



# SWALLOW TALES

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

VOLUME 25

NUMBER 4

DECEMBER 2018



Official Club Foreman hard at work



## 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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**NEW ZEALAND**

Pending

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

Greetings all,

Xmas is all over and the New Year beckons. Santa still didn't bring me my bike! If he doesn't hurry up, it will be a push frame! We have just got home from a couple of days on the coast with the family. Sparkling blue water, 21-22 degrees, kids, grandkids and friends. Heaps of food, wine, beer and lots of hilarity. Sitting back in the shade, watching it all unfold, I thought to myself, how fortunate to have lived long enough to see what a fantastic extended family we have become. So it was with all the other families at the camp site. It's the ordinary people and their families, like all of us, that keep the world a wonderful place. Don't know what Trump and Putin did for Xmas, but I bet it didn't help world peace.

So it is with our Simca family. The close relationship we have established with each other, are a special part of our lives. Many members have had a pretty torrid time health wise this year. It is my fervent wish that the New Year is much kinder to all of us. Certainly a high note was the birth of a certain Leo Huntly. Having met this young man at Beechworth, I came to the conclusion, that he will develop into what is referred to these days, as a "unit". In years to come, I can see him being known at his local pub as "Sir!" Speaking of Beechworth see report elsewhere.

Leila and I finally retired for good and locked the gates for the last time. Strange feeling not to have fixed daily commitments. The worst thing is it gives you plenty of time to see how much needs doing around the place. I have been waffling on about selling my 911S for the last few editions. I finally concluded a deal I couldn't refuse, along with a substantial deposit.



The only proviso, I get the car repainted in Continental orange. Fortunately a great mate of mine is a top painter and I thought a quick media blast and quick rub and bingo. Not so, he insisted most paint be taken off by scraper and the hard bits by stripper. After three weeks I have nearly finished, but my arm is that weak I couldn't wrestle a cricket.



When this goes back to his workshop in a couple of weeks, it's back to the Simca. Apart from the brakes grabbing on, now fixed, the car wouldn't pull the skin off a rice pudding. On the way to Beechworth I dropped the distributor off at Performance Ignition, I picked it up on the way back and found out why it wouldn't go. Apart from being worn out, the distributor was missing 18 degrees advance in the middle range. I explained I am getting extractors made and fitting an IDA Webber. He reconditioned the distributor and set it up for 4 degrees TDC with a total advance of 40 degrees. Should have a bit of attitude now.

### New Members

It is very pleasing to see new members joining the Club and they are very welcome indeed. There are several in the pipe line at the moment, including the new owner of Doug Murphy's lovely P60. It's sold and delivered. Immediately, we have Laurie and Joshua Borg, 9 Lord Rooney Dr, Paterson Lakes, Vic. Laurie purchased Vince Parisi's 1961 P60 Montlhery. A very rare car in Australia. We look forward to seeing family and car at events.

Re-joining is Rob Lewis, formerly of WA. Rob and Lois have gone their separate ways and Rob now lives in Tasmania. As many will remember ,Rob stepped up to the plate when I had my stroke and took on the Editors position. It must be said, he and Lois lifted the quality of the publication to a new level. He looks forward to catching up with all his mates in the Club.

### The 2019 National Rally

Unfortunately this coincides with Leila's and mine annual pilgrimage to a holy man's cave, high in the Andes! Tempting! We take it for granted when you rock up to a rally, have a great time and simply go home. I must admit to feeling a bit nervous about it. We have put in some exploratory time and was somewhat shocked at some venues. It is our intention to put in some time in the Devonport area. Devonport is the gateway to Tasmania when coming by ship. We spent the second day of freedom exploring.

#### Caravan Park 1.

Plenty of cabins on a gravel pit, nary a tree in sight, pathetic camp kitchen and \$150 p/n. Ok if you are a well healed pilgrim on a camel and got lost on the way to the Holy land.

#### Caravan Parks 2 & 3.

Dumps!

However, the plan has firmed up in the following manner. We are going to split the Rally up into two venues.



The total amount of nights on the Island is eight, which equates to nine days. Because of the nature of Tasmanian Topography, not every feature is suitable for our cars. I am not talking boring, believe me there is plenty to do. From our perspective the Rally has to be spectacular, but not tiring for our cars or for ourselves. Those that wish to stay on, rent a car and take in the state, are more than welcome. We can look after your rally car.

The suggestion for the starting date of the Rally came from Doug Murphy. Apparently there may be several members wishing to be part of the Bay to Birdwood run. This is held on the weekend of the 28<sup>th</sup>-29<sup>th</sup> September. Allowing those members two days to get to Melbourne, the Rally would start on Wednesday 2<sup>nd</sup> of October. This would be the night when members would board the Spirit of Tasmania. The latest boarding time is 6.45pm although it would be wise to board from 6.00pm onwards. At the completion of the Rally we will be in the Devonport vicinity to board Spirit of Tasmania, for the homeward journey. This date is Friday 11<sup>th</sup> October, once again boarding no later than 6.00pm.

### Launceston Stage

We have tentatively arranged for the Northern leg to be located at Launceston Holiday Park, Legana. 711 West Tamar Highway, Legana. 7277 Ph 03 63301714. [www.islandcabins.com.au](http://www.islandcabins.com.au)

The owners are very pleasant helpful people, with excellent cabins at a very reasonable tariff. Currently \$90 p/n but will do a deal when numbers are available. We inspected one of the cabins (see photos) and for the tariff were very impressed. The owners will give us FOC a powered site adjacent to the tidy, but smaller camp kitchen. I have arranged to have our own private 12'x24' marquee, fully weather proof with windows and table and chairs to seat 30. The park is conveniently situated just out of the busy Launceston area, but just down the road are all the facilities we require. They have just hosted the Monaro Club of Aus for their nationals.

### Costings.

2 B/R sleeps 5 \$90 +\$12 each extra person

1 B/R Queen size bed \$100p/n

Spa Cabins \$100 p/n (These cabins do have a spa bath with shower above)

# LAUNCESTON HOLIDAY PARK LEGANA

711 WEST TAMAR HIGHWAY

LEGANA TAS 7277

PH: (03) 6330 1714

A/HOURS: (03) 6330 1714

EMAIL: launceston@islandcabins.com.au

## Free Wifi around office area

Network: Legana Guest

(2.4G and 5G)

Password: Holiday7277

## OFFICE HOURS: -

8.30AM - 6.00PM

MONDAY - SUNDAY

GOOD FRIDAY &  
CHRISTMAS DAY

Limited hours.





Camp Kitchen  
Legana Park











### Coastal Stage

Moving to the next leg of the rally. On the morning of Tuesday 8<sup>th</sup> we leave for the journey to the Big 4 at Ulverstone, NW Coast. A leisurely 120k journey. Once again these people were most helpful and the park is immaculate and right on the beach. The units and camp kitchen are on a par with Big 4 Tweed. Big 4 holiday park Ulverstone, 57 Water St, Ulverstone. Tas 7315. Ph 03 64252624. [info@big4ulverstone.com.au](mailto:info@big4ulverstone.com.au) As you can see the cabins are dearer, but once again they are prepared to talk a deal once we have numbers. If you balance out the two venues it is very reasonable. We have checked, we won't do better.



