



SWALLOW TALES

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

VOLUME 25

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MARCH 2018



Simca Sports Sedan retired since 1984, about to take to the tracks again.



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.

COMMITTEE OF MANAGEMENT (as elected at the 2017 AGM)

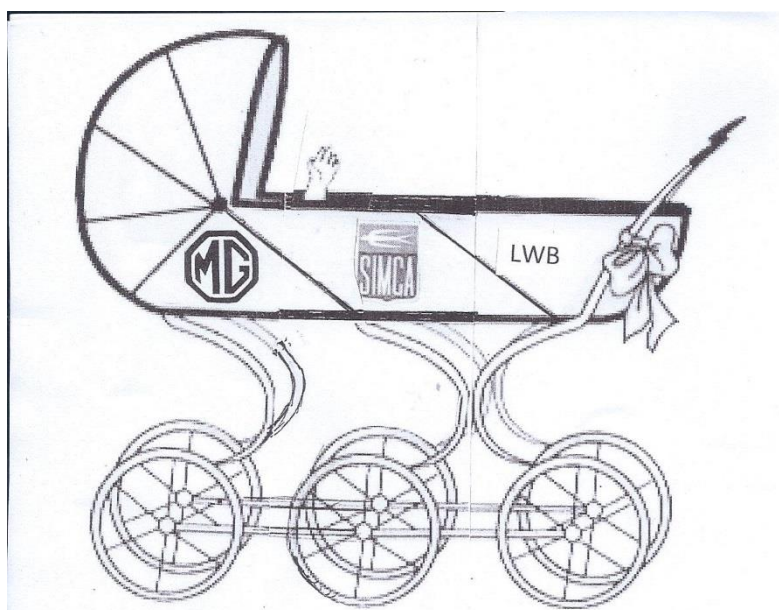
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FROM THE EDITOR'S DESK – *by Iain Dyer*

Greetings all,

Running late again, but so were some of our contributors. Not complaining, everyone lives such busy lives and every article is much appreciated. I have had a reasonable excuse with severe health problems. Not to dwell on it, but the good news is, the latest scans show a complete absence of cancer in the mouth and throat. I am now half way through the programme for the prostate cancer. It's early days, but phew what a relief. Speaking of health issues, John Pickles has been having a tough time of it. He had a shoulder operation and ended up with a staph infection, needing emergency treatment. Geoff and Ruth Rose are still coping day by day with Ruth's condition. I know other club members are as well. The trouble is, we are all getting old, thankfully, but bits tend to drop off on the journey. If you could have twenty years back or \$20 million dollars, I would grab the twenty years in a flash. Just my luck I would go out and celebrate, get caught drink driving, run over a copper and get ten years in jail!

What's great news, not old, residing in a warm and comfy place and bound to be a car nut? Luke and Michelle's brand new, expected baby! Congratulations to two of the nicest people you will ever meet, we are all stoked. I hope they sell long wheel base prams! If none available I have submitted a design Luke can knock up in the back shed!



There is quite a Matra content in this issue, more of that later. Since the last issue we have had visits from various club members. Doug Murphy came back for a week to look at investment opportunities in Tasmania. The old mainland perception that Tasmanians have two heads and are attracted to their sisters does not detract from the fact, that it is a superb island! Over a couple of nights Doug and I discussed the state rally. I voiced the concern as to whether everyone had considered the logistics. For most it is a long way from home and if people had terminal problems with their car it becomes a problem. TT-line will not let you tow a car onto the ship and freight companies will not take a non goer. The only way would be a tilt tray which would cost around \$1100.



A lot of fun and well worth the fare. Not exactly a row boat!

The other consideration is the TT fare for each couple is around \$800 return. I am not dumping cold water on the Tasmanian rally idea, quite the contrary. Leila and I would love to show off our wonderful state and heaps of members have offered to help. Since then Rob Stapley has told me to pull my head in. Point taken Rob.

Speaking of those who have offered to help, include the much travelled Ian and Mandy. They were also down for a few days and called in for tea also. It was really good to see them, who never sit still. They are hoping the El-Rancho rust problems might be able to be dealt with. It would be a great

shame to see it become a parts bin for Ian's green Matra. Apart from Kerry Ryan's example it is the only one in the club. Speaking of Matra's I was talking to John Brown recently and his much loved and immaculate red one will be for sale. Since his three year multiple leg operations he is no longer able to drive it. John is also facing further health issues and has to slow down a tad. John submitted a memory lane article on the Tenterfield rally which he remembers with great fondness.

Everyone seemed to have a great time at the Adelaide Chrysler excursion. It is interesting to note that the comment made, that if it hadn't been for Simca, Chrysler would have gone to the wall that would have meant no Chargers and that wouldn't have done for Mel or me. I love em. In fact one of my new reps cars in the early 70's in Sydney was a poverty pack 215 c/cubic inch three on the tree Charger, white. Not exactly Doug Chivers, but I still felt cool, tooling around in it. Imagine using it on a daily basis in Sydney now, you would end up with a very strong left leg!

Must dash, we are going out and it takes ages to get both heads synchronised!

Iain and Leila, Editors



A Studebaker club member gave this hubcap to Doug Murphy saying that the S did not relate to Studebaker. Unless I am mistaken this is a rare full face hubcap that was used on more upmarket Aronde's. i.e. Grandlarge and Monaco. Kerry Ryan would know better. What I do know Doug, if you acquire a full set, keep your garage locked!

PRESIDENTS REPORT - by *Morrie Barrett***PRESIDENTS COMMENTS**

The news that our Editor Ian Dyer is now very much in recovery mode

Three Simca's made it to the Tea Gardens Motor Show more from Ian and Mandy.

Whilst not able to make the old Chrysler site in South Australia due to the condition of Margaret's mother however whilst she was in respite care we were able to join Jo and Hank Verwort for a seven days exploring the York Peninsular with other Members of the Victorian Peugeot Car Club only one Simca located and that was a Simca 9 complete car not suitable for restoration or parts.

Following a call for assistance from Rob Stapley and being at Renmark Margaret and I drove to Lobethell for a great catch up with Rob and Ina however on the way back to Renmark the Vacuum pump on the 505 failed not repairable only 30 years old and it's Saturday afternoon.

A phone call to John Pickles to obtain the phone number of Collin Redmond in Adelaide (who facilitated the first Simca meet in Adelaide) from Collin I obtained the number of the Peugeot spare parts man, Rob Stapley had picked up a working vacuum pump, drove back to Lobethell on Sunday and after some minor mechanical issue the problem was solved this just highlights the great network of contacts we share. Thanks Rob and Ina for your hospitality.

In the event that you have not received a Simca key ring and torch please contact me.

At this stage the date for the All French Car Day in Melbourne is unknown although it will be at the Williamstown Docks again and will be hosted by the Renno Car Club, once a date is known bookings and planning for our AGM at Beechworth and other activities ending with our attendance at the All French Car Day.

Editors Comment

Many thanks to everyone for the best contribution we have had. Thanks to Peter Walker and Barry Gilpin for their independent contributions. It makes it so much easier to produce an interesting publication.



Over five thousand years ago, Moses said to the children of Israel , "Pick up your shovels, mount your asses and camels, and I will lead you to the Promised Land." Nearly 75 years ago, (when Welfare was introduced) Roosevelt said, "Lay down your shovels, sit on your asses, and light up a Camel, this is the Promised Land." Today, Congress has stolen your shovel, taxed your asses, raised the price of Camels and mortgaged the Promised Land! I was so depressed last night thinking about Health Care Plans, the economy, the wars, lost jobs, savings, Social Security, retirement funds, etc I called a Suicide Hotline. I had to press 1 for English. I was connected to a call center in Pakistan . I told them I was suicidal. They got excited and asked if I could drive a truck..... Folks, we're screwed.

An observation by Morrie Barrett!

G'day Morrie.

Many thank for this morning's phone call...very much appreciated.

Here are some photos for your comment.



This is the photo of my dear old dad (he's the one on the left) when he went back to Holland for a visit around 1963.

In the background is the mystery car which may be a Simca.

But it doesn't look quite right.

Here is an enlarged shot. It's the best I can do with the poor quality original, so I hope you can identify it.



And now for some (embarrassing) photos of me which were taken in the late 1950s early 1960s next to our Simca Aronde.

We lived in the small Victorian town of Koo Wee Rup when we migrated from Holland in 1954.

I'm not sure what year our Simca was 1956 or 1959 maybe. What do you think?



Anyway Morrie, there is nothing like good memories and I sure have many of those. I'd be really interested in your comments.

In the meantime I

wish you and your members a very happy and rewarding 2018. With kindest regards,

John van de Lustgraaf



ALL FRENCH CAR DAY

Sydney Sunday 15 July, 2018

Silverwater Park, enter via Clyde St east

French cars, motorbikes, vans welcome!



Celebrating this year:

70 years of the 203

50 years of the 504



Plus 70 years of the Citroën 2CV, 50 years of the Citroën Méhari

Free entry to spectators, \$10 to display your vehicle.

