



SWALLOW TALES

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

VOLUME 27

NUMBER 2

JUNE 2020



Is this Australia's next big race team?



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

Greetings all,

The first order of business is unfortunately, two of our valued club members passed away in recent times.

Keith Marshall of Dunedin passed away in March. Keith was a long term member of the club and was the proud owner of a Simca Vedette. Unfortunately, most of us due to the scattered nature of our club, would not have gotten to meet Keith. Just prior to joining the club, we spent time in Dunedin and missed the opportunity of meeting him. Keith was fortunate to live in an absolute stunning part of the world.

Rather belatedly, on behalf of the club,
I wish his family all the very best.

Editor.



As most will know, Ruth Rose passed away last month. Ruth with Geoff by her side, fought a ferocious battle, on every front this last 12 months. Firstly, the insidious disease itself and then bureaucracy, in all facet's on the health care system. Everyone who met Ruth instantly loved her. She was a gentle soul, without guile. It is with massive respect to Geoff for his almost super human, 24/7, care of Ruth, to the end. Ruth, a woman of deep faith, rest in peace. As attachment: see letter of thanks from Geoff Rose.

Ruth's sanctuary.





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20 May 2020

Dear SIMCA CAR CLUB people
Thanks for your support.

I hope you will forgive me for typing a reply to you for your kind words and thoughts on the passing of my beautiful wife, Ruth. As she wished, she died at home, in my care, on the 6th of May.

While I know that many of you have known her for a long time, there are others that had only met her once or twice and recently. No matter when they met, everybody loved Ruth or Ruthie! We had a short 6+ years together, but packed so much care, love and experiences in that it seemed like a lifetime. I still think we should have met much earlier, or can you have too much of a good thing?

In the time Ruth has been at Tuross Head she has made many wonderful friends. They have been so generous and supportive in their friendship, going above and beyond in acts that have restored my own faith in the love and kindness of humanity. I had been starting to wonder until she came into my life.

Where appropriate I will pass on your condolences to Ruth's family. Alana has been here with me in great support as we got the "now" jobs done. For those that wanted to farewell her but were prevented by the present circumstances, we are planning a celebration of Ruth's life on a weekend at a Resort up near the Queensland border. After that there will be a farewell Garden Party at home here in Tuross.

Ruth Rose -out of harm's way and with a new address.

The "New address" idea came from
Wayne Teo - a really helpful way
of remembering and getting over it.
Cheers

Geoff.

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Since last edition, I think we have entered into the craziest times I've seen in my life time. Almost makes you glad to be older and remember saner times. We won't be able to munch on red skins anymore, coons on the nose and what about white knights? I used to chew on those as a kid at the pictures. The point being, they discriminate against black people, because they don't make a black knight! Pity, because I like liquorice. Captain Cook is on a knife edge from being separated from his pigeon mates, that's just the tip of the iceberg. World "Titanic" is steaming straight at one. It's been a field day for lefty's, nutters and plain evil people.

At the end of my report I have included an article sent to me by John Pickles, on "Common Sense". Not that anyone in our little club needs any advice, but every world leader sure does. I would send several thousand to the White House in case some get lost in the mail. Two copies to Boris and none to the Chinese, they are not interested. Enough controversy or I will lose my job, like thousands of the poor sods in this country.

After that mild spray, I put away the blow torch, strange things are happening in the club. It seems there has been a concerning uprising in interfering with French derrieres. First offender, Ina Stapley. Ina in a hurry, Inas always in a hurry, backed out in her Subaru and hit her Simca. The left hand rear guard and the tail light surround were damaged. Rob spoke to me about this and was surprisingly circumspect about it. Mind you he would be a brave man to take on Ina, if the feathers were ruffled.



Second offender: Iain Dyer. I needed to back the Simca out of the shed and had the car cover over it. Rather than take the cover off, I peeled it back to the windscreen. I had a 4wd parked behind it and I asked my daughter to move it. I heard it fire up and I warmed up the Simca. Assuming she had moved, I backed out of the garage right into the 4wd. Apart from punching a nasty dent into the boot, it damaged the newly chromed boot garnish. Very kindly, Geoff Rose is sending me down another garnish which I will get re-chromed. The body work can wait until Spring, when I will get other paintwork refreshed as well. Speaking of the Stapley's, as I write, they have three days to vacate their house. As most will know, they are moving to Ardrossan, I must

say it looks like a great spot. Apart from moving 8 cars plus mountains of spares and household goods, Rob has three sheds to erect. One alone is 40x30' and of course there is the new house to be built. I hope the good Lord approves the "Ten year extension to life" request Rob submitted.



As Gerard in NZ mentions, we have spent the last three months in lock down renovating the house. Apart from living at Bunnings, that was the only sneaky thing we did. One trip I asked a female Bunnings employee for directions. She obviously had the flu and came

up face to face and sneezed on me. My blood ran cold and I was pretty tense for a few days. The result is very pleasing and I had to show off and show you my hearth treatment. When we pulled up the carpet there was a whopping big concrete hearth underneath. I edged it with timber and tiled it, looks pretty cool.



Apart from blowing my own trumpet, not much has been going on in the car world. The Simca has only recently had one trip, story elsewhere, it is currently sulking in the shed. It's about to get a rude shock. Now the reno's are done, all the mods I prattle on about are about to take place plus a thermo fan. Starting to think about a power booster, but I will get the hot up mods done first. Speaking of hot up mods, I have been talking to Laurie Borg, he is interested in building a quick motor. He is planning to re-furb the body and as a professional body man, the results should be stunning. Interestingly, his father had a P60 Montlhery, same colour as his, brand

new. What a privilege. Apparently his car is not the same one, but what a coincidence. We will follow his progress with interest.

On the subjects of motors, Morrie Barrett has had a Flash special motor re-built for his Grand Large. He sent me a video link of the retired engineer working on the motor. The motor is fully balanced and virtually brand new. Let's hope this is the end of dud motors for Morrie. His goal is the same as ours. At the start of the journey, however long, the only concern is to pick a nice town, for coffee and muffins.