Camp Kitchen Ulverstone, whilst not as large as Tweed it is perfectly adequate for our needs and absolutely immaculate.



Preliminary Itinerary

## The Turf and Surf Rally.

1. Wednesday 2/10/19—Board the ship to Tasmania
2. Thursday 3/10/19 – Arrive Devonport, we will be there to meet the ship. You will be off the ship no later 7.30am, we will then travel to Legana, stopping for coffee/brekkie on the way.
3. Friday 4/10/19—Rally
4. Saturday 5/10/19—Rally
5. Sunday 6/10/19 –Rally
6. Monday 7/10/19—Rally

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7. Tuesday 8/10/19—Leave Legana Park and travel to Ulverstone
8. Wednesday 9/10/19—Rally
9. Thursday 10/10/19—Rally
10. Friday 11/10/19 -Last day, on ship around 6.00pm, travel back to Vic

The theme will be lots of fun, but at a leisurely pace.

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We would like as soon as possible the members who plan to attend. Please do not book any accommodation, until we have the numbers available to get a deal. Surprisingly it is a busy time in Tasmania, which much happening across the State at that time. We really need to know by the end of January who definitely is committed to coming. I fully realise all bookings are subject to good health at that time. I am not going to make block bookings in the hope of being able to fill them. I am not in the nature of messing people around and I have to live here. To any member who would like to come, but doesn't have a Simca, or one ready, come anyway. The more the merrier, as long as it's got wheels and lasts nine days it will do. Rental cars are very economical these days as well. That's it for me.

All the very best to one and all for the coming year,

Iain and Leila.



**BIG4 ULVERSTONE HOLIDAY PARK**  
**57 WATER ST ULVERSTONE TAS 7315**  
**Ph: 03 6425 2624 E: info@big4ulverstone.com.au**



**ALL accommodation is refurbished, fully self-contained, has bathrooms, lounges, kitchens, split-systems, main beds made up, bedding supplied for all extra beds.**

#### **FAMILY CABIN 4 BERTH (4:1Q/2 SBEDS) – 2 BEDROOM**

FAM CABIN 2	1 QBEDROOM 2 SB	<b>Price range per double:</b> <b>\$130 Off peak</b> <b>\$140 Shoulder</b> — <i>Shoulder</i> <b>\$160 Peak/Christmas</b> <b>\$170 Easter</b> <b>\$22 per extra person</b>
FAM CABIN 3	1 QBEDROOM 2 SB	
FAM CABIN 8	1 QBEDROOM 2 SB	

#### **DOUBLE CABIN 4 BERTH (4: 2DB) – 2 BEDROOM**

FAM CABIN 4	2 DBEDROOMS	<b>Price ranges: as per Family Cabins</b>
FAM CABIN 5	2 DBEDROOMS	

#### **FAMILY CABIN 6 BERTH (6:1DB/4BUNKS) – 2 BEDROOM**

FAM CABIN 1	1 DBEDROOM 4 BUNKS	<b>Price range per double:</b> <b>\$130 Off peak</b> <b>\$140 Shoulder</b> <b>\$160 Peak/Christmas</b> <b>\$170 Easter</b> <b>\$22 per extra person</b>
FAM CABIN 6	1 DBEDROOM 4 BUNKS	
FAM CABIN 7	1 DBEDROOM 4 BUNKS	
FAM CABIN 9	1 DBEDROOM 4 BUNKS	

#### **HOLIDAY UNIT 5 or 6 BERTH – 2 BEDROOM**

HOL UNIT 1	1 QBEDROOM 1 TRIO BUNK (1DB/1SB)	<b>Price range per double:</b> <b>\$130 Off peak</b> <b>\$150 Shoulder</b> <b>\$170 Peak/Christmas</b> <b>\$190 Easter</b> <b>\$22 per extra person</b>
HOL UNIT 2	1 QBEDROOM 1 TRIO BUNK (1DB/1SB)	
HOL UNIT 3	1 QBEDROOM 1 DBEDROOM + 2 BUNKS	
HOL UNIT 4	1 QBEDROOM 1 TRIO BUNK (1DB/1SB)	

#### **FAMILY BUDGET CABIN 4 BERTH (4:1DB/2KIDS BUNKS in HALLWAY) – 1BEDRM**

FAM BUD CABIN 1	1 DBEDROOM 2 BUNKS in HALLWAY	<b>Price range per double:</b> <b>\$110 Off peak</b> <b>\$125 Shoulder</b> <b>\$135 Peak/Christmas</b> <b>\$145 Easter</b> <b>\$22 per extra person</b>
FAM BUD CABIN 2	1 DBEDROOM 2 BUNKS in HALLWAY	
FAM BUD CABIN 3	1 DBEDROOM 2 BUNKS in HALLWAY	
FAM BUD CABIN 4	1 DBEDROOM 2 BUNKS in HALLWAY	

**Prices are current as @ May 2018 but are subject to change**



# BIG4 ULVERSTONE HOLIDAY PARK

57 Water Street Ulverstone TAS 7315 Ph: 03 6425 2624 Freecall: 1800 008 028 E-mail: [info@big4ulverstone.com.au](mailto:info@big4ulverstone.com.au) Web: [www.big4ulverstone.com.au](http://www.big4ulverstone.com.au)

## BEACH

SURF CLUB

BEACH ROAD

wif

Connect to: **big4ulverston@quest**  
Password: **0364252624**

Gate code: **C12xyz**

## PLAYGROUND



WATER STREET

**BIG4**  
HOLIDAY PARKS



PRESIDENTS REPORT - *by Rob Stapley*

## Presidents report.

Hi members,

As your new president Ina and I would like to wish you all a merry Christmas and a happy New Year although Christmas will probably be done and dusted by the time you get to read this. As your new president it would be remiss of me to not thank Morrie for his efforts in the previous year as president and indeed his enthusiasm generally to serve this club, and of course Margaret as public officer for many years since the position was activated when the club was incorporated and the constitution formulated. At the AGM in Beechworth some positions were changed so a few new faces with others taking on new responsibilities and positions within the club we thank you too. We have a new family to welcome to our club, Laurie and Joshua Borg from Patterson Lakes in Victoria who have a 1961 Monthlery. We look forward to meeting them in the future. Also Phillip Leighton from Hobart has indicated his intention to join. Being in Hobart I expect we will meet at the rally late 2019. Ahhh the rally. We have some members who have attended most rallies since 2001 when the first was held in Adelaide or since they joined the club. Ina and I have missed one so why keep coming, because we are a small club Australia wide and the rallies are the only chance most of us get to meet each other and we always have a great time. We catch up on news and families and share each other's births, deaths and marriages because we care and off course our common interest in Simca's. So if you are a regular rally attendee your plans will be in place and you will be ready to start booking. If you have never attended a rally start planning and expect to have a great time in Tasmania. This issue will have some start and finishing dates ,travel and accommodation deals. Finally I hope you are able to attend your local events during the coming year to fly the Simca flag. You never know when a roving cameraman will photograph your car and show it in his magazine. Cheers Robert