From 9am. Concours entries close at 12 noon.

Prizes, raffles, merchandise, coffee.

www.peugeotclub.asn.au/pccns.html for event details and contacts

SECRETARY'S REPORT - *by Doug Murphy*

We have lots of material from Doug, but no actual report. The following is some of that material.



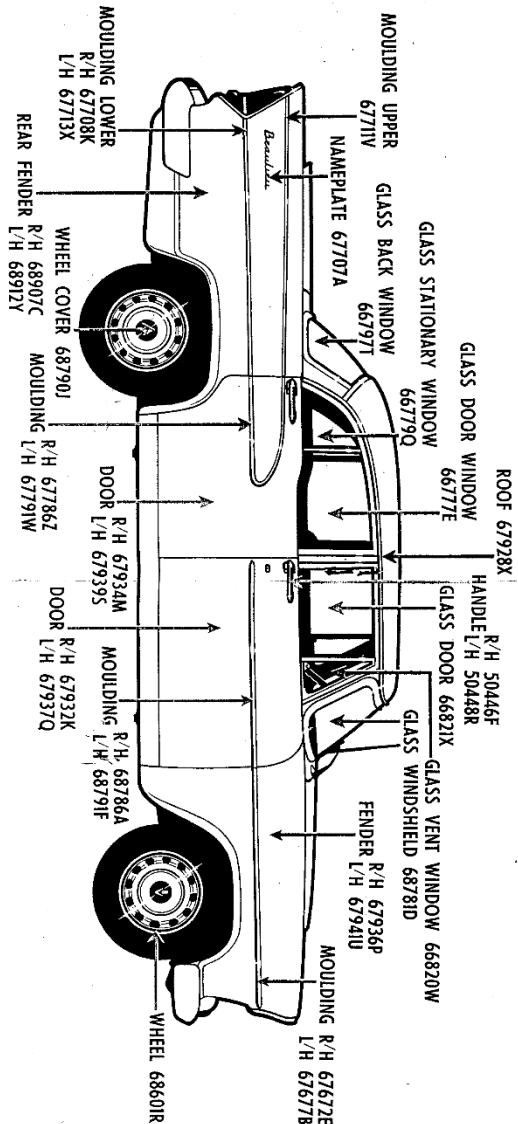
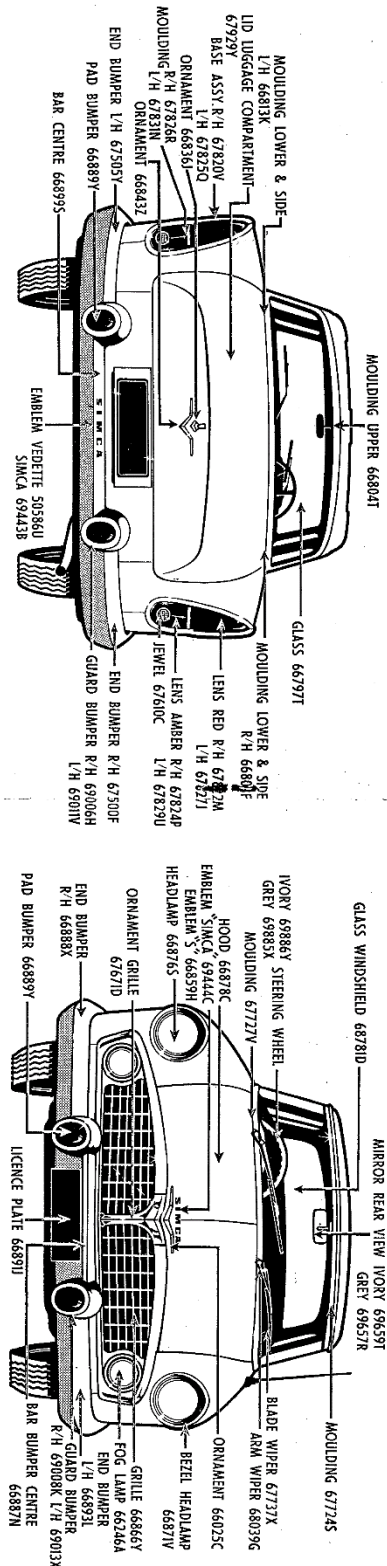
The senior management team responsible for sending Chrysler broke! The one on the far right finds it particularly amusing, considering he spent his working life sending things underwater!

They look suspiciously familiar, could they have infiltrated our Club? (Editor)



A MOPAR service that makes it cheaper and better to replace than to repair major damage to body work.

SIMCA VEDETTE BODY PANELS AND PARTS



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

Hi Everyone, we hope you all had a great Easter break. We had the pleasure of spending the long weekend with Skip, David and their friend Mark who travelled from the Gold Coast out to Roma for the Easter in the Country Rally hosted by our local club. David brought along his P60 Wagon and Skip brought along his 1983 WB Ute. We entered the rally in the MG taking the opportunity to get it out and about before we become three in early August. We first took sight of the weary travellers on Friday night at the registration BBQ before meeting up again early Saturday morning in anticipation of participating in the street parade.



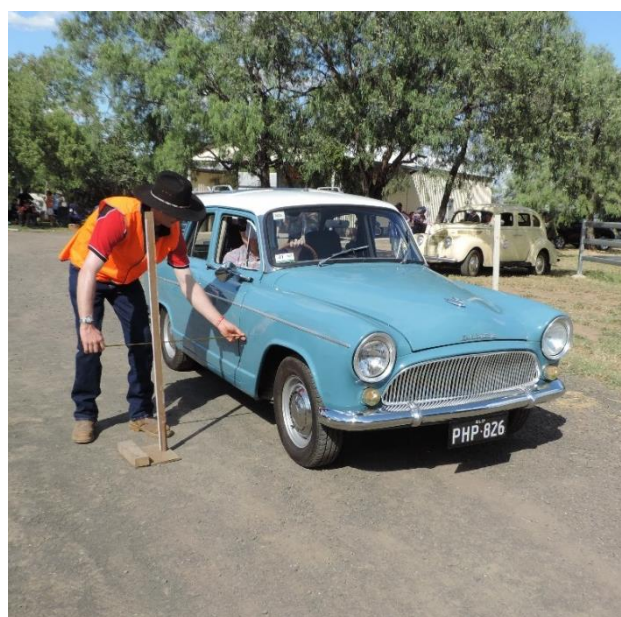
After the parade we displayed the vehicles in the Anglican Church grounds and were given free time to enjoy some of the Easter in the Country activities in the main street.

If you are a regular Simca Rally participant you would be delighted to know that the guys managed to find a coffee shop for a caffeine fix to get them through the afternoon's Gymkhana events.

While this didn't work for some . . .



David took the P60 through the many obstacle courses finishing with the 'Lady Driver' event which we did let him have a go at. The object was to guess the minimum distance you would need to drive your vehicle through the gap aka 'Can we get the car in the garage?' While David didn't have the opportunity to win this event he did win one of the carless events, Roll the Tyre Skittles.



On Sunday there was a hiccup with the observation run with a road closure only allowing half of the questions to be answered. The Huntly's were lucky enough to take out first prize for the local division with the David, Skip and Mark coming second in the away division. We also had a chance visit from member, Eddie Abrahams before the run. Thinking Luke was the only member in Roma with a Simca he was surprised to find David behind the wheel of the wagon accompanied by Skip and Mark!!

We needed all hands on deck over the weekend and we appreciated the help of entrants in various ways. David came to the rescue with the wagon when we needed a vehicle to transport drinks from A to B.



There was also time for Luke and his father in law to have a game of Croquet.

As usual we have also been taking the Simca on our local club runs around Roma. In March we visited the Muckadilla Egg Farm and arrived just in time for a brief tour before it started bucketing down with rain. The business started up last year and there are currently just under 1000 hens with another 1000 due to arrive soon. The hens are pasture-fed and the eggs are supplied to retail outlets in the region.



Doug and Skip attended the Adelaide Chrysler Festival and we look forward to hearing more about the trip.

Well, that's it from the Queensland crew. Until next time ...

Luke & Michelle Huntly

WESTERN WHISPERS – WA STATE REPRESENTATIVE'S REPORT –

*By John Pickles***VALE
ERIC MICKE**

Sad to announce the passing of our former member Eric Micke who would be remembered by our long standing members. Eric was a collector of tractors, trucks, cars and memorabilia, in the collection was at least three Simca Vedette's and one Aronde all in a various state of disrepair. Eric farmed his property just out of Geraldton in WA and like many farms had large sheds, I remember that one shed contained the original and restored vehicles including a Peugeot 203 sedan. To his family we offer our sincere condolences on the loss of a real gentleman.

There has been much activity on the car scene with some of our members working very hard on their projects. Apart from his fleet of Simca's, Darrel Manning has been quietly working on the restoration of his Austin Healey, a task which has finally been completed and now enjoying the fruits of his labour. Like most restorations it started out as a tidy up but ended in a full restoration which is a credit to Darrel.