I spoke a few weeks ago to all committee members re: the cancelled AGM at Albury. There has been talk of a video link to discuss club business. The main topic was, state representatives. In speaking to everyone, they have kindly agreed to continue until our Rally next year. In talking to Doug Murphy last night, we both agreed that a legal exemption rather than a phone hook-up, was the easiest option. In talking to Morrie and Margie last night, I'm informed we have until December to conclude the matter. It is hugely disappointing that we are going to miss catching up, but the consensus of opinion is caution paramount.

That's me for another edition, stay safe and well. Kindest regards to all.
Iain and Leila Dyer.

An Obituary printed in the London Times..... **Brilliant!!**

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years.

No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain;
- Why the early bird gets the worm;
- Life isn't always fair;
- And maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death,
-by his parents, Truth and Trust,
-by his wife, Discretion,
-by his daughter, Responsibility,
-and by his son, Reason.

He is survived by his 5 stepchildren;
- I Know My Rights
- I Want It Now
- Someone Else Is To Blame
- I'm A Victim
- Pay me for Doing Nothing

Not many attended his funeral because so few realized he was gone. If you still remember him, pass this on. If not, join the majority and do nothing.

At our National Rally John Smith showed me an article he wrote many years ago. This was just prior to immigrating to Australia. I thought it most interesting and very well written.

Coming back to the present, John and Pat have just celebrated 60 years of marriage. Wow John, you could have committed two murders, an armed holdup, a couple of drive by shootings, for that many years. I guess it's worked out better, as it's played out.

Being serious, the good news is John has at last had his knee operation. Pat assures us he is doing well. Good health and cheer to you both.

Why I bought a Vedette.

By John Smith

There are a number of things in this world that do not go together. Chalk and cheese for instance. Suet and champagne. Jodrell Bank and an ear trumpet. You think of some for a change. But here's a collection of things that definitely do not go together or at least if they do its damned crowded in there. I'll list them for you in order of descending size. Myself, my wife Pat, son David, daughter Deborah, dog Samson. Add a folding perambulator, nappies, dog bowl, picnic basket, a few pints of beer, and then confront said collection with a Simca 1000 GLS. Whilst you are about it, you might throw in a few facts such as a publican has only a few days away from work in the working year and a foolish suggestion from myself that one of those days might be spent at Brighton on the south coast from London. What have you got? You've got trouble friend!

We shoehorned the cargo aboard and set off, but after several stops and the subsequent unloading and reloading that took place, it was decided by an unanimous show hands and paws that the Simca 1000 had to go. There was another alternative, but then we're selfish about things like that. I said that "what we need is suitable transport" and the pilgrimage started. First we tried London Transport, Midland Red, and then Western National. They wanted to help but sadly they had little to interest us. By the way if you know anyone who wants some bus timetables for 1965, let me know.

So back to cars. Austin 110, a Wolseley 6/90, and even a forlorn 2.6 Riley. Then I had delusions of grandeur. I viewed Buicks, Oldsmobile's and other American monsters, but when I phoned my insurance broker he laughed until my sixpences ran out. Oldsmobile's don't come under five litres. I was near to the end of my tether, my friendly Simca dealer Ron Wright and a very good

friend suggested a Vedette. Another friend Les Todd in the Simca Club UK supplied glossy brochures of same and whereabouts of one such vehicle. When we arrived to view it I can assure you that its condition left something to be desired and when they had to take out the plugs (all eight of them) in order to start it, I just knew that this was not for me, and the road test confirmed it!

Then Ron vaguely remembered seeing one at Baldock. A telephone call confirmed this, but the price was to say the least steep. Especially for a 1958 model. The condition explained the price. Radio, full carpeting, cigar lighter, you name it, the Vedette had it in splendid profusion. I haggled over the price and became a proud owner. After nearly four years, I am still satisfied with it, and only emigration will part us. True it doesn't go round corners on tramlines, but times change old habits die, and we sneer midgets in Minis as we regally progress from Point A to Point B.

During a caravan holiday through France and Spain, the Vedette pulled our Sprite caravan along Route National at a steady 70 m.p.h. absolutely no fuss whatsoever, and if the car could go through a tricky space so could the Sprite caravan.

In a few weeks, the Smith family Will leave England for Australia, but sadly our Vedette is staying behind. We shall miss it and wonder if we shall ever possess another car as good. As Shakespeare wrote:- "Parting is such sweet sorrow".

Note Ron Wright, Les Todd and myself were founding members of Club Simca UK in the 1960's.

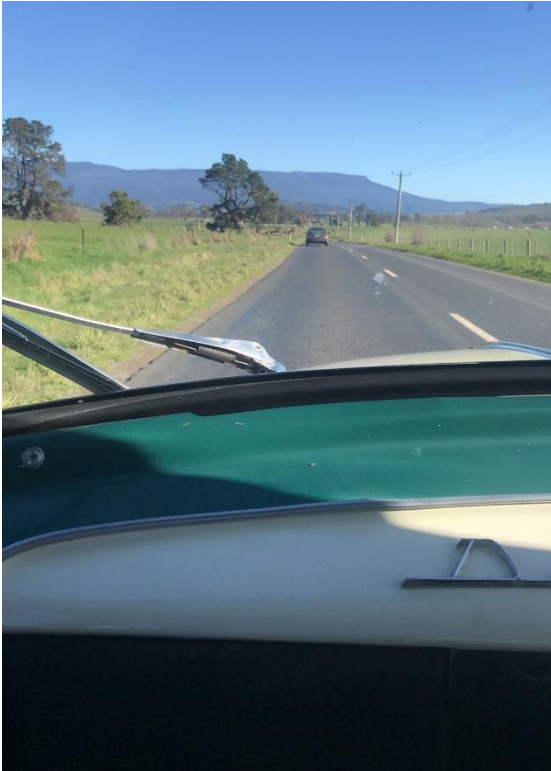


“THE GOG” by SIMCA

At the first signs of release, we took to the road like moths escaping their cocoon. Martin and Kaye, our Jag club friends, phoned and proposed a country drive. We fired up our Aronde and met them at their lovely home in Westbury. Members who were at the Rally, will remember our visit there. Martin has just finished restoring a 3.8 Mark 11 Jaguar and he decided to take that.

