



SWALLOW TALES

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

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The vivacious Vedette. Stunning result.



SIMCA CAR CLUB AUSTRALIA Inc

Dedicated to the preservation and restoration of SIMCA cars for the purpose of maintaining the Simca marque as part of the motoring history of Australia.

The Club was formed to provide technical information and spare parts assistance to Simca club members.

The Club has an affiliation with Simca owners and clubs throughout the world, permitting a global update of Simca activities to our members.

The Club maintains a register of Simca owners through our specialist Registrar for both Simca and Simca Vedette.

The views or opinions offered by members in this newsletter – Swallow Tales may not necessarily represent the views or opinions of the Committee of Management.

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

Greetings all,

The National Rally is approaching at the speed of an express train. Slightly concerning to us, as the last six months have been full on with an elderly Porsche and an elderly mother. 91 in fact. I don't know which has been the biggest pain in the backside. Probably my mum. She has a lovely unit in Strathpine, QLD and despite failing health, refused to move into care. The final straw was she was found unconscious in the shower, having had a fall and had been that way for two days. The doctors and family ganged up and arranged a lovely room in a new facility, much to her disgust. Leila was up there for sixteen days and I was up there for eight. Towards the end of the visit I asked her what she would like me to do with her car. Her reply was, "sneak it into the back of the car park, give me the keys and I will sneak out for a drive!" Honestly, old people!

After spending eight days in Brisbane only a couple of weeks ago, I can understand why people head north for the winter. Fear not members, October down here is lovely, not tropical but you won't freeze. Speaking of down here, anyone who intends coming to the rally should have booked by now. Full details in December Swallow Tales.



Off to live in WA

The Porsche is finally finished and ready for delivery next week. The result is absolutely stunning, which would need to be, after putting six months of my life into it. If I had of known it was going to turn into a full blown restoration, I would have let it snooze under its covers in the shed. Whilst all this has been going on our poor old Simca has been neglected. The Simca needed some paint work and the same mate who did the Porsche, wanted to give it the same treatment. Shudder!. I got another mate who has done our used cars for years to blow some paint around it. Sure the colour match is off, but it is shiny and cheerful and more to the point DONE! He's going to have another go at the colour after the rally. Cost of job? I bought the paint \$100, he charged me \$250 plus a slab of beer. My Porsche painting mate saw the result and we had to give him C.P.R. until the ambulance arrived. It's nearly ready for rego and begging to be run in. No expense has been spared on mechanicals. Our goal is to be able to jump in the car and drive anywhere in Australia without a second thought. The last part of the puzzle was, we didn't have any number plate lights.



Did the usual and rang Morrie Barrett, who made me some. See photo. Without Morrie and others I don't think we could have gotten this car done. Many thanks to Morrie, who has been extremely gracious, in response to my many calls.

Historic Winton has come and gone. Barring illness, we have been going for 15 years. We absolutely love it, it's a sort of mini Goodwood and a lot closer to home. We took our Porsche painting mate this year and he was blown away with the quality of the event. The really nice original Simca P60 was not there this year. The car display as usual, is a highlight of the weekend. The variety is stunning. I was talking to a chap who had an early Triumph Herald coupe on display. It was totally unrestored and in lovely order. He was very proud of it, but claimed he had paid too much for it. I assured him whatever he paid was not too much, he just had to put the key in the ignition and drive it. I'm glad it wasn't for sale, I love em.





I remember one year Peter Giddings, who recently passed away brought a freshly restored early Maserati 250F to Winton. I stood in the pits for half an hour whilst they fettled it for the race. An object of absolute beauty and when they started it up it sent shivers down my spine. A very emotional moment. Like a Spitfire aircraft, some objects are beyond the sum of their parts. My Porsche mate took the bus over to a car show on the far side of the track. He came back all excited,

saying there is a green Simca and teardrop caravan on display over there. It was of course Andy Woodsons car and van.



Saturday night was election night. Instead of going to the pub with the others, we stayed in to watch the "Somo miracle". Leila went down to the local Chinese and got Curry Prawns and rice takeaway. We each got 10 massive prawns and I remember saying it was the best Chinese I could remember. Around 1.00am I woke up feeling a bit squeamish. In fact very squeamish, spending the rest of the night throwing up the 110, well it seemed like it, prawns. One of them must have spent a little too long sunbaking. On Sunday we didn't get to the track until lunch time. If you haven't done Winton, put it on the bucket list. See below some of the more interesting cars on display.