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

**SIMCA CAR CLUB AUSTRALIA INC.**  
**Minutes of Annual General Meeting**  
**Held 27 October 2018**  
**Hiberian Hotel Beechwood Vic**

President Morrie Barrett opened the meeting at 10.17 am

**Members in Attendance:** There were 21 people attending, single and family members. There were two visitors, ex member Fred Schodde and Mandy McCormack. There were apologies from Geoff and Ruth Rose, David Reeves, Don and Barbara Scanes, John Pickles. New member Peter Mayne was welcomed as were Andy and Louise Woodson. Minutes of the Special General Meeting (held at Tweed Heads) were read.

**Business Arising:**

**Acceptance of the Minutes:** Moved Barbara Smith, seconded Margaret Barrett Carried.

**Correspondence Inwards:**

Tyson Boyce UK – wants info on upcoming events  
Renault Car Club of Qld – Bonjour Day on the Gold Coast 10-12 Nov 2017  
Rob Ward – 2 Aronde gearboxes  
Gerard Scott – new member inquiry  
Richard Dobson – inquiry re Aronde water pump  
Damian O'Brien – wanting to sell Simca 1000 parts stored in NZ  
Andreas – Vedette for sale in Sweden  
Mike Knoche – Vedette for Sale?  
Amy Pearce – new member application  
Webpage – Members only – Tousley case sensitive  
Robert Dean – straightline shifters for sale  
Colin Furnari – Vedette for sale?  
Citroen Club of SA – invitation to All French Day 2018  
Bastille Day Melbourne 14/15 July  
Mark Cooper on behalf of Bill Cross, Temora – looking for Vedette parts  
John Pickles – intending new member Justin Walker  
Stewart Lister – looking for contact, selling a Vedette in Waikato NZ  
Laurie Borg – looking for parts and info on 1961 Monthlery  
Graham Porter – donating workshop manuals & has an Aronde radiator for sale  
Peter Hamilton – donating workshop manuals

**Correspondence Outwards:**

Adelaide Chrysler Festival  
Beechworth AGM & Armour Motel  
Correspondence with other Committee members, members and intending members.

## Financial Report:

**SIMCA CAR CLUB AUSTRALIA INC.**  
Financial Statement : Year ending 30.6.18

	30.6.2017	30.6.2018
<b>INCOME</b>		
Annual Subscriptions	\$ 2,045.00	Annual Subs. 1915.00
Raffle	\$ -	Raffle -
Donations	\$ 10.14	Donations 10.00
Bearings & Tail Lights		Tail Lights
Rally	\$ 250.00	Rally
		Lenses
<b>TOTAL</b>	<b>\$ 2,305.14</b>	<b>1925.00</b>
<b>EXPENDITURE</b>		
Secretary Exp.	\$ 96.55	Secretary Exp./Postage 75.65
Newsletter	\$ 580.21	Newsletter 135.93
Namebadges	\$ 8.70	Namebadges
Fairtrading	\$ 44.00	Fairtrading 95.00
Stickers & Posters	\$ 97.60	Stickers & Posters
2017 Rally	\$ 2,277.35	2017 Rally
Keyrings & Torches	\$ 1,004.26	Keyrings & torches
Website Costs	\$ 176.94	Website Costs 163.98
		Bank/Paypal Fee 3.34
<b>TOTAL</b>	<b>\$ 4,285.61</b>	<b>473.90</b>
<b>NET PROFIT / LOSS</b>	<b>-\$ 1,980.47</b>	<b>1451.10</b>
<b>ASSETS</b>		
Cash at Bank	\$ 4,996.95	Cash at Bank 6448.05
<b>LIABILITIES</b>		<b>0.00</b>
<b>NET ASSETS</b>	<b>\$ 4,996.95</b>	<b>6448.05</b>

**BALANCE SHEET - 30.06.18**

Balance brought forward	4996.95
Add Income Amount	1925.00
Balance	6921.95
Deduct Expenses Amount	473.90
Balance as at 30.6.18	6448.05

LRL 2016

The Financial Statements relate to the financial year 2018 (i.e. 12 months to 30 June 2018).

In 2018, main features were:

An increase in operating surplus ("net profit") from -\$1980.47 to +\$1451.10, a consequence of a reduced revenue (\$2305.14 to \$1925), and a big reduction in expenditures (from \$4285.61 to \$473.90). The large expenditures in the 2017 year were associated with the June 2017 Rally on the Gold Coast.



Without Rally expenditure in 2018, combined with revenue collection (almost all member subscriptions), the increase in revenue – stored as cash at bank, has resulted in a jump of net Club assets from \$4996.95 to \$6448.05.

This Report was published in *Swallow Tales* and is attached for the benefit of members present.

**Moved** that the Financial Report be accepted; Doug Murphy, seconded Margaret Barrett. Carried.

### Committee Reports:

**President's Report:** President Morrie thanked Ian Powell and Mandy McCormack for their time and efforts in visiting Beechwood and planning the car runs. Morrie advised that he would not be accepting nomination for any committee position. He thanked the Committee members for their contributions and mentioned that Geoff and Ruth Rose were not attending; they were attending to Ruth's health needs.

#### **Secretary/Membership Officer Report:**

During the membership year there were 6 new members and 8 non renewals. These are listed below:-

#### New members 1.7.2017 – 30.09.2018

Gerard Scott  
Andrew Woodson  
Karl Teigesser  
William Cross  
Justin Walker  
Peter Mayne

#### Members not renewed in 2018

Chris Bailey  
John Coleiro  
Tracey Finch  
Steve Korezelids  
Geoff Lee  
Vince Parisi  
Delano Pinto & Pamala Fernando  
John Wilyman

Doug read out Colin Smith's email advising he would not be renewing his membership. It was moved Morrie Barrett, seconded Luke Huntly, that Colin and Lucy Smith be made Life Members in recognition of their long and dedicated association with the Club. Carried. Morrie will contact Colin and send a trophy?

**Victoria Rep:** No report.

**NSW Rep:** Ian mentioned the All French Car Day and the Hawk's Nest Ti Gardens Rally. He thanked Morrie and Margaret for their services as President and Public Officer.

**Qld Rep:** Leo Huntley, now three months old, is the Club's potential newest member. Luke and Michelle have been along to meets conducted by other clubs at Dalby and Roma. At the All French Car Day in July in Brisbane, there were six Simcas. At that event, Eddie Abrahams, Geoff and Ruth Rose, were present and made welcome.