We didn't get far. First coffee stop about 1 klm down the road. It was pleasing to see that our favourite coffee stop had survived the mayhem and we could actually sit inside again. Heading out, we decided to chase the country lanes to the largest town under the mountains, Mole Creek. It was meant to be a “Doddle” drive, but soon turned into a mini tarmac rally. Through all the twists and turns, the Simca was all over the Jag. What wouldn't have helped, was Martin had fitted skinny Pirelli Cinturato tyres that must have been 20 years old. They were hard as goat's knees and I wouldn't have put them on a wheelbarrow. Looking forward to lunch at the Mole Creek pub, it was still take away only.





Looking back at the two cars, the Simca “smile” seemed a touch more jaunty than usual. We decided it was too cold to sit out eating pub food, so what next?

I asked Martin where the road went passed the pub. He replied, over “The Gog”. Apparently the mountain range is called Gog and was a fearsome trip in early days. Even now that it’s sealed, it’s a challenge. From Mole Creek you ascend “The Gog” and travel some 38k to Sheffield. So off we went, this time the Jag had the upper hand. Some of the gradients were only just climbable in second, a couple of times I should have grabbed first. Switch back turns and huge gradients were a bit of a challenge for the

Simca. The Jag romped, so much so, that after one long second gear climb, there was Martin pulled over in a layby. As we approached, he yelled out the window, “thought you must have broken down”. Famous last words buddy! The drive across the escarpment is stunning. Diving down into verdant green valleys, you do however need to keep an eye on the road.

Arriving in Sheffield we pulled up in the main street. We were going to



make Sheffield part of the rally, but thought the journey might be a bit much for the cars. Mel and Gelske visited on the free day and enjoyed it. Rightly so, stunning views out to Mt Roland, the famous Murals and a spotless town. We enjoyed an

excellent sit down lunch at a quirky café and headed back to the cars. There is nothing so enjoyable for an Aussie, as a crest fallen Pom. Martin was standing beside the cars when some people crossed over to have a look. I heard one lady ask, “What a lovely car, what is it?” Martin looked at his shiny restoration and said, “1962 Jaguar Mark 11”. The lady replied, “No, not that one, the cream one!” Vous Benisse Madame!



Lunch venue. The day was drawing in so we decided to go our separate ways home. Martin decided to go the long way and we decided to go the short way. We were nearly to the highway, when the phone rang. It was Kaye, "Where are you, we have broken down!" We turned around and 25 minutes later, found them on the side of the road. A new alloy fuel filter had split, situated under the car. A truck mechanic with all his tools in his ute pulled over and leant a hand. He and Martin removed the filter and took it back to his workshop and did a temporary repair. It was getting dark and cold when they returned and the mighty twin cam roared back into life. The chap would not take any money, just a hand shake. Two timely reminders, don't scoff at Simcas and the world is full of more good people than bad.

As a postscript, Martins report in the Jag magazine was as follows. "We went for a drive with Iain and Leila Dyer in their Simca. We broke down, they didn't. The last three times I have broken down, has been due to poor quality reproduction Chinese parts. They don't have Chinese parts in their Simca!"

I wasn't going to mention that word, however upon reflection, I must check my new radiator cap!

Iain and Leila Dyer

This is a 3D mural, so realistic.



PRESIDENTS REPORT - *by Rob Stapley*

Hi all from sunny Ardrossan,
I hope this missive finds you fit and well, but before I get too far into this as a club and personally we offer our condolences to Geoff on the passing of Ruth. We missed seeing them at club events over the last eighteen months or so as Ruth's illness got progressively worse. We were able to keep up via Facebook posts from her and realise her positive attitude. She loved her garden and many posts were featuring pictures of this or that flowers or birds etc. We hope to see Geoff at future events when his life resumes some normality whatever that may be. Similarly our condolences to Marilyn Marshall whose partner Keith passed away back in April. Keith and Marilyn were New Zealand members of long standing and although they couldn't participate in events this side of the ditch I'm sure Colin could relate some relevant stories. Otherwise I am enquiring of the Bay to Birdwood committee whether entries can be transferred to other people or other cars. The reason for this is Iain has entered his 90A and was intending to attend but because of covid19 will not be able to participate. If anyone wants to attend we might be able to transfer his entry, just a thought although who knows what the situation will be by September.

As it is now the decision to cancel the AGM at Albury might have been a wise one with many of our members unwilling to travel from home. Our secretary Doug is planning an alternative method of meeting possibly 'zoom' but will advise members later, or in this issue of Swallow Tales. Cheers Robert.

SECRETARY'S REPORT – *by Doug Murphy***Secretary Report:**

Covid 19 has brought a lot of change. At the last AGM in N Tasmania, it was moved the next AGM would be in Echuca. Well that foundered when we couldn't find reasonably priced accommodation, all was booked out because of other events being held. So Andy Woodhouse and I looked into holding the AGM in Bendigo. Same problem, so we switched to Albury and reserved accommodation there. Along comes Covid 19 and some members, quite reasonably, don't feel comfortable, so Albury is cancelled and there will be no AGM this year. The Club is Incorporated in NSW, and Public Officer Margaret Barrett, will apply to the Office of Fair Trading for Exemption to holding the AGM this year. As all office bearers have agreed to hold their positions, there is no need for elections. It'll be just a matter of filing the return with the accounting reports. The next AGM is scheduled for se NSW, Geoff Rose territory. Some Club office roles are like ducks swimming, a lot going on under the surface and not visible on the surface.

Here's correspondence since the last Report.

Vedette windscreens. Wayne's Windscreens of WA is inquiring about purchasing a new Vedette windscreen to fulfill an insurance claim. Not surprising, they're hard to find in Aus, Europe and the US. If there is sufficient interest in having a spare screen we could perhaps have a batch made. **Vedette owners, would you be willing to buy one?** It would be good insurance. Please let me know.

Jim Wade offered the Club two bound P60 workshop Manuals, in good condition for \$20 each. After conferring with Rob and Morrie, the Club bought them, total \$55, to sell to new members. They're sitting here with me.

Long term Keith Marshall of Dunedin NZ passed away 25 March. Those who knew him held him in high regard and have sent their sympathies to Marilyn.