Rare P76 Force Seven



75 Porsche 911



Original FJ ute

Austin 1800 ute and folding caravan



Jaguar XK120



Rare Customline Wagon

While we were away in QLD, Ian and Mandy buzzed around for three days looking at various venues. They commented that there was so much to do and see, which is very much the case. We are in the process of firming up the programme, which Ian has kindly offered to put into individual bound booklet form. Apparently he has sponsorship from the NSW government!!! On a couple of the days Ian will be offering an alternative run for the more adventurous. Our goal is to have each day a great experience but not frantic or tiring. Next edition of Swallow Tales will be sent out mid September with a full programme noted. Members upon arriving, will be given their rally pack which will include Ian's rally edition.

Our Cars. Tasmania is a long way from home. So have a think about preparation for your cars. Simcas, Matras are as tough as old boots but they need fettling. It's like the family cat, if you keep forgetting to feed it, it will die. Simple things like, when did you last flush the radiator, plugs, points, hoses, centre bearings, (sorry Kerry), check steering box oil, fan belt etc., I expect to have a tandem trailer with winch and a four wheel drive tow car available, but hope we won't need them.

Quite a few club members are struggling with their health and I know how draining that can be. Our thoughts and best wishes are with one and all. I would like to thank all our representatives for their prompt and excellent reports, it makes it so much easier to put together our magazine. Only three months until the rally, so get your sea legs ready.

Best wishes to all,
Iain and Leila.



When you are smiling, the whole world smiles with you.

PRESIDENTS REPORT - by *Rob Stapley*

Hi All,

Another 3 months has passed and the national rally draws closer. Iain and Leila are putting together an itinerary which includes interesting scenery and plenty of coffee stops along the way. It seems to me that the older people get the more important coffee becomes, well to the females anyway and before you ladies protest at that would you rather look at a museum or a coffee shop, honestly. Having said that Iain is conscious of budget restraints for us all and will be keeping costs to a minimum and getting good deals along the way.

Our club is gaining popularity and new members are joining up seemingly on a regular basis. Of course, the more members we have theoretically the more Simca's are being restored and hopefully get back on the road. We welcome new members but with the distances to travel if a new member is interstate chances are they will remain faceless to most of us until an AGM or Rally gives us a chance to put a face to a name. Nevertheless we look forward to the contribution you can make to "Swallow Tales" or any long time member is happy to chat by phone or email. Remember the purpose the club is to encourage Simca restoration to preserve the marque and increase public awareness of these great little cars. The more Simca's seen on the road the greater the chance of someone who has one tucked away in a shed somewhere to pull it out and start the restoration.

Cheers

Robert Stapley



SECRETARY'S REPORT - *by Doug Murphy***Membership Report:**

A warm welcome to each new member: Justin Walker, Peter Mayne, Laurie & Joshua Borg, Andrew Broadhurst and Allan Cruikshank.

At the latest count, the Club has 54 financial members plus five Life Members. So, membership numbers are rising. Great.

With the Constitution, a member can cease being a member for a number of reasons, including if membership fees are unpaid six months after the due date (1 January) and it looks like there will be a few in this boat. I have emailed to each of these members, the outcome is we might lose up to four members. Hopefully not.

Secretary's Report:**Correspondence In:**

For Sale: George Bobbitt, he has for P60, NOS starter motor parts; a drive (\$50) and an end plate (\$12). His contact details are ph 02 62381480; I had trouble with his phone number, so you might have to write to him, his address is 882 Bungendore Rd Bywong 2621 (that's near Canberra); from David Rees, on the Sunshine Coast, he has been a life long collector of Simca memorabilia which he now wants to sell. You can email him on david@david-k-rees.com his collection **is shown below (or in the attachment)**; from Melvin Weller in the UK selling a Vedette (**see the attachment**), from Ross Cannon, he has for P60, 3 aluminium hubcaps, 2 with pressed S, one with a raised S, contact Ross on ross.cannon1953@hotmail.com

Other Correspondence: Bastille Day Melbourne is at Federation Square on 12 and 13 July; Bay to Birdwood in Adelaide is on 29 September, and Registration is now open; correspondence re dating Andy Broadhurst's car in NSW.

The AGM and Rally: The following members have paid Registration fees for the Rally in Tasmania.