**Tasmanian Rep:** Iain thanked key contributors of articles to *Swallow Tales* and he made mention of important contributors - John Pickles, Luke and Michelle Huntly, Colin and Lucy Smith.

**South Australian Rep:** Rob advised periodically Mel gets his Vedette out for a run, a Vedette purchased from John Pickles has gone to the new owner in the Riverland, in

February the Chrysler Club of Qld in conjunction with our Club, had a field trip to Tonsley Park, the site of the main assembly building where Simcas were assembled from components imported from France.

**Western Australia Rep:** No report.

**New Zealand Rep:** No report.

**Acceptance of Reports:** There was no motion to accept these reports.

**Election of Club Committee:** The elected committee offices below accepted nomination, and, after being formally nominated and seconded, were elected by a majority of the members present.

	Standing	Nominated	Seconded	Carried
<b>President</b>	Rob Stapley	Ian Dyer	Kerry Ryan	
<b>Secretary/Treasurer</b>	Doug Murphy	Morrie Barrett	Rob Verhagen	
<b>Editor</b>	Iain Dyer	Doug Murphy	Pat Smith	
<b>NSW/ACT Rep</b>	Ian Powell	Kerry Ryan	Mel Rogers	
<b>Vic/Tas</b>	Peter Gaggioni	& Andy Woodhouse shared role,		
		Iain Dyer	Morrie Barrett	
<b>WA</b>	John Pickles (in absentia)	Iain Dyer	Kerry Ryan	
<b>Qld</b>	Luke Huntly	Doug Murphy	Margaret Barrett	
<b>SA/NT</b>	Rob Stapley	Iain Dyer	Morrie Barrett	
<b>NZ</b>	Gerard Crombie (in absentia)	Kerry Ryan	Iain Dyer	
<b>Public Officer</b>	Ian Powell	Margaret Barrett	Pat Smith	Note SCCA Inc is incorporated in NSW

### General Business:

The newly elected President, Rob Stapley, thanked Morrie and Margaret Barrett for their valuable service to the Club. It was move by Morrie Barrett, that Colin and Lucy Smith be appointed Life Members, seconded Luke Huntly, carried. Morrie to contact Colin and follow up with commendation.

Doug brought some workshop manuals, donated to the Club for any member who wanted one. New member Peter Mayne has been looking for a P60 manual and was delighted to receive one. Doug suggested a workshop manual be provided to each new member; Ian is willing to scan manuals so copies can be sent out. It was moved by Morrie, seconded Ian, that this proposal be put into effect. Carried. The next AGM and Rally is to be held in Launceston. Iain is looking for guidance and lessons learned from the June 2017 Rally on the Gold Coast. There was discussion about using Club funds for rallies. It was agreed that Club funds were needed for common expenses like printing and trophies. Based on the Queensland experience, it was agreed that \$2000 of Club funds be allocated to assist running the 2019 AGM and Rally. A motion moved by Morrie and seconded by John Smith, was carried. A committee to support Iain and Leila, should they request it, was formed and includes Skip, Kerry, Ian and Mandy. Timing of the 2019 AGM and Rally attracted a lot of discussion; Kerry would like to see it organised for after the Bay to Birdwood Rally (29 September 2019); the program is organised over 8 days,



with day runs in Northern Tasmania (similar to the Qld events in June 2017); Rob requested that background information be published in the next issue of Swallow Tales; Doug suggested that Qld could host the 2020 AGM and runs, south of the border, perhaps in Eucha.

**Simca Aronde Registrar:** The position of Simca Aronde Registrar was filled at the 2008 AGM by Kerry Ryan and will remain until such time as Kerry Ryan submits a formal notice that he is no longer able to fulfil this position.

**Closing of Meeting:** There being no further business, the President declared the meeting closed at 4.25pm.

Minutes prepared by Secretary/Treasurer 2017-18

### Signed as a True Record

Doug Murphy.....  
Hon. Secretary/Treasurer 2017-18  
Date.....

Morrie Barrett.....  
President 2017-18  
Date.....

### Attachments:

Financial Report  
Common Renewal/New Membership form  
Pro forma letter to new members





## 10<sup>th</sup> National Simca Rally

2nd – 11<sup>th</sup> October 2019

I plan to attend/not attend the 10<sup>th</sup> National Simca Rally in October 2019.

NAME .....

POSTAL ADDRESS .....

E-MAIL .....

TELEPHONE .....

MOBILE .....

NUMBER ATTENDING:      ADULTS .....      CHILDREN .....

INTENDED VEHICLE .....

SIGNED .....

DATE .....

Note: Deposit required \$50 - BSB: 633000 A/C No: 135350668  
Or cheque with this completed form.

Please return your completed form prior to 1<sup>st</sup> February 2019 to:  
Doug Murphy      Bendigo Bank: 633 000  
Hon. Secretary      A/C No: 135 350 668  
Simca Car Club of Australia Inc.  
P.O. Box 2151  
Wellington Point. QLD. 4160





QUEENSLAND REPORT - *by Luke Huntly***Queensland Report**

Hi Everyone, well what a year it has been for the Huntly's. Leo is growing up so fast and started to roll last week so we need to be more on our toes now. If we're not too careful we'll blink and he will be driving us around in the Etoile unless we are too embarrassing for him to hang around with his oldies.

It was great to catch up with those who were at the AGM in Beechworth and also at the Melbourne French Car Day and was good to see a lot of members from Queensland making the trip. Kerry and Josephine travelled down in their 1501 Special Sedan and Skip in the Wagon along with Doug as passenger. We also met up with new member Peter Mayne at the meeting. Thank you especially to Ian and Mandy who planned the itinerary over the two days before the AGM and we were very grateful for the late starts each day.

On the Thursday we all travelled to Wangaratta to meet up with Peter Gaggioni to see his interesting collection of restored motorbikes and the Simca 90A he is restoring. Both having the same trade Luke was in awe of Peter's workshop and it just so happened that Peter had some tools for sale. You guessed it, the Huntly's travelled home in the Pajero a little heavier than when they left Roma. On the way back to Beechworth we stopped by the dredge at El Dorado and also the smallest pub in Victoria. It was also interesting to read the information signs along the back road we took from Eldorado to Beechworth and discovering the history of the area. It is hard to imagine that back in 1857 at Sebastopol Flats, which is now farming land, that there was once a town with a four kilometre main street hosting 83 businesses, 23 restaurants, at least eight hotels and a brewery, as well as tent-makers, jewellers, storekeepers, butcher shops, carpenters and watchmakers!!

The next morning Luke and Rob helped Kerry to replace the flexible rubber donut on the back of the gear box in the 1501 before we headed for a drive up Mount Buffalo. The view from the top was spectacular with some snow still left in patches and it was also lovely to see the old chalet which was built in 1910. We followed Skip and Doug back down the mountain hoping the brakes worked in the Wagon!! We also found out later that Doug had requested to drive as he was a little car sick on the way up. We then had

lunch in Bright before heading back to Beechworth taking the scenic route back through Yackandandah.