Brent Myers of Perth is making a documentary and wants a Simca to be seen in his production- John Pickles asked to contact him.

Philip Roundtree of Auckland has a 1962 P60 workshop manual to donate to the Club - Gerard Crombie will organise with the donor to collect it.

Ted Church of Auckland is looking to buy a Vedette. Colin Smith – maybe you could be a go between Marilyn M and Ted C?

Treasurer's Report: The attached accounting reports are to the end of the financial year. The figures speak for themselves, holding a rally in a distant place like Tweed Heads or Launceston, is always going to be expensive business. The Covid 19 induced shutdowns can do wonders for your finances, cause you can't go out and spend. You can work but you can't spend.

Membership Report: Currently the Club has 44 financial members and three Life Members. Numbers are holding up, all memberships from last year have renewed except two one being Alan Cruikshank who lives in Worombi NSW. He has not replied to a voicemail- does anyone have any information? There are two new member, renewal by Delano Pinto and Pamala Fernando of Sri Lanka, Welcome Back, and Alex Connors– he purchased my P60, is a new member. Alex told me just last week, he has sold all his Morris cars- his long held passion, but has retained his P60. Smart move Alex!

Till next time, cheers

Doug

SIMCA CAR CLUB AUSTRALIA INC.
Financial Statement : Year ending 30.6.20

	30.6.2019		30.6.2020	
INCOME				
Annual Subscriptions	\$	1,965.00	Annual Subs.	\$ align="right">1,845.00
Raffle	\$	-	Raffle	
Donations	\$	10.00	Donations	\$ align="right">20.00
Bearings & Tail Lights			Tail Lights	
Rally-2019	\$	650.00	Rally-2019	\$ align="right">100.00
			Lenses	
TOTAL	\$	2,625.00		1965.00
EXPENDITURE				
Secretary Exp.	\$	31.55	Secretary Exp./Postage	
Newsletter	\$	657.17	Newsletter	926.56
Namebadges	\$	17.98	Namebadges	
Fairtrading			Fairtrading	46.00
Stickers & Posters	\$	44.92	Service Manuals	55.70
Rally	\$	-	2019 Rally	2776.00
Keyrings & Torches	\$	-	Keyrings & torches	899.60
Website Costs	\$	186.75	Website Costs	183.16
Bank/Paypal Fee		3.34	Bank/Paypal Fee	
TOTAL	\$	941.71		4887.02
NET PROFIT / LOSS	\$	1,683.29	NET PROFIT / LOSS	-2922.02
ASSETS				
Cash at Bank	\$	8,131.34	Cash at Bank	5209.32
LIABILITIES				0.00
NET ASSETS	\$	8,131.34		5209.32

BALANCE SHEET - 30.06.20

Balance brought forward	8131.34
Add Income Amount	1965.00
Balance	<u>10096.34</u>
Deduct Expenses Amount	4887.02
Balance as at 30.6.20	<u>5209.32</u>

QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone, we hope that you are all well and coping with the rapidly changing world that we live in at the moment. The Huntly's went on their first local club run this month since the restrictions have eased. We went to Ups & Downs Farm Stay just north of Roma which had a lot of old machinery to keep the guys occupied and a few animals to keep Leo entertained. Although the Simca stayed in the carport it was good to get out and about and meet up with friends we hadn't seen for a while.

A big thank you to David who has written a great story about the Adventures of Alice in Central Queensland since moving to Biloela in January.

Skip has also sent in a report below on restoring a P60 with Kerry and Wayne.

"A few years ago Kerry left a P60 at my place, with view of putting new motor and gear box in. Well last weekend we all got together to make it happen. Wayne rebuilt the motor to race spec and did a job on the gear box and I presume an up spec clutch and pressure plate to handle the 600 hp.

We dragged the P60 out of the shed with years of dust and half full of leaves. No problem ex detailer extraordinaire Skip to the rescue. Within a few hours it looked like new.

Now of course, the problem was to find all the bits and pieces for it. We were lucky Craig Lowndes called in to help.

After two days motor and gear box in we all decided that we needed a hoist and we are too old to roll around on concrete floors. But who's paying??

So next week we are doing it all again and should hear it running."

Bye for now.

Luke & Michelle Huntly



Future famous race car



Alice's Adventures in Central Queensland

Alice has settled in well to the slower-paced life in Biloela – and not just because for several months we have not been able to go anywhere. She found it hard-going when she drove up from the Gold Coast in January, as it was very hot on the day we were travelling. I had been checking the weather for the week beforehand, and everything indicated that it wouldn't be too hot on Sunday the 19th, around 32/33 degrees.

"That's not too bad," I thought, "We should be able to manage that ok and not be too uncomfortable. At the very least, we will be able to discover all the decent cafes along the way."

(On that point, there is a really good one in Goomeri - don't know the name of it, but as you come in from Kilkivan, and turn right to head to Gayndah, it is almost right in front of you. If you are travelling through, it is worth the stop.)

As I said, 32/33 degrees shouldn't be too bad. Well, Sunday turned out to be HOT, with tops along the way of 38/39 – and I am sure it breached 40 at some stage! Once we got passed Gayndah and started going up and down hills, Alice found it hard going. I was driving with one eye on the temperature gauge and making sure she didn't get too hot. We stopped a few times to cool down a bit, but overheat, she did not. Just running a bit hotter than usual, which meant our cruising speed was a bit lower than usual.

We were in Biloela by 6:00pm that evening, having left the Gold Coast at 7:00am, so it was a BIG day of driving, and took a couple of hours longer than I had anticipated. A friend of mine accompanied us, although he was driving the Monaro (Norma-Jean) and enjoyed the comforts of radio, air-conditioning and cruise-control. Ah yes, the joys of road-trips in the 1960s – I am sure Alice accomplished great feats of travel back then, just as she does now!