**BEFORE**



AFTER

Another very happy man is our Ian Williams. After years of hard work in the modification and restoration of his container rescued Vedette, the car has now passed all the engineers certification and ready for the road. The car is an absolute credit to Ian and from all accounts a real pleasure to drive.







Another project making good headway is the Aronde P60 of Laurence Borg. The talents of our members never cease to amaze me for the quality of work achieved.



LOOKING GOOD

Most of us are aware that some time ago Paul Evans imported a Simca Matra Murena with the intention of restoring it to new condition. With the big task of relocating home the Murena had been put on the backburner, so it was a big surprise to hear of the car being included in the prestige car show “*Celebration of the Motorcar*” at the Cottesloe Civic Centre on the 3rd December 2017. This is a show of prestige and unusual cars of yesteryear, and the vehicles are selected by invitation. I believe that although there was signage introducing the car there were people still asking what it was, with many not having heard of the Simca name.



WANTED

Our Victorian member Peter Walker who is well on his way in the restoration of his Simca 1000 Coupe is urgently in need of a starter motor for a Simca 1000. If there is any overseas member who may have a spare starter motor would they please contact John at jpickles3@bigpond.com

“Count your life by smiles, not tears, count your age by friends, not years, and remember we do not quit playing because we grow old We grow old because we quit playing”

Happy Simca (and other) motoring.
John Pickles

You'll LOVE this one. seat covers... Remember ???



Purchased new by Mr. And Mrs. Jessie Trueblood of Modesto , CA . Shortly after purchasing this car, Mr. Trueblood took a day off to go fishing.

While waiting for the "big one" to bite he witnessed a woman fall out of her boat.

Mr. Trueblood jumped in to help, only to fall victim of a fatal heart attack. Mrs. Trueblood returned the car home and placed it in the garage for the next 12 years. The odometer reading at that time (1962) was 413 miles



Mrs. Trueblood lived next door to a used car lot owned by Mr. William E. Wilson (now 81 years old). Mr. Wilson spoke with her frequently and often told her he would like to buy the car for himself to keep. In 1962 the time had come. Mrs. Trueblood told Mr. Wilson she needed a car for her bookkeeper who didn't really care for the old Chevy and would prefer a Rambler.

No problem - Mr. Wilson went down to the local Rambler dealer and bought a brand new one for \$1,650.00 (\$100.00 over cost) and made the swap.



He then took the Chevy home and parked it with 433 actual miles. And there it sat for the next 45 years, occasionally being started and moved in and out of the garage. In 2007 Mr. Wilson decided to sell the car and started spreading the word around Modesto that the old Chevy, with 433 miles on it, was for sale. Many had heard about the car, but hardly anyone had ever laid eyes on it. In fact, according to Mr. Wilson, he only showed the car to about 5 people in 45 years. Word spread quickly about the car and soon a buyer arrived ready and willing to pay the \$60,000 asking price.

When Mr. Wilson told the story of this car he complained heavily of the "capital gains" tax he was required to pay and wished he had never sold it. As of this writing, Mr. Wilson is still alive and well in Modesto and can verify the miles and originality of this car. Simply put, this is a true 100% factory original survivor (that includes the air in the tires). This old Chevy now has 437 original miles and is most likely the world's lowest mileage 1950 Chevy.



Submission by John Pickles. John we just love this car, what a privilege to own it. I can just see a certain Doug Murphy salivating into his Budweiser!









VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

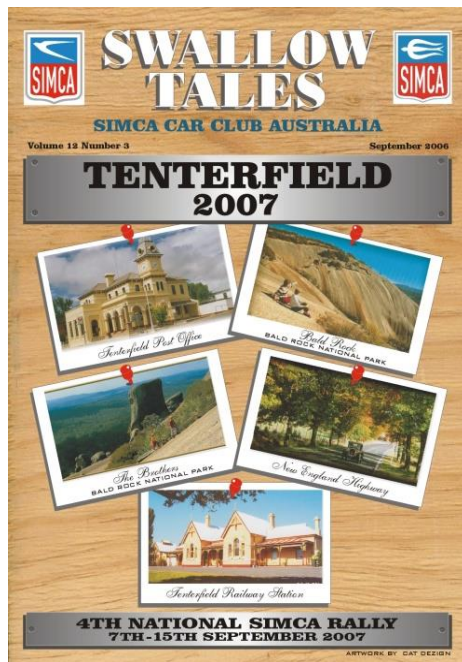
by Stephen Maloney

A barn find Simca Sports sedan.

This 6cyl powered Simca was last raced in 1984, the owner bought a house and had a family and there it layed until the last few months. The new owners gave it a clean and went tohrough everything as you would do and are looking to debut the car at Mallala in a few weeks time. It's great to see these cars coming back to life.



Watch out Vince!

Memory Lane**NOSTALGIA****NATIONAL SIMCA RALLY 2007 at TENTERFIELD NSW****Prepared by John Brown NSW**

This poster was first released with the September 2006 Issue of our Swallow Tales and the Notice from the President that the next National Simca Rally would be held at Tenterfield 2007, following consultation with Kerry Ryan, Rob Verhagen and other Queensland members.



Most members arrived as planned on Friday 07 September 2007 and were checked in, provided with their Itinerary Plan for the week, motoring gifts and Club Annual Meeting Agenda.

Our daily activities and accommodation were all generated at the Tenterfield Motor Inn on the New England Highway, where the Motor Inn management provided the Club with a Barbeque, suitable tables to have our evening meals, all of which were under cover.

NOSTALGIA**NATIONAL SIMCA RALLY 2007 at TENTERFIELD NSW**

Those who preferred a "spirit", wine or other selection were able to do so as they did not have to drive home after dinner and was all most affordable.

The community spirit of the Rally could not have been better as ALL of the ladies arranged a simple roster to help with the setting of the tables and clearing up after each meal including the cleaning and washing all plates and utensils.

The men willingly did their share in setting up the tables and laying out the prepared food for each meal.



On Saturday 8th Sept. 2007 the Club Members drove out to Drake an outer village, where there was a community market and a friendly location to observe the local food and hospitality including a great spread for lunch of the day.



On Sunday 9th Sept. 2007 the Club Members assembled in town to communicate with the town community, prior to the drive to Kurrajong Downs, which was a good drive out of Tenterfield.

NOSTALGIA**NATIONAL SIMCA RALLY 2007 at TENTERFIELD NSW**

On Sunday 9th Sept. 2007 an enthusiastic group of 21 people gathered at the Kurrajong Downs Restaurant for a long and restful lunch including the Concourse of all the beautifully prepared Simcas.

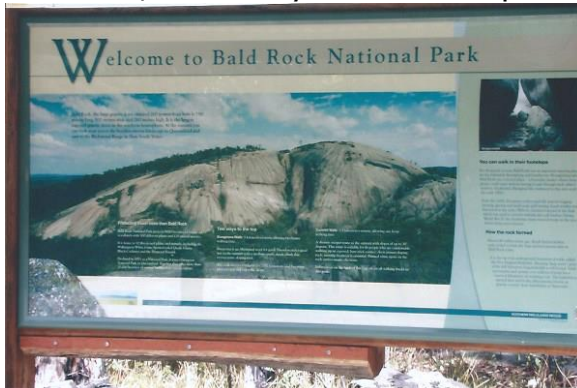
We were fortunate for such a lovely day as Bruce and Barbara Holder joined the group after an 100km drive from Inverell in their Simca Aronde.



On Monday 10th Sept. 2007 the Club Members drove to Mackenzie Lookout, which overlooks Tenterfield and the surrounding mountains.

NOSTALGIA**NATIONAL SIMCA RALLY 2007 at TENTERFIELD NSW**

This Club Group photo taken at Mackenzie Lookout on Monday, 10 Sept. 2007 is intended as a memory recall and to pay homage to any club member, who may have since passed away.



On Tuesday, 11 Sept. 2007 the Club members did have what would be called a long day and a long drive.

First a drive to the Boonoo Boonoo a National Park some 25 km from Tenterfield to view the waterfall (a rough track) then to the Bald Rock National Park for a "real hike" to Bald Mountain, which was a magnificent setting for a brief eat and drink lunch.

Following a well earned rest the Club members in their faithful Simcas drove across country into Queensland, then Stanthorpe and back to Tenterfield NSW, which was a good 150km trip.

NOSTALGIA**NATIONAL SIMCA RALLY 2007 at TENTERFIELD NSW**

The Club members had a "Free Day" on Wednesday, 12th Sept. 2007 to browse or shop around town at the Information Shop.

On Thursday, 13th Sept. 2007 the Club Members had another long but easy day as it was planned to have a "bus trip" to Inverell Town and shopping area.

Some chose to stroll the town looking at all the temptation in the shop windows, others chose the large Information Centre, which contained a massive amount of history of the area, together with mementoes for those who wish to remember the occasion.

On the return from Inverell the bus stopped off at Bruce and Barbara's farmhouse, with its huge collection of various Simca sedans and a massive collection of Simca Spares.

Morrie and Margaret Barrett could not get away from the "very rare" *Grand Large* two door Simca, one which Bruce said much earlier that he would not part with. There must have been some good negotiation however, as this is the car that Morrie has in his proud possession these days.



