

Editor





## SIMCA CAR CLUB AUSTRALIA Inc. CLUB MEMBERSHIP RENEWAL

Jan – Dec. 2019

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

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

**Address:** Please print full postal address

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

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

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### Annual Membership Subscriptions

Simca Car Club Australia Inc. membership operates from:

1<sup>st</sup> January to 31<sup>st</sup> December each year.

All Membership Fees are due and payable each Year on: 1<sup>st</sup> January

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

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