I heard about a car rally in Monto (an hour's drive to the south of Bilo) to be run on Saturday 14th May. So off Alice and I trotted down to Monto to enter. There was a vintage section, and she tackled the drive enthusiastically. Unfortunately, acting as navigator, driver and observation expert proved difficult. We did not get lost, but I had to keep stopping and checking things rather than just ask the navigator – as I was on my own! I did feel a distinct disadvantage with the observation aspect of the run, not really knowing the area, but I answered as many as I could, and managed to come in 2nd in the vintage section. (I guess I should confess and state that there was only one other entrant in the vintage section. A Mark 7 (I think) Jaguar who suffered a shredded fanbelt and had a slow trip back to the

showgrounds. The advantage they held over me was their ability to answer the observation questions with far greater accuracy than I could muster!

It was a great, fun day out, and Alice performed admirably! (Although I had to top up her coolant before heading back to Bilo! I am now trying a new product, recommended by Morrie, RMI-25, and now that we are able to travel again, I am looking forward to how Alice goes on her trip home to the Goldie in the school holidays – will keep you posted!)

Of course the week after the rally, travel restrictions and COVID-19 lockdown came into being, so we were stuck at home, unable to venture out to Roma for Easter in The Country, and unable to drive anywhere apart from around town.

In that regard, Alice has been making trips to Biloela State School, where she has been noticed by a number of kids, as well as staff and parents. She does park where the kids are dropped off in the mornings, so they can't help but notice her. I have had quite a few conversations about her with staff, and with kids as well, who think she is great (goes without saying) and one Year 5 boy asked me lots of questions regarding the type of car, how old she is, and whether it was difficult to get parts, as he had noticed there was a hole in the side of the steering column, so something was clearly missing. I explained how it used to have a column shift – a concept which a lot of the kids find a little tricky, as everything these days is floor-mounted, it seems.

I am pleased, and honoured, to be able to educate a whole new generation of Aussies on some of our unique motoring history. Who knows? Perhaps some new members for the club?

A couple of weeks ago, travel restrictions in Queensland eased, and although the southerners in the club are still not allowed to come north, we are finally allowed to travel intrastate, so yesterday (Saturday 13/6) I took Alice for a drive out to Myella Farmstay at Baralaba. I stay there every Monday night when I go out to service Baralaba State School, which is just over an hour's drive from Biloela. She ran superbly, cruising along at 100km/hour – even overtook a road train on the Banana-Baralaba Road! There is a particular bend in the Moura Road where the road I travel on joins it, and traffic has to slow down to 40km/h in case a road train is coming along. Well, there was!

I entered the road behind the road train (at least 3 trailers and 50 metres in length) and it was going along at 30km/h. I knew they picked up speed once we were out of the bend, so was happy to wait behind it. It didn't pick up, and indicated that I could overtake. Off we took, speeding along past all 50 metres of road train. Exhilarating! I could see that he picked up his speed once we got passed, so I imagine that he wanted to check out Alice as she went ahead. And why wouldn't he? She's gorgeous.

We made it to Myella, and had home-made, fresh out of the oven scones, jam and cream – what else in country Australia? It was a terrific morning, and it was great to get out-and-about. The Banana Shire has no bananas, but is named in honour of a bull that was kind of yellowy-coloured and worked in the area in the mid-19th century. Not only does he have a shire named in his honour, but a town (albeit small) as well. A statue in his honour stands proudly in the park in Banana.

Alice's next adventure will be in a couple of weeks' time, as we head back down to the Gold Coast, and catch up with friends and family, but she is enjoying her time in Central Queensland and is starting to meet a few other car enthusiasts, so she is feeling very much at home!



Another cow. Watch out for Banana the bull!



Alice resting in the shade



Banana the Bull

WESTERN WHISPERS – WA STATE REPRESENTATIVE'S REPORT –

By John Pickles

While it is pleasing that Western Australia has the Covid-19 virus under control and the restrictions are being eased, I feel it will be some time before the old car movement resumes the normal activities and events. We hear of the people frustrated by not being able to socialize but there are the positive stories of those who have made good use of the time in isolation and that includes members within our own club.

A good example of putting idle hands and mind to work comes from Darrel Manning who has spent the time hand crafting a 1:12 scale model of a 1905 18 litre Lorraine-Dietrich.



The specifications of the original vehicle included a Bore 190mm, Stroke 160mm, equating to 18 litres and as it was a 4-cylinder engine, 1-cylinder equals one 4.6 litres (a V8 Mustang for example).



Even with wooden spokes and white rubber tyres, this car was capable of 100mph. Dietrichs raced from 1903 with chain drive and eventually in a modernised version at Le Mans in 1926, they achieved 1st, 2nd, and 3rd outright. The car making division of the company continued through to 1934 when production of the automobile ceased. The name Dietrich continues today in the heavy duty electrical equipment.

Perhaps a less than constructive outcome of having idle time was the indulgence in surfing the net of the older cars offered for sale. One such culprit was John Pickles who couldn't resist a bargain and came home with a new toy to occupy the vacant spot in the garage. A traitor to the cause John has purchased a product from across the English Channel, namely a 1960 Rover P5. 3 litre sedan. Apart from the missing carpets the old girl is in pretty good shape seeing she is 60 years old and not been on the road for a decade. Totally rust free but has a burnt exhaust valve which is being attended to at the moment.





John was not the only one to sit in front of the keyboard and to be seduced into buying a classic car. Ian Williams is now the owner of what I think is an original low mileage Jaguar XJ8 in mint condition which is now keeping company with his Vedette and Oldsmobile.



Not all of Ian's time was spent on the computer as he provided some proof of the latest modifications to his Vedette on which he has changed the carburettors.

Our club secretary had received call from a Western Australian film production company seeking assistance in locating a Simca Aronde P60 for use in a documentary they are about film. The information was passed on and a choice of two cars has been made available to the producers, I am sure we will know

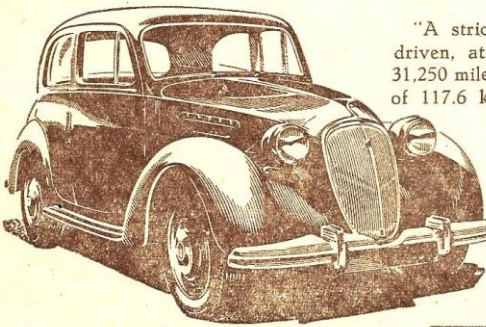
more for the next issue of "Swallow Tales"

Our people in Western Australia were saddened by the news of the passing of two respected members of our club. In April our long serving New Zealand member Keith Marshall passed away after a long illness, leaving behind his wife Marilyn and their children. Evelyn and I had the pleasure of meeting Keith and Marilyn during a visit to Dunedin where they gave us an escorted tour of the city and lunch at their home. Keith was a proud owner of a fully restored Simca Vedette Versailles.