On Friday, 14th Sept. 2007 the proud Simca cars were all washed and cleaned for their "going home" parade, which had been a very busy and entertaining week at Tenterfield.

NOSTALGIA**NATIONAL SIMCA RALLY 2007 at TENTERFIELD NSW**

This Club Group photo was taken Friday, 14th Sept. 2007 in the grounds of the Tenterfield Motor Inn and is intended as a memory recall and to pay homage to any club member, who may have since passed away.



Fred Schodde celebrating his Birthday



Rob Verhagen our worthy club entrepreneur



Kerry Ryan a proud Simca Owner



Luke Huntly with his rare Simca Etoile

NOSTALGIA**NATIONAL SIMCA RALLY 2007 at TENTERFIELD NSW**

The famous Stan Andre at his best



Our own Geoff Lee with his English Classic

A worthy Geoff Rose Family being presented with the Inaugural *John Pickles Perpetual* Simca Trophy for the last night dinner at the Heritage Stannum House Tenterfield.

There is never enough space for the whole story, however this has been a very rewarding experience to recall and very fond memories of those *club family* who have passed away since this time.

John Brown NSW

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

Hi All,

Once again it is time for a report for Swallow Tales. The weather is turning to Autumn, cold mornings and sunny afternoons and the smell of woodsmoke, perhaps the best season. No doubt others will report on the Chrysler day at Tonsley elsewhere in this issue but here is my bit. What a great weekend it was with visitors from Queensland, N.S.W. and W.A. Sort of a mini Simca rally. For Doug and Skip, the Rose's Stapley's and Roger's we stayed at the Brighton Caravan Park right on the beach and adjacent to the Seacliff Surf Life Saving club rooms handy for meals. The Queensland Chrysler attendees also stayed there and joined us in the activities organized by the local Chrysler Club. The three day event comprised a run to the National Motor Museum at Birdwood, about 40 Chryslers and 4 Simcas on Friday. A bus tour of former Chrysler factories in and around Adelaide on Saturday, and culminating in the all Chrysler day at the Tonsley Park factory on the Sunday. About 350 Chryslers and 4 Simcas. For some reason Chrysler people refuse to acknowledge Simcas although it was pointed out that Simcas probably saved Chrysler Aust. from going broke in the early days providing a cash flow before the Valiants came onto the market. Skip and Doug and David (a Chrysler owner from Queensland) stayed on for a bit longer and we were able to do a bit of local sightseeing and a great time we had.

At the end of last week I had reason to phone Morrie regarding a problem I was having trying to get the wipers on Ina's 90A to work. As it turned out Morrie was in Renmark enroute to a Peugeot run and had no hesitation to come over to our place and help me solve the problem, A 500km round trip. He and Margaret turned up mid Saturday morning and after coffee he and I adjourned to the shed where his expertise found I had probably 3 good wiper motors and another one or 2 to be reconditioned. We had lunch and Morrie and Margaret set off back to Renmark to await the other members of their group. On Sunday afternoon I received a phone call from Morrie, the brake booster on his car had failed, he had located another one and could I pick it up and could we replace it on the Monday. So on Monday Morrie and Margaret were back fitting replacement booster. They then set off this time to Mannum about 45km to re-join their travelling group.

Seeing Morrie and his Peugeot and Skip with his I feel less of a traitor to Simca when I work on my Austin's and I guess other club members are out there with more than one marque in their sheds.

So the past few weeks have been very busy for us and various non club events are happening here over the coming months, Easter break, swap meets and club runs. So we hope you all enjoy while you can getting out and using your cars.

Cheers.

Robert Stapley.

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

NSW REPORT

Tea Gardens Hawks Nest Motor Fest saw a warm March Day just north of Newcastle for about 380 classic cars. Morrie and Margaret travelled up from Sydney in the Aronde Grand Large and Richard and Lorraine from the Central Coast in their beautiful, one family owned Zephyr Mk 11 ute. Mandy and I travelled around to the other side of Port Stephens in the Bagheera, we were lucky to pick up the best French Car award for the day as well.

A great day looking at a variety of vehicles. Some favorites (apart from the Simca and Matra) were Datsun 2000 sports, Austin A30, 1800 ute, and the distant Simca relative Charger – love that colour.

Richard and Lorraine were travelling with the Twin Lakes Auto Club as well, it was great to meet club members, and also share their shade.



Borgward and Grand Large



The Simca Team



Nothing more to say, I think they're both great!



Richard and Lorraine's Zephyr



Coming Events NSW

French Car Day in Sydney on 15 July 2018

The Sydney French Car Day is hosted jointly by the Citroen, Peugeot, Simca and Renault car clubs of NSW and will be held on Sunday 15 July 2018, at Silverwater Park, from 9:00 am. Entry via Clyde St east. This is the same venue as in past years. The more Simcas the better, or come along just to have a look.

Hunter Valley French Car Day at Nightingale Winery– Late August, normally last Sunday TBC

This is a great little event which continues to grow, a great drive and venue, interesting cars and people plus wine tastings....

Please give me a call if you would like some further info about these events, especially if coming along for the first time.

The 2019 national rally in Tasmania – a bit of an early look

Mandy and I dropped over to Launceston for a quick trip recently and spent a great evening with Iain and Leila in Launceston, great to catch up and chat about life and of course with Iain, a few jokes – always a bright side when things are tough. During our quick trip we toured the Tamar Valley and there is definitely a great days drive for the rally, we'll be back to lend a hand.

Going to France – The Matra Museum

Part one – The Road Cars

The Matra museum is in Romorantin in about the geographic centre of France about three hours from Paris by train. I can thoroughly recommend using the train (in 2016/17) to get to the museum, very do-able for a long day trip. Fast train from Paris and then transfer to a classic rural single track narrow gauge rail motor. It's almost a two for one day, trains and cars.

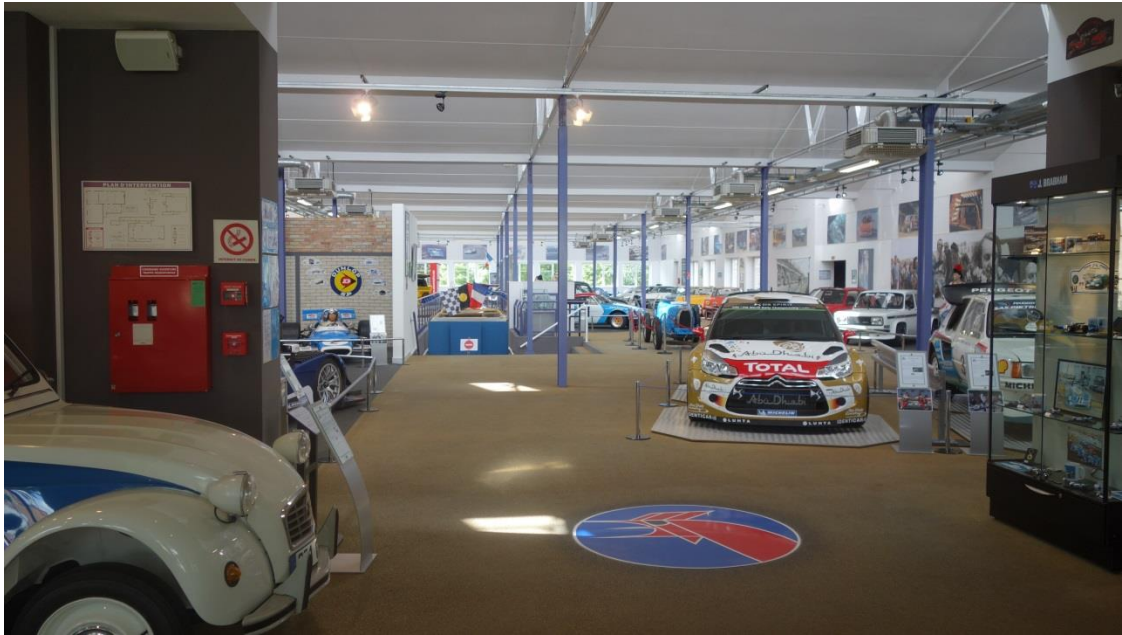


The museum must be popular, it has a car park !



The museum is situated in a quaint quiet street and what's inside is amazing. Every Matra model type is on display plus other French feature models which vary from time to time. Matra

Formula One, Le Mans and all the road cars and prototypes including those badged as Renaults, the Espace and Avantime. Matra built cars went onto the road badged as Matra, Matra Sports, Matra Simca, Talbot Matra and Renault depending on who Matra was sleeping with at the time, the parts bins of other manufacturers always contributed to the mechanicals of Matra made cars, this also included Ford v4 engines in the early days.



Matra Djet (blue) and Matra 530. The 530 looks great when viewed, I don't think it photographs well.



The Murena 'S' and earlier Bagheera series one. The Rancho – the first FWD SUV? Satin paint, I've even read of experiments with an electric motor on the rear axle for 4wd... what's new?