On the Saturday we got the business side of the trip done and farewelled those who weren't heading onto Melbourne for the French Car Day. We decided to make the effort to attend as we had missed out when the rally was in Rosebud as Luke had gotten sick that morning and we decided to head straight home. We enjoyed the relaxed feel of the event similar to the French Car Day in Brisbane.

Skip also attended the French Car Day in Canberra on the way back to Queensland parting with Doug in Melbourne who took the quicker option of flying home. We also heard from Kerry that he and Jo arrived back home from Beechworth without any further mechanical trouble. On their way home a guy driving a Porsche even blew his horn and waved in appreciation of seeing a rare European car on the highway.

We wish everyone a very Merry Christmas and look forward to catching up with everyone in the New Year.

Luke, Michelle & Leo Huntly



Leo's first French Car Day!!





Skip keeping a close eye on the vehicles . . .



Luke & Leo met up with Ned Kelly at a lunch stop in Glenrowan on the way to Melbourne.



## Canberra French Car Day

Extract from ROCC News, November 2018, Issue No. 361



**Canberra French Car Day - Nov 3 - Saturday, 2.30-6pm:**  
Canberra French Car Day, Telopea Park School "La Grande Fete"

We had warm, but windy, spring weather for our event this year. It is a very well attended fete, so our priority parking on the school grounds is a bonus.

A total of 32 French cars and 4 bicycles were displayed at the event. A good mix of classic and modern French cars. There were 15 Renaults, 12 Peugeot, 4 Citroens, 1 Simca car, 3 Peugeot and one Motorbecane bicycles.

Voting is by entrants and visitors for the "best presented" in 5 categories.

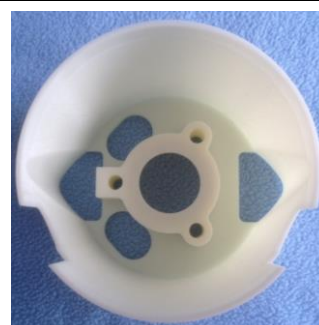
**Best Renault:** 1st Lisa Molvig (R12 1.4L) and Dave Cavanagh (Alpine GTA) tied, Lisa won on toss of coin. Third was Mal James (Clio Sport)

**Best Peugeot:** 1st Tony Watson (P203 wagon), 2nd Peter Flanagan (P203), 3rd Greg Francis (P205GTi)

**Best Citroen:** 1st Bruce Mc Cubbin (2CV), 2nd Peter Alabaster (C5), 3rd Chris Carder (C4)

**Best Modern:** 1st Barry McAdie (new A110), 2nd tie Mal James (Clio Sport) and Tim Conway (Megane Trophy)

**Best Outright:** 1st Tony Watson (P203 wagon), three tied for 2nd Skip Verhagan (Simca), Greg Francis (P205) Barry McAdie (A110)



Hello,

I was just reading your September club magazine and I read the article about Justin Walkers Simca Aronde P60 restoration. I Can supply him with a new plastic steering column cowl as I have developed a reproduction part and can 3D print them. Please can you either send him my email address or send me his.

KindRegards,

PhillipHodge.

Simca Club UK.getawaydriver71@gmail.com



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

*By John Pickles*

With Christmas now on us and having just celebrated my eightieth birthday it was time out to reflect not only how this year has passed so quickly but how a whole lifetime has almost vanished. I have been most fortunate to have been blessed with relatively good health, a devoted wife and loving family, and a real plus of an extended family of Simca friends. Apart from my own family interests, the biggest pleasure in life was the owning of a Simca and the friendships that came with it. With few exceptions, members of the Simca Car Club while being a distance apart have always bonded a close and lasting friendship with fellow members, it is hard to believe the club has been in existence for 30 years and still retains many members from the early years, which to me illustrates the fact our Simca folk care more for the people than they do for the cars which is the medium that brings us together. So I would like to share this thought from the lovely Julie Andrews which I think is appropriate to most of us.

Julie Andrews turned 80 –

To commemorate her 80th birthday on October 1, actress/vocalist, Julie Andrews made a special appearance at Manhattan's Radio City Music Hall for the benefit of the AARP. One of the musical numbers she performed was "My Favorite Things" from the legendary movie "Sound Of Music" Here are the actual lyrics she used:

Maalox and nose drops and needles for knitting, Walkers and handrails and new dental fittings, Bundles of magazines tied up in string, These are a few of my favorite things. Cadillacs and cataracts, and hearing aids and glasses, Polident and Fixodent and false teeth in glasses, Pacemakers, golf carts and porches with swings, These are a few of my favorite things.

When the pipes leak, When the bones creak, When the knees go bad, I simply remember my favorite things, And then I don't feel so bad.

Hot tea and crumpets and corn pads for bunions, No spicy hot food or food cooked with onions, Bathrobes and heating pads and hot meals they bring, These are a few of my favorite things.

Back pains, confused brains, and no need for sinnin', Thin bones and fractures and hair that is thinnin', And we won't mention our short, shrunken frames, When we remember our favorite things.

When the joints ache, When the hips break, When the eyes grow dim, Then I remember the great life I've had, And then I don't feel so bad.

(Ms. Andrews received a standing ovation from the crowd that lasted over four minutes and repeated encores.)



There had been recent discussion on how so many of the new cars on the market look alike, with the days of individual design all but lost. It was very much of a surprise that the Simca Vedette got a mention as one of the most attractive cars of its period and one of the last to abolish the rear fins (1966).

This bought me to subject on to how cars change and not always for the better. Much has been said of how the Brazilian factory converted the Vedette side valve motor to being an Overhead Hemi engine with increased capacity, but little has been said of the body modifications to enhance the appearance, some good some not so good!. Well they do say that beauty is in the eyes of the beholder (or is it the design team).



1965 VEDETTE



1967 VEDETTE ESPLANADA

The good news for Ian Williams was the call from the engineering shop to inform him that his steering shaft modification had been completed and ready for pick-up, hopefully his Vedette can now be licensed and on the road.

With Laurence Borg back from holidays, Justin's Simca project has started to move again.





## FOR SALE

**Greg Micke in Geraldton WA has for sale as part of his father estate an almost rust free but part disassembled Simca Vedette “Beaulieu” for sale. Told the motor was reconditioned many year ago but would need pulling down again, believe the interior is in good condition and most of the car is there. If interested phone Greg on 0428699277**







## Happy 80<sup>th</sup> birthday John Pickles.

As most club members will know, John is a founding member of the Simca Car Club. He remains a passionate Club member and a doyen of knowledge of anything Simca. Any one who has sampled his and Evelyn's hospitality, as we have, know he is an absolute gentleman. John is facing a rather serious back operation, late January and we all wish him speedy and full recovery. Depending on health, John has full intention of joining us on the Tasmanian Rally.