After a long and painful illness our gentle and spirited Ruth Rose passed away peacefully on the 6th May. Ruth was not only a very dedicated wife to Geoff but a great supporter and member of our club and many will have the great memories of the times shared at our rallies. Our condolences are offered to both Geoff and Marilyn and their respective families.

SIMCA

BREAKS 27 INTERNATIONAL RECORDS



"A strictly standard Simca has just been driven, at Montlhery, 50,000 kms. (approx. 31,250 miles), at the remarkable average speed of 117.6 kms. (approx. 73 miles) per hour. Under official control of A.C.F., breaking, on the trip, 27 international records. Vehicle sealed and handed over to A.C.F. for confirmation and report on its mechanical condition."

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**"When you're crying
look into your heart
And you'll find that
you are weeping for a
joy still remembered"**

Back in 1955 the Simca was making a name for itself, so much the "Australian Motor Manual" magazine gave it two mentions on the one page.

Continental Record Production

The three big continental car producing countries, Germany, France and Italy, have greatly increased their output in the first half of 1955. Germany leads with more than 432,000 cars (including commercial vehicles), which is a 34.5% increase over the first half of 1954. Production of private cars amounted to the neat sum of 333,000.

Second largest producer is France, with a total of 373,000, or an increase of 23%. The number of private cars included in this figure is 284,000. In Italy, increase was on a slightly more modest scale, with a figure of 16.7%. Total production was over 121,000, and almost 102,000 of these were private cars.

Biggest single producers in each country were Volkswagen (Germany), Renault (France), and FIAT (Italy).

SIMCA with Bigger Engine

The 1956 Simcas will have a more powerful engine, producing 48 b.h.p. at 4500 r.p.m. This was achieved by increasing the bore (now 74 mm.) to bring up the swept volume to 1290 cc. The 48 b.h.p. "Flash" engine will be installed in the Simca Aronde and Simca Grand Large models. The hard-top sports model "Coupe de Ville" and the newly introduced open sports two seater



News Flashes

"Week End" will have a more highly tuned engine of 57 b.h.p., with a compression ratio of 7.8 to 1.

New Goliath From Germany

The Goliath Division of the Borgward Group have introduced the Goliath GM900, a more powerful version of the well-known 700 cc model. The new car is also a two-cylinder two-stroke and has a bore and stroke of 84 by 80 mm. The Goliath works have been pioneers of fuel injection for two-strokes, and the new cars also have these highly interesting features. The new engine develops 40 b.h.p. at 4000 r.p.m., which is sufficient to propel the car at a genuine 75 m.p.h. While the bodywork is virtually the same as on the GM700 (which continues unchanged), track at the front is increased by 2 in. and smaller wheels (5.60-13) are fitted. Dry weight of this very spacious small car is 18½ cwt.

More Simcas Coming

The successful small French car, Simca, is now being marketed in Australia by the Continental & General Distributors Pty. Ltd. At a recent Press Luncheon in Melbourne, the Simca Export Director M. Paul Laville said that his company was confident of the future of Australia and that of Simca cars selling here. At the moment the Aronde has a 40 per cent. Australian content. The company hopes to assemble 3000 cars a year here.

The Simca V8 Vedette, a full six seater car, is to be introduced to Australia next year "at a very competitive price."

No rubbing
with this sensational
NEW car wax

CAR-PLATE

will wax your car in 20 minutes

November 1, 1955 — Australian Motor Manual

7

A little boy was sitting on the footpath with a bottle of Turpentine. He was shaking it up and watching all the bubbles.

A Priest came along and asked the little boy what he had.

The little boy said, 'This is the most powerful liquid in the world; it's called Turpentine.'

The Priest said, 'No, the most powerful liquid in the world is Holy Water. If you rub it on a pregnant woman's belly, she'll pass a healthy baby.'

The little boy replied, 'If you rub turpentine on a cat's bum, he'll pass a Harley Davidson!'

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

by Andy Woodson

Hi From Victoria. We down here are totally bored because, like everywhere, there are no car shows, no swap meets or markets and fairs. Usually, in a normal year we would have had a great day out at the Winton historic day which is held at the end of May. Normally the Queens birthday weekend sees lots of classic cars and motorbike clubs visiting the wine region and rural towns. Wagga swap, which is among the best, in July has also already been cancelled. So we are all in the same boat with not any car activity to report. However, I'll share a bit of my creative past with our members. When I was younger and we were not as over regulated as now, I modified a couple of vehicles and they turned out to be absolute gems. At the time having a young family and mortgage etc, I eventually had to part with them, and I probably made a few bucks on them, but how I wish I still had them, so here's a couple of pics. One was a mini which I converted to a soft top, and also my favourite, an xp falcon ute, which I cut the back off and restructured a tray back. Anyway, all the best till next time, Andy Woodson.