The Renault Espace 4wd Quadra, Espace series 1,2,3 made by Matra and hugely successful. The Renault Avantime (blue), Matra's final model, a two door luxury 5 seater people mover for those who no longer had a family to move but wanted a luxury people mover – it flopped, but has a following now.



Always good to see when your car is in a museum...



All that's left of the old Matra factory, the rest of the site is a housing estate.

Note: Check Museum opening hours before attending, winter and summer hours vary also it may be closed on Tuesdays when I checked. Do your research on this please. How long can you spend there? We attended the morning session, visited the town and old factory during lunch closure, it's a great old town and then returned for the afternoon opening before catching the trains back to Paris.



Postscript: The museum grounds are great for those who lose interest after the three hour morning visit and PM return to make sure you saw everything at least once.... Thanks Mandy.

End part one. Part two next edition, Matra formula one, LeMans and the prototypes.



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

HI from a cold and wet with a little bit of snow up country NZ, Not a lot of news this time as our annual car show was rained out again this year. The v8 motor now has the heads and manifold fitted, and we are getting near to fixing the brakes on the etoile, following on the fier engine now has a new clutch fitted after a lot of mucking around, Easter weekend saw us at the local vintage car club rooms for the national austin AGM part of the run took us to the british car musem some of you may rember it from your visit in 2014 once again passing on the history of the Dennis fire engine to the Austineers,

Early in Jan we went to the home town of Gisborne three and a half hours north of here to celebrate Lucy and ny wedding anniverary and daughter's birthday on the same day she took our two dogs with her two down to the beach first time our two had seen the ocean.

Sat the 7th this month we attended the local fire brigade 's open day and displayed the trailer pump it's getting harder to keep little children from climbing all over and playing with all the bells and whistles. Work has started on the new blokart track for us to use be great when finished 120 mtrs by 100 mtrs a \$120,000 worth there will be 6 hire karts for corperate use and inter school sailing etc the 1501 wagon gets some use as my kart lives in the back of it some weeks twice though when we sail in the park be hind us i tow it there with my mobility scooter, health wise i'm still waiting to see specialist regards my two knees and I have a agresive cataract in the left eye so i drive much any more and as I have my 80th birthday in June the worry is building up as to weather I can keep my driver's licence past this date, best wishes to those members who also suffer from health worrrys and to those who were affected by those horrible fires. please excuse the mistakes as it is hard to see with one eye.

Colin / Lucy





For a horrible moment I thought Lucy was going to clobber the little black bloke. The next photo cleared that up. Phew!





some Austins at the A G M

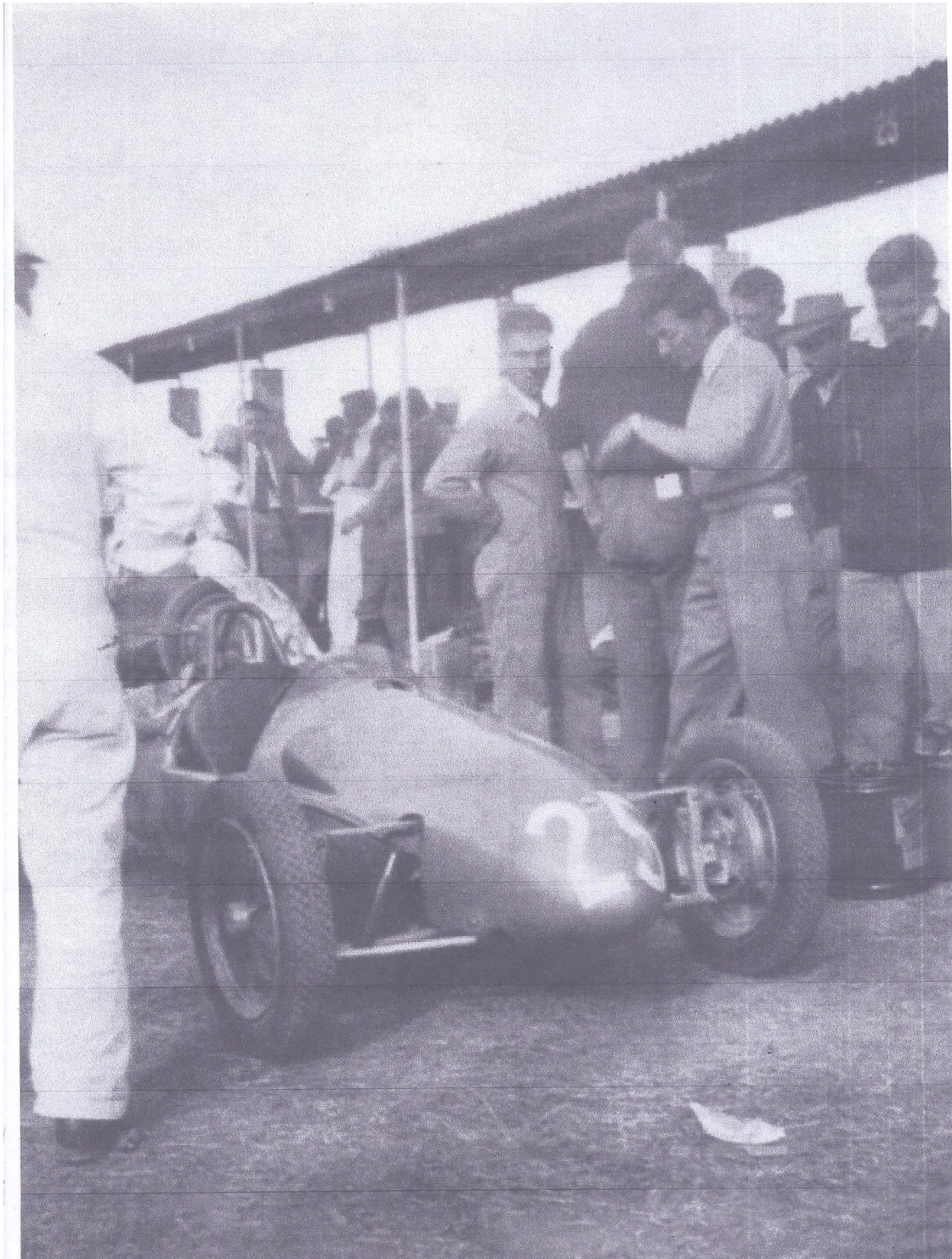


Love the little tourer, looks as though it is used regularly and all the better for it. Trouble is I can't fit in them. Editor



left spring clean a bit late

The famous Mt Druitt circuit. I can just remember attending several times with the garage crew Mum worked with. We would load up the Austin A40 Woody wagon and off we would go. The main memory is the fury of noise, dust and burning rubber. Editor



THE WESTERN STANDARD, Tues, June 23, 1982, p.47

MT DRUITT TRACK MEMORIES

RACE drivers who roared around a Mt Druitt track for almost a decade between 1948 and 1957 will recall those exciting days when they meet soon after the Bathurst 1000 race in October at Whalan Reserve, Mt Druitt.

The track was famous just after the war, attracting such greats as Jack Brabham and Leo Geoghegan.

It was a disused light aircraft landing strip, obtained by the Australian Sporting Car Club in 1948 to use as a race track.

The first meeting, with the track marked by drums at either end of the 2.9 kilometre stretch, was held on Show Day, October 4, 1948, with the first race - for fully equipped roadsters under 1500cc - being won by George Pearce in an MG TB.

First meet

The meeting's two main handicap races were won by Roy Murray (Bugatti Type 57 - under 1500cc) and Jack Murray (Day Special - over 1500cc), who also recorded fastest lap of

Old landing strip used by many top drivers

the day at 1min 30 secs.

In 1952 Belf Jones laid down a full road circuit on adjoining land owned by a Sydney businessman. It was 2.25 miles long and incorporated much of the airstrip.

The first race meeting on the new circuit was conducted by the newly formed Australian Racing Drivers' Club on November 30, 1952, with

the first race won by Alf Swadling in an MG TC.

The main event, a 50-mile handicap, was won by David McKay (MG Special) from Bill Shipway (Cooper 500) and George Pearce (MG TC s-c).

Over the next five years some 25 race meetings were held at Mt Druitt with spectator

attendance often exceeding 15,000.

One outstanding meeting was the 24-hour race on January 31/February 1, 1954, won by a Jaguar XK140 hardtop driven by Bill Pitt, Charles Whitmore and Mrs Gertrude Anderson.

On November 10, 1957, what was to be the circuit's last race meeting was held. Leo Geoghegan, in a

MAP of the old Mt Druitt race track at the present Whalan Reserve, formerly a light aircraft landing strip.

seven-year-old Holden, clinched the ARDC championship. Last race of the day - a six-lapper for sedans and touring cars - was won by Bill Slatery in a Holden FJ.