John, that would gold plate the event for all of us. From all of us in the Club, we wish you and Evelyn, many happy years with us and your lovely family.

## More on the Oxenford Conversion

**Oxenford conversion clips seconds off the car's normal acceleration times, boosts top speed to 93 miles an hour, reports Bill Daly**

# HOT-HEADED SIMCA

**H**OT bits for cars are not hard to come by these days, but it's a happy motorist who can drive into a garage and come out 2½ hours later with his family sedan converted into a super-duper performer. Such a conversion is carried out on Simca Elysees by Sydney motor engineer Laurie Oxenford.

For an outlay of £55 "Oxo" will replace the normal cylinder head with a heavily "breathed-on" version, modify the carb and distributor, tune and test the car, and return it to the owner in 2½ hours flat. The results, as this road test will show, are really worth while.

The Oxenford conversion is more than just a shaved and ported cylinder head; based on information obtained from the French Simca factory, plus practical experience of the Simca sports head that's so popular in Europe, it took two years to develop—yet standard Simca parts are used throughout (except that the valves are reshaped). This is important, as it means that the car needn't depend on a hotting-up specialist for its spares and servicing—it can receive

normal Simca service wherever it goes.

These are the alterations that give it as much as 25 percent better performance:

- Compression ratio raised from 6.8:1 to 7.75:1;
- Combustion chambers reshaped to semi-hemispherical form, allowing easier gas flow;
- New valve seats cut and ports reshaped to improve breathing and exhaust scavenging;
- Carburettor modified and fitted with larger venturi and main jet;
- Ports and manifolds hand-polished to give a smoother flow of mixture and exhaust gases;
- Distributor modified to give advance curve characteristics better suited to cope with the increase in engine revs.

There are also a couple of minor touches which Laurie Oxenford prefers to keep secret—but the overall effect is to raise the engine's output to an estimated 60 b.h.p., compared with the standard Simca's 48 b.h.p. at 4500 r.p.m.

The only visible clue to all these

changes is a small metal plate affixed to the rocker cover. The conversion can be fitted to brand-new Simcas, making no difference to the running-in technique recommended by the factory, and it carries the same six-month warranty as a new car.

### Watch 'er Go!

So much for the technicalities—now to the proof of the pudding.

The car we tested was somewhat unusual, being an earlier-model Simca Aronde fitted with the later-type Elysee Flash engine.

Shortly before testing the conversion I had made a 1200-mile trip in a standard Elysee, so had a fair idea of the feel of the car. But as soon as I set off in the Oxenford chariot, I noticed that things were very different.

Most noticeable was the immediate response to the lightest of throttle openings. In traffic the car was very docile—easy to manage, with its engine running sweetly; but once on the open road, the quiet Simca purr gave place to the sort of noise you hear at sports-car meetings.

MODERN MOTOR — January 1958



On the way out to the test area I clocked a few of the lower-speed acceleration times and was surprised at the ease with which good figures were obtained.

In top gear at 12 m.p.h., I leant on the pedal and watched the speedo; 20 m.p.h. came up very soon, and after checking the car at that speed I accelerated. Only five seconds was needed to reach 30 m.p.h., and from 30 to 50 m.p.h. took 12.6sec. Although top gear would not normally be used for accelerating in this range, the figures compare more than favorably with the standard vehicle's times of 8 and 15.4sec. respectively.

Third gear cut the 30-50 m.p.h. figure to 6.4sec., while second gear chopped it right down to 4.5. Even the most nervous of drivers would feel confident to pull out and pass more powerful cars with this brand of acceleration. Incidentally, that 4.5sec. figure in second beats a larger, well-known local car by a comfortable margin.

If you consider 90 m.p.h. is fantastic for a 1300 c.c. car with a fancy head, you ain't heard nothin' yet.

From a standing start I put the car through its paces again and again. I had to repeat the test because I refused to believe the stopwatch. Zero to 30 m.p.h. took but 4sec. dead, and that's damn good for any family sedan.

On the standing 1-mile test we took off in a flurry of wheelspin to record a trial run of 20.8 sec.—with two occupants! After ejecting my observer and controlling the wheelspin as much as possible, this figure was reduced to a best one-way run of 20sec.

Anyone for a traffic lights grand prix?

### Homeward Bound

On the way home I indulged in the kind of delightful high-speed motoring that few cars can give. The Simca's

high speed and up to 40 m.p.g. in workaday use.

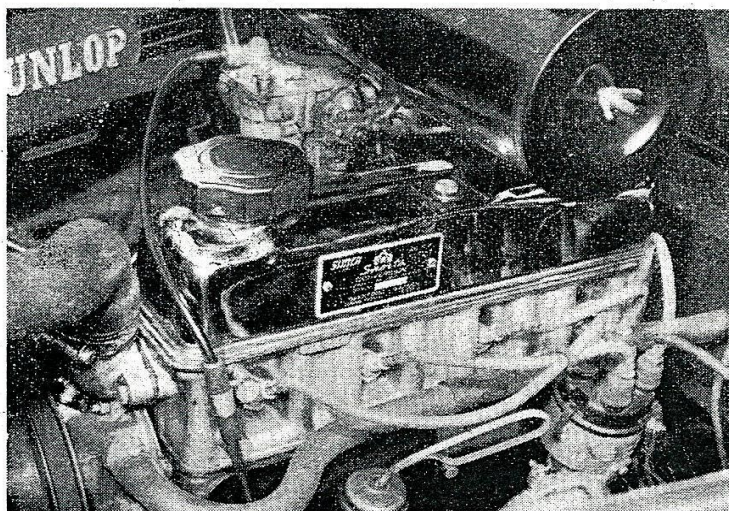
However, on returning to the garage we found that Oxenford's conversion wasn't to blame for that. The fuel-line union on the tank had worked loose, and a lot of juice had run out. After this had been fixed, the car was carefully checked over several days of normal running and redeemed itself by using only one gallon every 36 miles. Which, of course, is more like it.

### Happy Footnote

This factory-inspired Simca conversion is another sign that hotting-up is achieving respectability in the eyes of car-makers.

A couple of years ago there was hardly a car firm that didn't frown on the slightest modification; now some of them actually encourage hotting-up. Standard were among the first to market their own conversion kits (for the Eight and Ten); now Renault, in France, have put the Gordini-modified Dauphine into production, and Rootes, in England, have given their blessing to the Minx Alexander.

Things are looking up!



NAMEPLATE on rocker cover is the only clue to the internal changes that raise output from 48 to 60 b.h.p., giving big boost in performance.

### Through the Hoops

When we got to our test strip, the results were even more impressive. The performance panel will give you the full picture, but here are some of the more interesting times:

In third gear, 50-60 m.p.h. in 4.1sec., 50-70 in 9.8.

And in top, 40-60 m.p.h. in 10sec. flat, 50-70 in 11.8, 70-90 in 28sec.