R Stapley
J & P Smith
D Reeves
G Crombie
M & R Rogers
L & M Huntly
D and M Murphy
M Barrett
R Verhagen
I & L Dyer
M Heritage
B Heritage

Should be a good rollup, a basis for a successful meet. Just a reminder, the Rally will be in Northern Tasmania from Wednesday 2nd to Friday 11 October. Enquiries about the Rally should go to Iain and Leila, **your preferred contact details?** who are custodians of the finer details.

Treasurer's Report:

Details of transactions and balances are shown below:

Bendigo bank balance as at 01/07/2018	\$6448.05
Plus Income to 31/05/2019	<u>\$2375.00</u>
	\$8823.05
Less Expenses to 31/05/2019	<u>\$ 939.71</u>
<u>Bendigo Bank Balance as at 31/05/2019</u>	<u>\$7883.34</u>

After consulting with President Rob, we decided to send out a newsletter between *Swallow Tale* issues. We have been mailing out a week before the emails go so everybody has equal access.

And to end on high note, in Las Vegas, a friend suggested we go have a look at some classical cars for sale. In a large warehouse of about a hectare, there were about 100 cars, all in terrific condition, mostly of concours standard. On the way out, I picked up a brochure, [see below](#). Or (its in the attachment) Its worth a read. No matter divorce, bankruptcy or losing your business, they have a car, with finance, for you. Only in America, only in Las Vegas.

Doug Murphy



1956 Simca Vedette LHD low mileage for sale UK. Contact details via Doug Murphy.

Special Interest Vehicle Concession Scheme guide

Conditions and restrictions

A special interest vehicle must not be used for:

- General purposes - for example, to commute to and from the registered operator's place of employment.
- For hire or reward - a fee cannot be charged for use of the vehicle, and the owner cannot receive any consideration or reward for supplying the vehicle.

You and anyone driving your special interest vehicle must only use the vehicle for:

- participating in rallies or events, including impromptu events organised by an incorporated vehicle club or events sanctioned by the Australia Street Rod Federation (ASRF).

Note:

- a rally is a social event where a parade of special interest vehicles travel together for competition or to meet at an agreed location.
- an impromptu event is an event that has been initiated by a club member, involves one or more vehicles, and is supported by an incorporated vehicle club or the ASRF.

Rallies and events (including impromptu events) must be listed in the incorporated club newsletter or on the incorporated club's website or social media page (or in another manner approved by the club or ASRF, such as the club calendar of events) prior to the event. The administrative process for supporting an event is at the discretion of an individual club or ASRF and must ensure members comply with the special interest vehicle conditions and restrictions of use.

- participating in processions for which a Special Events Permit has been issued under the *Transport Operations (Road Use Management – Accreditation and Other Provisions) Regulation 2015*
- exhibiting the vehicle in displays, fetes or similar functions conducted for religious, charitable or educational purposes
- ceremonial purposes (such as weddings, formals, funerals) involving immediate and de facto family members, or as part of a sanctioned incorporated club event, provided this is not done for fee or reward. Immediate and de facto family means parents, grandparents, sons, daughters, grandchildren, adopted children and adopted grandchildren, but not extended family members such as aunts, uncles, nephews and nieces
- preparing for, proceeding to, and returning from the above activities
- direct travel to and from an approved inspection station to get a safety certificate or certificate of inspection before offering the vehicle for sale
- travel in order to have the vehicle repaired. There is no distance restriction, however, such travel must be reasonable and justifiable by the vehicle operator
- road testing within a 15km radius from the place where the vehicle is garaged or is being repaired. The purpose of the travel must be to road test the vehicle following repair or restoration, or for general vehicle maintenance and not for any other purpose. This does not include use as an everyday means of transport. A passenger may travel in your vehicle to assist with road testing—only if your vehicle can legally carry passengers.

Buses are permitted to carry non-fare paying passengers for journeys (joy-rides) from an event (for example, a fete) and return provided the length of the journey does not exceed 5km. Payment of any kind cannot be received for these journeys.

Heavy vehicles over 4.5t GVM are permitted to carry a load provided the loaded GVM or gross combination mass (GCM) does not exceed 50% of the maximum permitted mass for the vehicle configuration. This mass is based on the lesser of:

- Individual axle ratings
- Tyre manufacturer's limits
- Manufacturer's GVM or GCM
- Regulation mass limits.