In February, 1958, a meeting between promoter Belf Jones and the ARDC failed to reach an agreement on the future conduct of Mt Druitt meetings and shortly afterwards irreparable

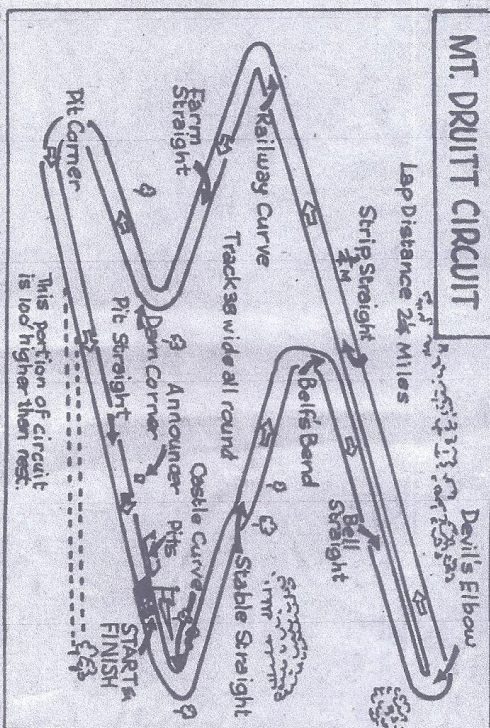
damage was done to the road section with a ditch digger.

The airstrip was undamaged, however, and several spring meetings were held on it during 1958.

One event was won by Frank Gardner (D-type Jaguar) and another by Len Luky (Cooper Bristol), with Arnold Glass (HWM Jaguar) second.

Introduction of the NSW Speedway (Public Safety) Act 69 the following year meant the end of this famous circuit which, in just one short decade, had established many great names in Australia's motor racing history.

Today the smell of racing oil and the roar of highly-tuned engines have long faded from the air.



RT16B: 1982 article about Mt Druitt Circuit.

Submission by Peter Walker

TALBOT-MATRA RANCHO

By the time they're ten, most cars are either dead, or dying. A decade into its life, the 1967 Simca 1100 definitely was. This small, French, front-wheel-drive hatchback – think Volkswagen Golf, seven years before Giugiaro's spectacular rescue of VW took off – had one year left to run, ending an unexpectedly stellar career as Europe's one-time best-selling car. But there was one more flourish to come.

It came literally off the back of the commercial version. There was a Simca 1100 van, really an unglazed, three-door version of the 1100 estate, but there was also a pick-up, of modest capacity but useful enough to sell in decent numbers before Suzuki and Toyota demonstrated how to make a proper low-budget, separate-chassis, heavy-duty beast of burden.

This is what provided a platform upon which Matra, French aerospace company and sometime car manufacturer, built one of Europe's first crossovers. Not that anyone knew what one of those was 40 years ago. Instead, the Matra-Simca Rancho was seen as a strangely

appealing fraud. The fraud was that it looked like a rugged four-wheel-drive – what with its big wheels capped with black arches, its chunky bumpers, its American cop-car bulkhead spotlights, its roof rails and safari-glazed, giraffe-spotting cabin – only it wasn't.

It had a raised ride height, strategic strengthening to its undercarriage, an optional winch and the demeanour of a machine in which to adventure. Yet in a mud-wrestle with authentic four-wheel-drives it was always going to be the tow-ee rather than the tow-er.

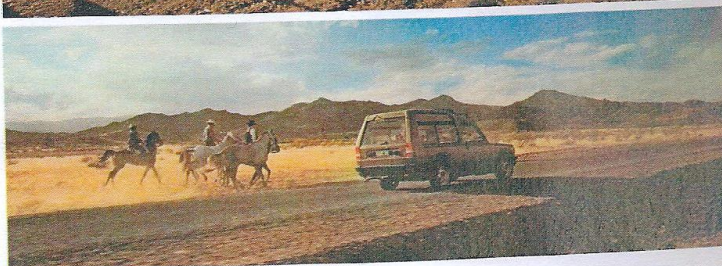
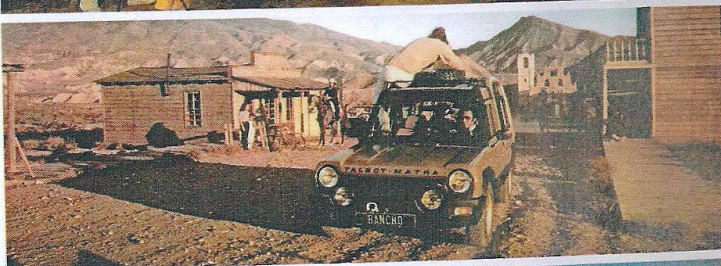
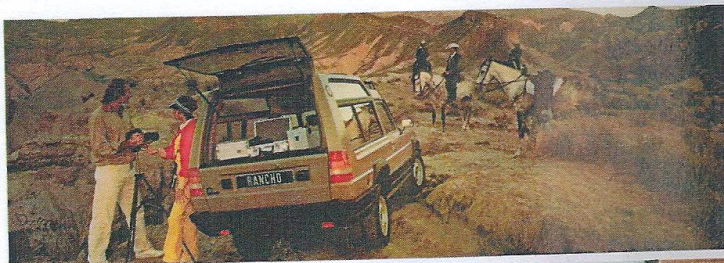
But that styling... It was the work of Matra's Antonis Volanis, who also designed the Matra Bagheera and Murena sports cars, and the first Renault Espace. The Rancho made the Defender, the Jeep Cherokee and the Mercedes G-Wagen look faintly quaint. It had the air of a junior Range Rover – or *La Range*, as Britain's fashionable four-wheeler was colloquially known in cosmopolitan Paris – for a fraction of the price.

And it was useful. To the Simca's flatbed rear had been grafted a modernist cabin extension that provided length, height and a certain bearing. The long, slide-open side windows were complemented with lateral skylights. The Range Rover-style split tailgate provided fabulous access and a platform for *le pique-nique*. And the recess for the rear wiper arm, and the Range Rover-style separate-lettered name badging, added just-so utilitarian class.

Rather surprisingly, the cleverly named Rancho wasn't completely useless off-road. The standard Simca 1100 hatch sat higher than a modern Focus or Golf equivalent, and came with the supple, long-travel suspension that characterised French cars of the day. The Rancho rode higher still, and, despite the bulk of its enlarged cabin, was less likely to bog than might be expected, because said cabin was fashioned from lightweight glassfibre.

That was the work of the automobile division of Matra, born when it bought René Bonnet's sports car business in 1964. It made Matra the →

Below and right
Brochure shots suggest the Rancho was at home on the range. The reality was a van with raised ride height and glassfibre rear quarters, but the concept was years ahead of its time.



**'IT HAD THE AIR
OF A JUNIOR RANGE
ROVER FOR A FRACTION
OF THE PRICE'**

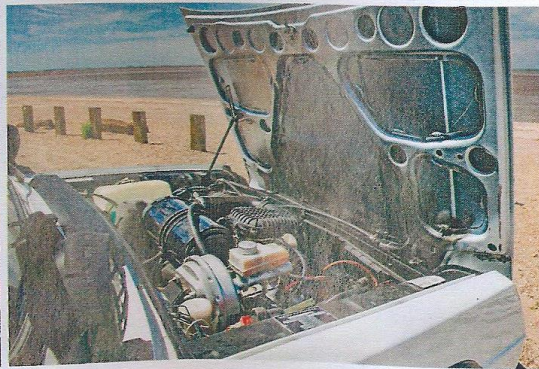
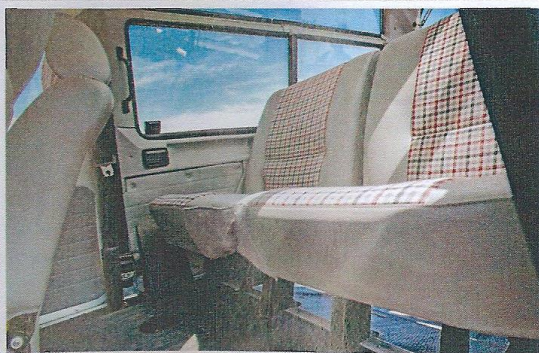
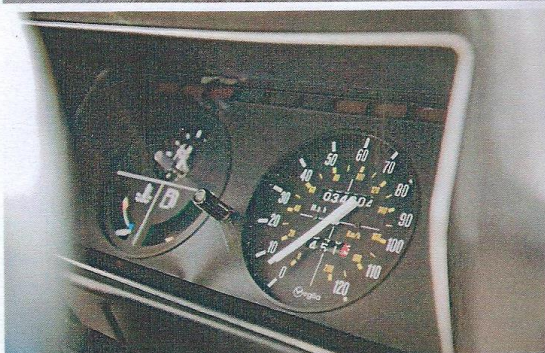


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TALBOT-MATRA RANCHO



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'THE COMFORT, GRIP AND THE VIEW OUT PROVIDE A HINT OF THE EXPERIENCE THAT MANY ENJOY IN A MODERN CROSSOVER'

producer of the fabulous little Djet, a slender, rear-engined, glassfibre-skinned challenger to the Alpine Renault. The Djet's evolution would eventually lead to the three-abreast Matra-Simca Bagheera and the pretty Talbot Murena, but that's another story.