All these figures represent actual corrected road speeds, and NOT those taken from the car's speedo, which was 1 m.p.h. fast at 50 and 3 m.p.h. fast at 80

cornering and roadholding are of an unusually high standard; but I did wish the throttle pedal hadn't shown an inclination to stick at first opening—and that steering-column gearshift was somewhat stiff and clumsy, too.

Checking fuel consumption at the end of the day, I thought I had another cause for complaint. Even allowing for the amount of high-speed motoring involved in the 180-mile test, I was disappointed at the overall figure of 28 m.p.g., as the average Simca will give 32 to 34 m.p.g. at

### PERFORMANCE ON TEST

CONDITIONS: Fine, warm no wind; dry bitumen roads; two occupants, premium fuel. All figures except that given for best speed are averages of several runs in opposite directions.

BEST SPEED: 93.6 m.p.h.

FLYING quarter-mile: 93 m.p.h.

STANDING quarter-mile: 20.3s.

MAXIMUM in indirect gears: 1st, 30 m.p.h.; 2nd, 50; 3rd, 70.

ACCELERATION from rest through gears: 0-30, 4.0s.; 0-40, 6.2s.; 0-50, 9.0s.; 0-60, 14.5s.; 0-70, 19.5s.; 0-80, 28.8s.; 0-90, 48.8s.

ACCELERATION in top: 12-20, 5.4s.; 20-30, 5.0s.; 30-50, 12.6s.; 40-60, 10.0s.; 50-70, 11.8s.; 60-80, 13.2s.; 70-90, 28.0s.

ACCELERATION in third: 30-40, 3.2s.; 40-50, 3.2s.; 50-60, 4.1s.; 60-70, 5.7s.

ACCELERATION in second: 10-20, 1.5s.; 20-30, 1.5s.; 30-40, 2.0s.; 40-50, 2.5s.

SPEEDOMETER: Accurate at 30 m.p.h., 1 m.p.h. fast at 50, 3 m.p.h. fast at 80.

NOTE: Specifications are the same as for a standard Simca, except for the Oxenford head which raises compression to 7.75 to 1 and output to an estimated 60 b.h.p.

PRICE of conversion: £55.

"Wishing you Peace & Joy at Christmastime"  
And a year ahead of  
Health and Happiness  
From  
Evelyn & John



## VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

*by Andy Woodson*

Hi, From Victoria.

Not a lot of simca action going on in Vic, but on the plus side, there are currently a wealth of Swap Meets and Show and Shines. Bendigo, Kilmore, Wangaratta and Numurkah are recent events. The Wangaratta car club is holding its annual Christmas dinner and outing on 9th December. There will be my own Simca making the trip. A few pics from recent events. The teardrop camper is made by me and mural by a local artist. They sell for around 10k if anyone happens to fancy towing one behind your Simca. The car in the pic is a Sunbeam Talbot, and American Clipper buses as well as postie bikes.

All the best from Victoria. Andy Woodson.







Seriously, how talented is this, both from the builder and artist perspective.





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

Hi all from S.A.

Because we are a small club recognising a single marque we need to be members also of one or more general clubs to take advantage of other benefits such as historic registration and club organized outings. On the next Australia day my Simca will be at my other clubs outing, so we will be Northern Automotive Restorers club hosting Gawler vintage and veteran, Barossa car club, and Maitland car club altogether, depending on weather conditions we might get 100 to 150 cars and so that many drivers and passengers. Some owned a Simca or learnt to drive in one years ago so it is good for them to reminisce. At the Bay to Birdwood this year we were sitting and enjoying the passing parade of spectators when a gentleman stopped for a chat. He could not believe he was looking at the exact same car (Ina's 90A) he owned years ago. Same blue same interior same great little motor. Quite often they say oh I have a workshop manual or head gasket or carby tucked away in the shed, you can have it if you want it.

Nearly done for me, this year Ina and I are starting a new adventure. We have bought 5 acres at Ardrossan (across the gulf from Adelaide)so we start with a blank canvas, to build sheds, new house etc and move over there lock stock and barrel. I hope we are not too old but more time eventually for fishing and crabbing (blue swimmer crabs) and shed time restoring.

Cheers Robert and Ina



Rob's new office, Ardrossan

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

Ian not available at present, see French Car Day report.

French Car Day Victoria

Many of us travelled up from Beechworth to attend French Car day Victoria. The day was organised by the Citroen Car Club and the venue was Markham Reserve at Ashburton. Marque's represented were, Citroen, Renault, Peugeot, Delahaye, Panhard, Amilcar, Bugatti, Delage, Simca and Matra. The event was well organised and our Club made most welcome. Except, TOILETS! The organising committee, what were you thinking? A huge oval, literally hundreds of people during the day and one lonely toilet, halfway to the city. This managed to block up during the afternoon and was shut. There was much discussion about this and an array of funny walks. John Cleese would have been proud. Three or four portaloos needed to be spread around the oval, I'm sure this will be taken into account next time.



Moving on from toilets, the Rally coincided with the 70<sup>th</sup> anniversary of the Citroen 2CV. There was a huge array of every model, restored and unrestored. I must admit I'm drawn to the unrestored examples, with their dents and life story on display.

What a story they could tell! I was also drawn to the large number of Renault 16's on display. I have owned a few of these and in years past were my daily drive. I am glad none were for sale, they are still one of my favourite cars. If the great unwashed were to drive a well set up 16TS Melb to Syd, they would wonder why they had bought a Kia.





Bad luck, there aren't enough to go around. Only one R10 and no R8's, both cars I have owned and loved.



The food and coffee venues were excellent, as was the commentary as the day wore on. The organisers were very kind in letting me park our newly purchased MX5 with our Simca line up, courtesy of our disabled hanger. Representing our club was Skip Verhagen, P60 wagon, Ian and Mandy, Matra, Stephen Maloney, 90A and Peter Walker, Vedette. Ringins in the line up were Leila and I in MX5, Morrie and Margie, Citroen C5. Peter Walker got trophy for best Simca again. Watch it Peter, I'm gunning for you next year!

















## NEW ZEALAND REPRESENTATIVE'S REPORT -

Four pics of open day at Himatangi beach fire station and some of  
santa parade Napier 2nd Dec Merry xmas Just to  
tell you that I had an injection in my behind for another problem last  
Fri and had a bad reaction to it managed to drive the engine in the  
xmas parade then spent 3 days in Hosp ok now, also on the 13th of  
this month I get the first of my cataracts done







### Beechworth AGM 2018

Beechworth was certainly an excellent choice for our AGM. Leila and I had been really looking forward to catching up with everyone. We had pre-purchased a Mazda MX5 and picked that up from the airport and drove down the same day. We have had MX5's for years, but had forgotten what a sardine felt like. Did we really need it? Probably not. The Motel owner was very welcoming and the rooms very pleasant, however parking was tight. We certainly had a good roll up for the AGM with 22 persons attending. Whilst on the subject of the AGM I forgot to take any photos of proceedings.