If your special interest vehicle does not have permanent lighting, you must carry a removable lighting system with the vehicle at all times and use that system whenever lighting would normally be required. Carbide lights are acceptable where that type of light was originally fitted.

These regulations relate to QLD only.

QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone, a few members from Queensland recently enjoyed a trip to the Restored Vehicles Association of Dalby Rally. You will see below the story written by David about the weekend. We are glad to hear that Alice is back on the road after a slight mishap on the way home. David and Skip also attended the Retro-Cruise day at Nerang in April and the Huntly's took the Etoile to a local display for National Motoring Heritage Day last month. It doesn't seem that much else has happened but we are looking forward to the French Car Day in Brisbane in July and the upcoming rally in Tasmania.

Restored Vehicles Association of Dalby rally - May 11 and 12, 2019.

Last year's rally hosted by the Restored Vehicle Association of Dalby (RVAD) was so much fun, that Skip, Mark and I decided to partake once again this year. Alice was also eager to get out of the shed and go for a decent drive, so it all seemed like a good idea. Remembering that it took a little longer to drive from the Gold Coast to Dalby than we envisaged, an earlier departure time was negotiated. Mark and I set off from the Goldie about 10:30am on the Friday (along with Alice, of course), and made good time, enjoying a decent lunch break in Toowoomba.

Arriving in Dalby at 3:00pm, meant that we had a couple of hours to obtain provisions, find our accommodation and get under cover before it got dark and cold. The accommodation was luxurious compared with last year's cottage (and priced accordingly), but I had hoped that I might have been able to encourage some other Simca-philes to accompany us. Alas, it was not to be. Doug was overseas, so the journey was not possible. Perhaps the Vedette could join us next time? My friends who joined us last year had other commitments, but it was great to catch up with Luke and Michelle, and meet baby Leo, the youngest member of the club!

Skip was unable to drive up Friday evening, so after an early start, joined us for breakfast on the Saturday morning – this year bringing his Peugeot 604. Luke and Michelle's P60 wagon is not quite ready, so they travelled in Michelle's Dad's XC Falcon – more family oriented than the little Etoile.

Saturday's cruise was out to Cecil Plains, where we heard from some proud locals about the history of the place, the soldiers who were granted land and the bustling metropolis that developed, so depended on the railways as its lifeblood. Unfortunately, change in government policy regarding how freight was charged, meant the books at Cecil Plains station appeared empty, despite the continued use of rail by local properties and businesses as a means of transporting product. Who would have thought that government decisions would have such a negative impact?! Most of the drive we were following a 1963 Wolseley 24/80, so it really felt like we were back in the '60s, although I was sitting in a different position in the

Simca to wear I used to sit in Mum and Dad's wagon – actually, I used to stand on the transmission tunnel, holding on to the back of the front seat so I could see everything. The things we used to get away with!

The evening dinner at the bowls club was delicious, and there seemed to be prizes galore – Mark and I won a couple of High-Vis vests – which as it turned out, came in quite handy! Attendees were down on last year's, and I imagine that it had something to do with the fact that on the same weekend, another car show was on. That explained why I could not secure the cottage accommodation and had to go a little upmarket! Hopefully, in the future the other organisation might liaise with RVAD so as to "spread the joy" more evenly through the year.

Sunday morning resulted in a drive through the country, ending up at the Dalby Model Aero Club, where we were treated to morning tea, demonstrations of radio-controlled model aircraft and drones. It was a terrific morning. We were late leaving Dalby in the morning, but Luke and Michelle waited for us, so the drive was less 1960's, and more 1970's, with Alice keeping up with a 4.9 litre Aussie muscle car, perhaps more because Luke and Michelle were keeping an eye on us in their rear-vision mirror, and less to do with Alice's ability to accelerate at a (dis)similar rate of knots. Skip, of course, was cruising up behind us in luxury.

After lunch at the Historical Society, people began to head home, and we were no different. Alice, all packed up, headed back towards Toowoomba, where she skipped a beat a little, but managed to gather her composure and continued down the range, through Ipswich and onto the Logan Motorway, then the Pacific Motorway where she managed to keep up with the traffic quite happily.

We had taken the Helensvale exit, and were slowing down for the lights on Brisbane Road, and she conked out. She had had enough and was not going to move another metre. Fortunately, the lights had been red, so we were moving very slowly, but "failing to proceed" in the middle of an intersection is not good. Mark and I pushed her through the intersection, and off to the side – how handy are those High-Vis vests??