What the Rancho and Bagheera had in common was Simca's energetic four-cylinder pushrod, iron-block, alloy-head 1442cc motor, in this instance producing 77bhp and 88lb ft of torque. That may seem far too bijou to propel a machine of the bulk and frontal area of the Rancho, but the motor had verve and far less weight – 1129kg – to shift than a modern equivalent. It was a bored-out version of the 1100 hatch's 1118cc motor, itself a stretch of the 944cc unit found in the rear end of the boxy Simca 1000 saloon. All versions shared camshaft followers with balsa-like durability, most Simcas announcing themselves several hundred metres before arrival by sounding like a cutlery drawer in an earthquake. Yet that didn't seem to affect the engine's capacity for hard work and long life.

The Rancho's suspension was less rough-edged. A pair of long, longitudinally mounted twist-action torsion bars suspended the front-end's double wishbones, a similar pair of transverse bars springing the back end's trailing arms. When the Rancho emerged, the Simca 1100 had already had its one major facelift, most of the money spent on a new dashboard presenting crisply marked instruments, a top-loading glovebox, a new steering wheel and gearlever knob – big stuff, back then – and wipers controlled by stalk rather than switch. All of which meant the Rancho's dash wasn't entirely out of kilter with its step-ahead exterior.

Matra bravely launched it in 1977 on mud and road in the hills behind St Tropez, where it acquitted itself to better effect than expected. A few years later Matra produced a Grand Raid version with a front-mounted winch and a limited-slip differential, a Découvrable version with opening rear side panels, and an upmarket model with alloy wheels and metallic paint (wow!) called Rancho X. There was also a three-row seven-seater, which the engine must really have struggled with when it was fully loaded.

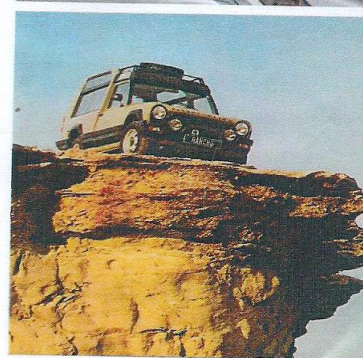
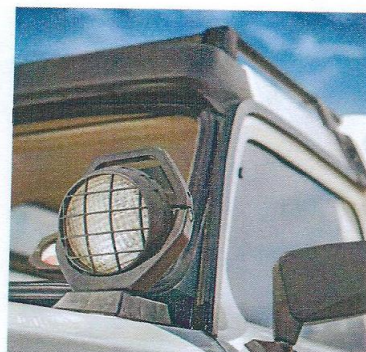
One-up aboard this well-preserved, low-mileage Rancho, those 1442cc feel quite peppy at low speeds, aided by low gearing. Amazingly, this example's cam-followers don't seem to have done much crumbling yet, the motor smooth and relatively quiet. Equally amazing is that the gearbox, with its Porsche-designed synchromesh, still allows you to engage second without a cog-clashing crunch, which is seldom the case. Your reporter knows all this because he's previously owned five Simca 1100s, two of them faintly sporting.

So this Rancho feels semi-familiar if not completely so, what with that glassfibre shed perched threateningly out back. Yet the Matra doesn't feel tail-heavy or wanderingly wayward. Nor is its steering especially heavy, despite all assistance to the rim being bicep-sourced. Understeer? It will, although you'll need to be going at a mildly reckless pace to find out.

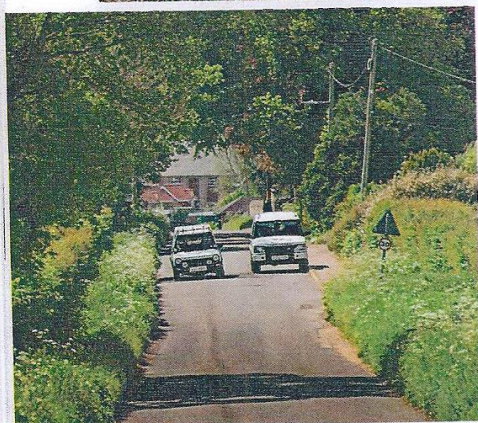
More surprising is that it doesn't heave-to like a dinghy rounding a buoy. Or not when it's empty, at least. You can get along briskly enough to keep up – just – with modern cars, while enjoying a squiggly comfortable seat and marvelling at stalk controls as skinny as chopsticks. The interior feels narrow in 2017, although it didn't 30 years ago.

So, is it good to drive? Its comfort, grip and the view out provide a hint of the experience that many of us enjoy in a modern crossover. And, like most old cars, it provides the feeling that you have charge of a live mechanism, if a slightly rubbery one. You'll get pleasure, too, from musing on the fact that this car foretold the mass-market demand for more space, more versatility and slightly higher-altitude interiors.

This ultra-rare Rancho survivor has spent much of its long life providing transport for a wheelchair-bound owner, the rear end neatly converted to provide a lift and floor-space to house both occupant and mobility device. Despite this, the folding rear seat remains intact, demonstrating just how much space there is in a Rancho. Look rearwards from the driver's seat and you stare into a boxy cabin spilling with daylight, much of which pours through those skylights. The Matra isn't short of provision for artificial light either, the headlights supplemented by a pair of gloriously



Above and left
You don't have to explore every cliff edge in a Rancho, but utility is very much its thing. Think space and light rather than mud-plugging supremacy, however.



Above
Rancho passes a parked
Discovery. Wonder where Land
Rover found its inspiration...

over-sized long-range spots housed within the moulded front bumper, and the rather pointless but point-making swivelling duo mounted just ahead of the A-pillars.

Never mind the front-drive mechanicals – the Rancho looks like a machine for adventuring. If your quest were to take you along rough tracks, or six-inch deep mud, or through terrain to which you could lash a winch cable, then the Rancho could probably get you to the end of the trail.

But what the Rancho is better known for today is that it ventured into largely unexplored market terrain, its half-car, half off-roader composition a precursor to modern crossovers. Not that Matra and Talbot, as Simca became in 1978, was aware of that at the time. Instead, the Rancho was an ingenious means of keeping Matra's low-volume Romorantin factory busy. It was a good call: the high-riding Rancho sold around 57,000 units over seven years.

Talbot itself, however, was doomed. The re-labelled rump of Simca and the Rootes Group/Chrysler UK business, bought by Peugeot in 1978, was on a fast-track decline. This was

1983 Talbot-Matra Rancho

Engine 1442cc four-cylinder, OHV, single Weber carb
Power 77bhp @ 5600rpm Torque 88lb ft @ 3000rpm
Transmission Four-speed manual, front-wheel drive
Suspension Front: wishbones, torsion bars, anti-roll bar, telescopic dampers. Rear: trailing arms, torsion bars, telescopic dampers Steering Rack and pinion
Brakes Front discs, rear drums Weight 1129kg
Performance Top speed 86mph. 0-60mph 15.5sec

despite having two recent Car of the Year winners in the form of the Alpine and the Horizon, the latter replacing the ancient 1100

Along with the sleek mid-engined three-seater Talbot-Matra Murena, the Rancho was the finest chunk of hardware to emerge from the hastily reborn, once-famous brand. Of the two the Rancho is now by far the rarer. The example here is surely one of the fittest of its kind, condition good enough to warrant returning rear-end architecture to original. It's a classic considerable usefulness, and one that wears appealing aura of utility cool. **Car**

THANKS TO Anglia Car Auctions,
www.angliacarauctions.co.uk.

The Editor
Swallow Tales

Just received my copy of Swallow Tales and it reminded me of a few things
That I have been meaning to do for a while.


Seeing the photo of Lyn Brown on the cover reminded me that if we could
See a couple of seconds behind we may see my P60. Lyn was the fastest Simca
Around at the time and I could not come anywhere near his times. I notice that
He had a wheel a bit higher than me. Maybe he was on better tyres than the
Michelin Xs that I could afford.

In previous Swallow Tales Rob Sniesby mentions Martin Faithful racing a Simca.
In my racing time Martin drove a Peugeot 203 and was faster than me. Coincidentally
Rob says he lived next to Martin and I was friends with a family a few doors up in
Henley Street.