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

Hi all,

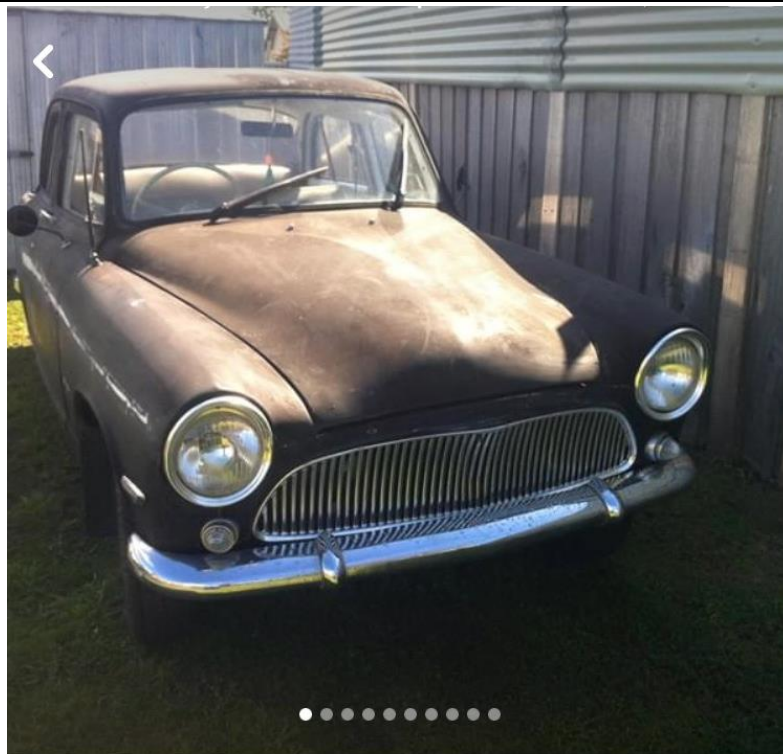
The year we would prefer to forget is flying past. For country people isolation is not a great inconvenience but for those relying on a regular coffee morning's etc. life can be daunting. If you have a shed with half-finished projects you can forget the world and immerse yourself in your own company. Ina and I have nearly moved to Ardrossan and we are settling into our new digs albeit at the moment accommodation is little better than a shack at least all my projects are under cover. 6 Simca's and 6 Austin's in various stages of restored or to be restored or suitable for parts.

The moving process can be frustrating and as long as the end result can be kept foremost in your mind remains bearable. It results in cars being cleared out of the shed in order to access shed stuff to avoid scratching etc. It was just this scenario that had the opposite result for Ina. I had taken her 90A out of the shed for safety reasons and she had to move her Subaru and backed into 90A. Without going into too much detail a nasty dent and broken rear lens was the result. I believe our illustrious editor is reporting on this incident although he also has a story to tell. \$400 remedial work and \$55. from classic plastic and car is back to its "pretty "normal.

Club wise in S.A. not much happening as we slowly come out of isolation. Our club had a picnic lunch run a couple of weeks ago which got about 20 people to get out and enjoy the sunshine. Mel's club in Whyalla has seen him out in his Vedette or one of his other loves.

I see Kerry on Facebook at Skip's and with Wayne and Craig working on Kerry's black P60. It must be great to have mates handy to help with car stuff something the majority of us don't have available.

Cheers Robert.



**Sold 1960 simca sparrow
crysler**

\$5,000

Automatic transmission

Some lucky owner has bought the only one in the world! Least ways, it will clean up his toast crumbs.

MORE NEWS FROM QUEENSLAND...

Yes folks that is "The" Craig Lowndes. He is taking advantage of a new venture Skip, Kerry and Wayne have set up. "Rent a bogan for the weekend". Just joking guys. In my opinion, Craig Lowndes is right up there with the very best this country has produced

Good to see three old mates mucking in and getting another Simca back in the traffic.



 **Simca Car Club of Australia**

Kerry working in the engine bay - don't think that P60s came with that carb. Maybe that's why Lowndsey is keen!



Simca Car Club of Australia

Rear view - up on stands, ready for work underneath.



Simca Car Club of Australia

Craig Lowndes popped by to help out - he is keen to race Simcas at Bathurst (He may be 55 years too late!!) Wayne, Skip and Kerry, all being very "supportive" of Craig!

NEW ZEALAND REPRESENTATIVE'S REPORT – by Gerard Crombie

New Zealand Representative Report – Gerard Crombie

The beginning of this quarter started really well with a weekend trip to Cambridge in the Simca along with the Humber group. An enjoyable visit to a private collection on Saturday and a display of club cars on Sunday. Several changes had to be made to the proposed cafes and restaurants as venues were closing their doors due to Covid-19, but overall, we had a great weekend. On the Sunday of that weekend Kiwi's over 70 were advised to stay home to avoid catching the virus and this was followed later that week by an official lockdown in NZ. Life as we knew it stopped overnight as the lockdown in NZ was substantially tighter than Australia, albeit I think the enforcement of rules in Australia may have been tougher.



The group of cars at Cambridge for the weekend

Spending the next eight weeks at home doesn't make for very interesting news stories, unless you think it newsworthy to hear that Aussies could get haircuts and Kiwis couldn't. Even our groceries we ordered on line and had home delivered. Having said that Yvette & I enjoyed our stay at home and spent many hours painting the house with a very satisfying end result. Fortunately, just prior to lockdown we had chosen colours so on Monday the 23rd March, on hearing the government was making an announcement in an hour we made a rushed trip out and were in the paint shop buying paint at the time the full lockdown was announced. I must say it's much better for the mind painting when you are stuck at home and can't go out anyway. NZ moved to level one this week (9 June) which means we now have no social distancing at all, but international borders are still closed. The events of the last couple of months though still make one feel sensitive & hesitant about group gatherings.

Ivan Smith tells me the Vedette, which has been in the garage at Colins place for several years with the rebuilt engine sitting alongside, is now at his place and he's working to get it back on the road. Besides reinstalling

the engine, the brakes, water-pump and carburetor are just some of the things needing work to get the car back on the road. Good to hearing it's progressing!



I regret to advise that Keith Marshall, a New Zealand member of the Club, passed away on the 25th March 2020 in Dunedin. I did not personally know Keith but I'm sure as a long-time member of the club he was known to many of you. On behalf of the club I sent a message to his wife Marilyn. We in New Zealand were also very sad to hear recently of the passing of Ruth Rose.

What a strange year it's been so far! - The summer holidays were cold and windy, with limited swimming and boating, when it warmed up, we were locked-down and not allowed to go to the beach or swim. Lock-down ended and it was too cold to swim! We expect that in Summer/Autumn we might have water restrictions, this year it's now winter and we have water restrictions due to the dry conditions. It's too dry for the lawns but the citrus trees seem to be loving it - I've never seen the lemon tree so loaded with lemons and much earlier than usual. The mandarin tree has more fruit than usual and already finished. The other citrus trees (oranges and limes) also have plenty of fruit ripening up. Last year was a poor season for fejoas, this year has been good and they ripened early. And that's just all down to the weather let alone Covid-19.

With the international borders closed and likely to remain so for some time yet, we were pleased to hear that the club AGM plans this year have changed and we will now be able to join the AGM by conference video call. We will look forward to it as it at least provides the opportunity to participate.