The main changes to the Committee were Colin Smith, NZ resigning his position due to ill health. It was moved he and Lucy be made Life members and that motion was enthusiastically carried. Morrie and Margie Barrett stood down from all positions and Rob Stapley was elected President. The Victorian representative position was filled by new member Andy Woodson. Stephen Maloney has a lot on his plate with a sick wife and remains a valued club member.



Doug making an announcement after being served an enormous chicken schnitzel.



We met up with some friends of ours from Kyabram Vic and they stayed a night and joined in the fun. My mate Eamonn races his MX5 and is one of the prime movers in talking me into getting another one. One night after we left the pub, Leila walked back and I went to get the MX5. There were a group of local lads sitting under the veranda, having a few beers. As I hobbled up to the car on my walking stick I heard them sniggering. One of them said to me, "I didn't expect an old bloke on a walking stick to be getting into one of those". Quick as a shot I replied, "mate when you have done as many laps around oval tracks as I have, you don't drive a Kia!". Silence. All of a sudden I had six new mates telling me about their projects. They had Toranas, HQ's, Landcruisers, you name it. Could have sat there and sunk a few, but I didn't have Mel to pace me.



We had three days of fun, but too be honest, I can't remember what day we did what. Kerry Ryan ran into a bit of trouble with a failed driveshaft donut. Fortunately between Morrie and Rob Stapley the day was saved. Just as

fortunate, we had a skilled mechanic on hand, see legs sticking out (see cover photo) and our equally skilled club foreman on hand.

The roads around this Alpine region of Victoria are superb, as is the scenery. Leila and I both agreed, a driving holiday in the region, is on the list at a later date.

On one of the days we were made most welcome at Peter Gaggioni's place. Peter put on morning tea for us and showed members around his





motorbike collection. Peter has a full machine shop and restored them all. The quality of his restorations and of his one owner 90A, stunned members. It was really good to catch up with him again.





Once again it was all about good fellowship, running the cars and having a good time. We certainly did, but I would much rather have done it in our Simca. Certainly next time.

Editor



Some of the Yackandandah mob



Our foreman into the health food





Incredible abandoned Gold mining dredge



Stick that electric motor in a Tesla





Everything is large scale and wonderfully fabricated



Relaxing in Peter's backyard



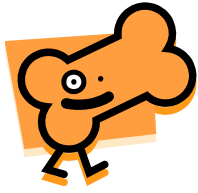


The guru holds court. Believe me, he is the guru.



We had all been fed. Leo's turn.





## *Funny Bones*

A Kiwi and an Australian go to a pastry shop. The Kiwi whisks three biscuits into his pocket with lightning speed. The baker doesn't notice.

The Kiwi says to the Australian, "You see how clever we are? You'll never beat that!!"

The Australian says to the Kiwi, "Watch this - an Australian is always cleverer than a Kiwi."

He says to the baker, "Give me a biscuit - I can show you a magic trick!!"

The baker gives him one, which the Australian promptly eats. Then he says to the baker,  
"Give me another biscuit for my magic trick."

The baker is getting suspicious but he gives it to him. He eats this one too.

Then he says again, "Give me one more biscuit."

The baker is getting angry now but gives him one anyway. The Australian eats this one too.

Now the baker is really mad, and he yells, "And where is your famous magic trick?"

The Australian says, "Look in the Kiwi's pocket!!"

---

## **Did I read that sign right?**

**TOILET OUT OF ORDER. PLEASE USE FLOOR BELOW.**

---

## **Outside a second-hand shop:**

**WE EXCHANGE ANYTHING - BICYCLES, WASHING MACHINES, ETC. WHY NOT BRING YOUR WIFE ALONG AND GET A WONDERFUL BARGAIN?**

---

## **Panda Mating Fails; Veterinarian Takes Over**

**What a guy!**

## on old men ...

An elderly man in Queensland owned a large property for several years.

He had a dam in one of the lower paddocks where he had planted mango & avocado trees. The dam had been fixed up for swimming when it was built & he also had some picnic tables placed there in the shade of the fruit trees.

One evening the old farmer decided to go down to the dam to look it over, as he hadn't been there for a while. He grabbed a 10 litre bucket to bring back some fruit. As he neared the dam, he heard voices shouting & laughing.

As he came closer he saw it was 4 young women skinny-dipping in his dam. He made the women aware of his presence & they all went to the deep end.

One of the women shouted to him: 'We're not coming out until you leave.'

The old man frowned: 'I didn't come down here to watch you ladies swim naked or make you get out of the dam naked.'

Holding the bucket up he said: 'I'm here to feed the crocodile.'

**Moral:** Old men may walk slowly, but they can still think fast.



A group of women were at a seminar on how to live in a loving relationship with their husbands.

The women were asked, "How many of you love your husband?"

All the women raised their hands.

Then they were asked, "When was the last time you told your husband you loved him?"


Some women answered today, a few yesterday, and some couldn't remember.

The women were then told to take out their cell phones and text their husband - "I love you, Sweetheart."

Next the women were instructed to exchange phones with one another and read aloud the text message they received in response to their message.

Below are 12 hilarious replies. If you have been married for quite a while, you understand that these replies are a sign of true love. Who else would reply in such a succinct and honest way?

- 1. Who the hell is this?**
- 2. Eh, mother of my children, are you sick or what?**
- 3. Yeah, and I love you too. What's wrong?**
- 4. What now? Did you wreck the car again?**
- 5. I don't understand what you mean.**
- 6. What the hell did you do now?**
- 8. Don't beat about the bush, just tell me how much you need.**
- 9. Am I dreaming?**
- 10. If you don't tell me who this message is actually for, someone will die.**
- 11. I thought we agreed you wouldn't drink during the day. (My personal favorite!)**
- 12. Your mother is coming to stay with us, isn't she.**



SHARE THE PASSION

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INSURANCE FOR MOTORING ENTHUSIASTS

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Hidden Valley Motor Sports Park,  
Hidden Valley Road, Berrimah 0828

**QUEENSLAND**  
Unit 5, 305 Montague Road, West End 4101

**SOUTH AUSTRALIA**  
863-865 South Road, Clarence Gardens 5039

**TASMANIA**  
337-341 Argyle Street, North Hobart 7000

**VICTORIA**  
321 Warrigal Road, Cheltenham 3192

**WESTERN AUSTRALIA**  
152 Burswood Road, Burswood 6100

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SHARE THE PASSION

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SH02984 29/04/11 A

### *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

Please note subs are due  
January 1<sup>st</sup>  
Thank you for paying promptly.  
Those that don't beware!







## 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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**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.**

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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**

**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:

Bendigo Bank: 633 000 A/C No: 135 350 668

International Transfers:

SWIFT CODE – BEND AU 3 B

**Please put your name and “Subs” in reference Section.**

Payment via PayPal – pre-arrange with Secretary.