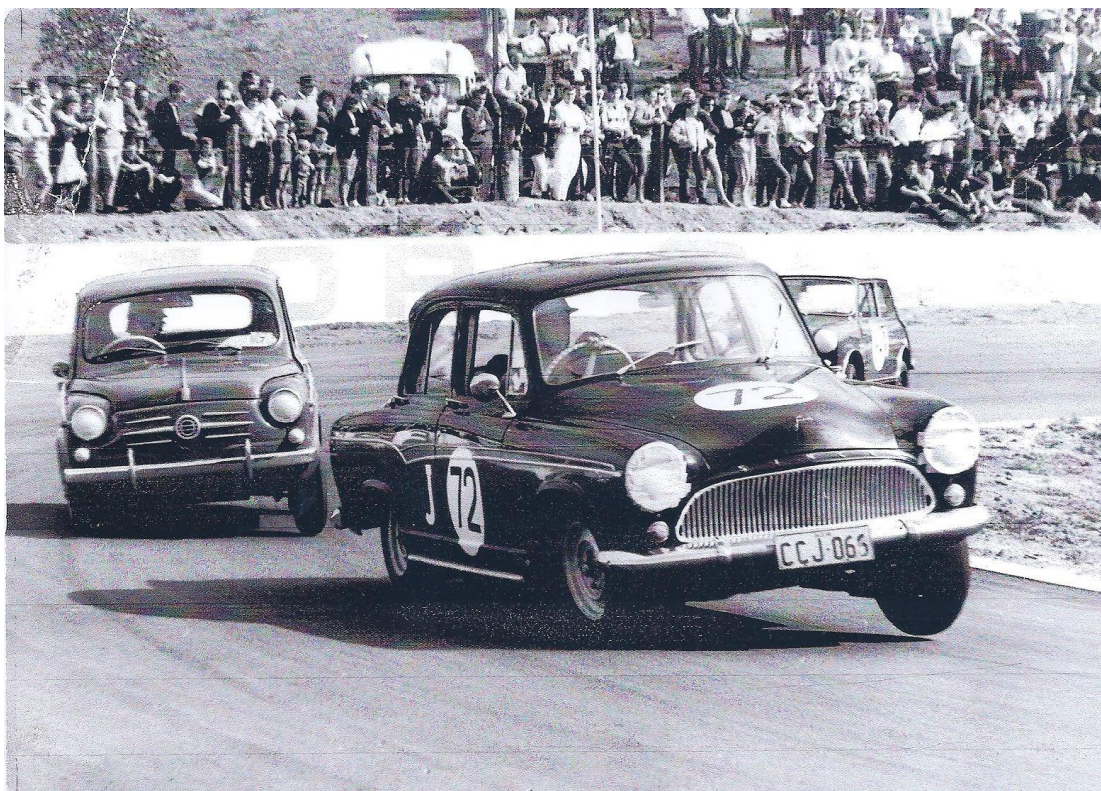
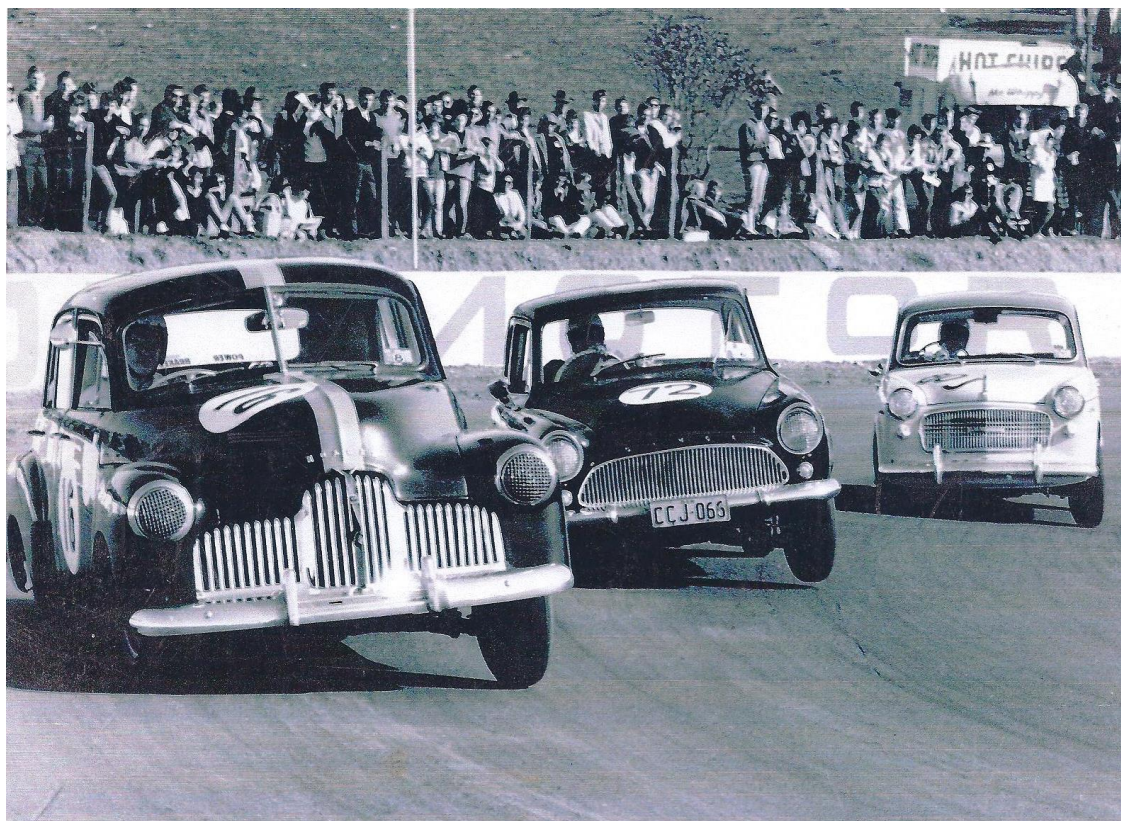
Also mention was made previously of Jack Nougher, (Eiffeltower) reminded me that
I had an invitation from him to race in a Simca series in Victoria. The most he could
Offer me was 10 pounds towards my petrol. As I was living in Hunters Hill at the time
My bank account would let me do the trip.

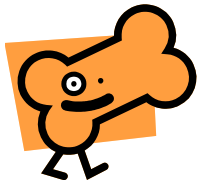
Whilst organising some of my thousands of Motor Sporting magazines lately I came
Across some these Simca articles which may be useful as fill ins in the magazine.

Finally just to let members know that I have five Simcas and feel it's time to get rid
Of three of them. All P60s. Two with Flash motors and one Rush. All complete in
Various stages of condition but will be very cheap in my opinion. Also a few second
Hand parts including a rear window glass for a Station Waggon.


Barry Gilpin
Jindera 2642 NSW
02 60263421





*Funny Bones*

Kim Jong-Un announced at a news conference that North Korea would be sending a man to the sun within ten years!

A reporter said - "But the sun is too hot how can your man land on the sun?" There was a stunned silence. Nobody knew how to react. Kim Jong-Un quietly answered, "We will land at night". The gathering and everyone in North Korea watching on television broke into thunderous applause.



Back in Washington, Donald Trump and his entourage were watching the news conference. When Trump heard what Kim said, he sneered - "What an idiot. Everybody knows there's no sun at night." His cabinet and everyone working in the White House broke into thunderous applause.

It's been snowing all night. So the morning goes like this;

8:00 I made a snowman.

8:10 A feminist passed by and asked me why I didn't make a snow woman.

8:15 So, I made a snow woman.

8:17 The nanny of the neighbors complained about the snow woman's voluptuous chest.

8:20 The gay couple living nearby grumbled that it could have been two snowmen instead.

8:25 The vegans at No. 12 complained about the carrot nose, as veggies are food and not to decorate snow figures with.

8:28 I am being called a racist because the snow couple is white.

8:31 The Muslim gent across the road wants the snow woman to wear a headscarf.

8:40 Someone calls the cops who show up to see what's going on.

8:42 I am told that the broomstick of the snowman needs to be removed because it could be used as a deadly weapon. Things get worse after I mutter : "Yeah, if it's up your backside".

8:45 Local TV news crew shows up. I am asked if I know the difference between snowmen and snow-women? I reply, "Snowballs" and am called a sexist.

8:52 My phone is seized and thoroughly checked while I am being blindfolded and flown to the police station in a helicopter.

9:00 I'm on the news as a suspected terrorist bent on stirring up trouble during this difficult weather

9:10 I am asked if I have any accomplices.

9:29 A little known jihadist group has claimed it was their plot.

Moral: There is no moral to this story, it's just the way things are today!

My wife and I went to the Gloucestershire Easter show and one of the first exhibits

we stopped at was the breeding bulls.....

We went up to the first pen and there was a sign attached that said:

'THIS BULL MATED 50 TIMES LAST YEAR'



My wife playfully nudged me in the ribs.....smiled and said,

'He mated 50 times last year, that's almost once a week.'

We walked to the second pen which had a sign attached that said,

'THIS BULL MATED 150 TIMES LAST YEAR'



My wife gave me a healthy jab and said, 'WOW~ That's more than twice a week!

You could learn a lot from him.'

*We then walked to the third pen and it had a sign attached that said,
in capital letters,*

'THIS BULL MATED 365 TIMES LAST YEAR'



*My wife was so excited that her elbow nearly broke my ribs, and said,
'That's once a day....You could REALLY learn something from this one!'*


*I looked at her and said,
'Go over and ask him if it was with the same cow.'*



My condition has been downgraded from critical to stable and I should eventually make a full recovery.:-

That's all folks.





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PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

The 2018 renewal of membership is due on January 1st 2018. 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

Victorian French Day is November 11th. We will combine our meeting at Beechworth to coincide with this date.

**SIMCA CAR CLUB AUSTRALIA Inc.
CLUB MEMBERSHIP RENEWAL****Jan – Dec. 2018****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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