A few cars at the Cambridge Private Car Collection – All immaculate, registered, ready for the road.

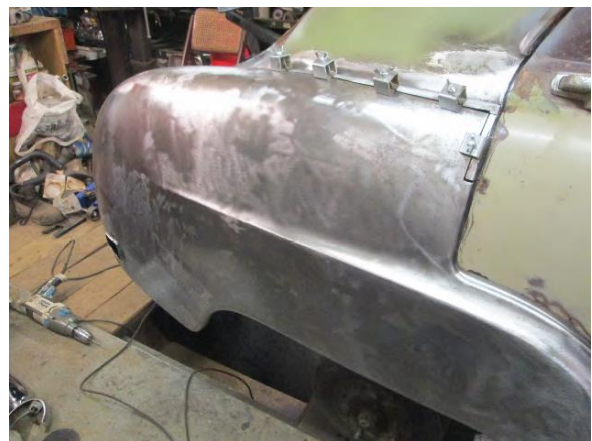
1957 Ford Thunderbird





I emailed Mick Ward to get permission to re-print his article on the 1220 Aronde. I was stunned at the amount of work involved and the superb workmanship. Editor.

Progress on the restoration of Guy & Stuart's 1951 SIMCA Aronde.....



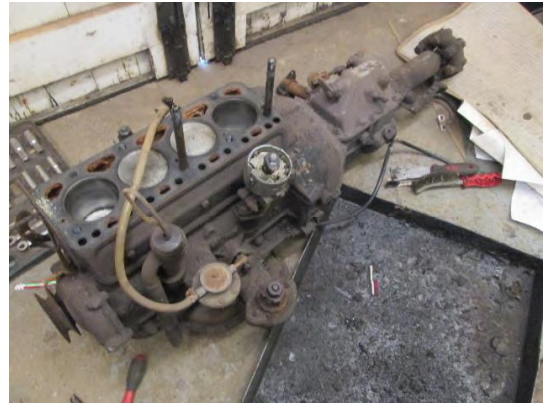


Restoring XMF168, the car that appeared in the first road tests of the New Aronde in 1951...





I think we know where the Swallow disappeared to!





Photos show the impressive progress on the 70 year old car, fitting NOS panels after extensive refabrication of the structure, sections having to be made up in many places.

The passage of time. Photos submitted by Harsha Wickramasinghe





Speaking of the passing of time, these photos are part of a deceased estate. See copy of message sent to Doug Murphy.

Dear Doug,

I have the sad job of sorting out my Dad's garage. Among his back catalog of project cars that he didn't live long enough to get to, are 3 Simcas.

I'm not under the illusion that these are worth big dollars, or are in even "good" condition. I'm fairly pragmatic. But having grown up in a classic car family, I can't bring myself to call the scrappy before I've at least had a shot at rehoming them.

There are 2 wagons and 1 sedan. One of the wagons was the much loved and traveled family car from late 60s and was retired some time in the 70s. It's been in the back of the garage for most of the years since. The second wagon (bought for parts) has been mostly under the carport and the sedan, as you see, is sadly "garden sculpture"

If these are of interest to any club members, I'd be happy to provide some more photos as I clear space around them.

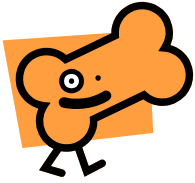
Some quick photos attached. These are located in the Melville area.

Please let me know what you think as soon as you can, so that I know if it's worth holding them for now.

Jennifer Stevenson

0409 012435



*Funny Bones*

Hey sweetie,
I'm at work
Dinner is on the stove,
you only have to light it,
the gas is already turned on.

Love you -xxx-



Prayer for Grandpa

This is just too beautiful not to share.



Dear God, please send clothes
for all those poor ladies on
grandpa's computer. Amen

Went to my first social
distancing Christening
last Sunday



Ah--the Irish are so logical!

The Irish Millionaire.

Mick, from Dublin ,appeared on
'Who Wants To Be A Millionaire'
and towards the end of the program
had already won 500,000 pounds.

"You've done very well so far," said Chris Tarrant,
the show's presenter, "but for a million pounds
you've only got one life-line left – phone a
friend. Everything is riding on this question.....
will you go for it?"

"Sure," said Mick. "I'll have a go!"

"Which of the following birds does NOT build its own
nest?"

- a) Sparrow
- b) Thrush
- c) Magpie
- d) Cuckoo

"I haven't got a clue." said Mick,
"so I'll use last lifeline and phone my friend Paddy back
home in Dublin .."

Mick called up his mate, and told him the circumstances
and repeated the question to him.

"Fookin hell, Mick!" cried Paddy. "Dat's simple.....
It's a cuckoo."

"Are you sure?"

"I'm fookin sure."

Mick hung up the phone and told Chris,
"I'll go wit Cuckoo as my answer."

"Is that your final answer?" asked Chris.

"Dat it is, Maam."


There was a long - long pause, and then the presenter
screamed, "Cuckoo is the correct answer,

Mick, you've won 1 million pounds!"

The next night,
Mick invited Paddy to their local pub to buy him a
drink.

"Tell me, Paddy?
How in Heaven's name did you know it was da Cuckoo
that doesn't build its own nest?"

"Because he lives in a Fookin clock!"



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PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

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

We apologise for the edition being late. We have had huge problems with our computer formatting. This will have to be rectified.

Editors



SIMCA CAR CLUB AUSTRALIA Inc.
CLUB MEMBERSHIP RENEWAL

Jan – Dec. 2020

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

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

Address: Please print full postal address

Contact Details: **Home:** -----

Mobile: -----

Email: -----

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

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

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

Annual Membership Subscriptions

Simca Car Club Australia Inc. membership operates from:

1st January to 31st December each year.

All Membership Fees are due and payable each Year on: 1st January

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

Signature/s: ----- **Date:** -----

(Both signatures required for Family/joint membership)

Please pay Cheque/money order to Simca Car Club Australia Inc and post to:

Secretary/Treasurer S.C.C.A. Inc.

Doug Murphy

PO Box 2151

Wellington Point

QLD 4160

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

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