The RACQ was there within 15 minutes, towed us home and organised the patrolman to come and check her out. Fortunately, we were only 8km from home, so it was not as inconvenient as it may have been! The RACQ were great, the patrolman determined there was a problem with the distributor, and, as part of my "call-out" I had another tow to my mechanic, once I had her booked in. Great service!

The guy who came to pick us up (at 6:30am on a Thursday morning) was very excited and wanted to know all about Alice and her history. Apparently the RACQ towies have a weekly competition as to who tows the rarest car. The towie took a pic and felt most confident that he would win

that particular week! Interestingly enough, when we got to my mechanic to unload her, there were a couple of guys at the BP next door who came over to check her out. They made an offer to buy her straight away. Of course, I did not accept, but it does show what a classy lady, Alice is. Even at her worst, she is looking her best!

Another great weekend was had by all, and hopefully we can get a few more Qld members to come out for the drive in the future. The next one hosted by the RVAD is likely to be 2021, as next year there will be an anniversary rally of the Toowoomba club, and the RVAD does not want to clash with their plans. Perhaps we could end up in the Garden City next year?



The Ford XC Falcon (aka The Green Machine) and Peugeot 604



Luke, Skip
And David



Alice at Cecil Plains



Last 8 klm's – chauffeur driven.

WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –

By John Pickles

WA State Representatives Report – By John Pickles

I’m back!! Just as you could be looking forward to a new and freshing reporter from the land of “Sandgropers”, here I am back to bore you with my ramblings. I have to confess my frustration, that in 25 years it was the first time I had failed to contribute to our club newsletter, but unfortunately I was in the hands of the power to be. I went into hospital for surgery with an anticipated stay of six days, but with complications after two operations the stay was extended to 35 days.

However there is good news. As I have been laid up, others have been working hard on their projects and it is exciting news to announce that after 13 years Ian Williams has completed the work on his Vedette, it is now licensed and on the road. Ian has graciously written for us the history of the Vedette from the day of purchase to the day of the current licensing.

“The Vivacious Vedette”

In November 2006, I purchased my 1961 Simca Vedette from Kevin Davis, a car dealer from Busselton from whom I’d bought 2 cars from many years before. The Vedette with a genuine 40,400 miles on the odometer had been in storage inside a sea container for 31 years. Unfortunately one week after purchasing the car, I had an accident while I was a truck driver which put me out of the workforce and on a pension, which resulted in the Vedette being untouched for approximately 18 months. After recovering from operations and rehabilitation I started dismantling the Vedette, upon removing the carpets I came across a neatly folded piece of paper, which when unfolded turned out to be the pre-delivery paint check sheet.



The next move was to have the car soda blasted, the only bit of rust in the lower edges of the front fenders was cut out and the firewall recessed 75mm to facilitate the intended fitting of a Ford 302 cu. in. V8 motor. My personal opinion is that the later Vedette's should have been factory fitted with a 221/260/289 cu in V8 motor, as the side valve motor was very outdated (if the Vedette's did come from the factory with the Windsor V8, they would have been a force to be reckoned with on the racing circuit), of course we all know that would have been impossible as Chrysler now had ownership of Simca.



The engine that I fitted to the Vedette is a Ford 302 cu in Windsor that has been slightly detuned, due to it having come from my son's drag car, but with a few shiny bits added to brighten up the engine bay.

The transmission is a Ford C4, rebuilt with a shift kit added and modified torque converter. The transmission crossmember is from an XY Falcon with Vedette ends grafted on (the crossmembers are almost interchangeable).

The rear axle is from a 1961 Ford "Tank" Fairlane with only a LSD centre added and spring mounts moved in slightly to suit the Vedette springs.

A dual circuit braking system has been fitted, along with dual diaphragm power booster. The brakes are 1968 XT Falcon XT V8 disc's and calipers up front and new reproduction 1959 Ford "Police Issue" drums/shoes and backing plates that were sourced from So Cal speed shop in the USA.



The steering column is from the Falcon XY, this had to be fitted due to licensing requirements (must be collapsible), the original Vedette switch gear has been retained at the top of the steering column. Inside the car the original upholstery has been meticulously duplicated, the only thing missing is a clutch pedal as the Vedette now runs the auto transmission.

At last, after 44 years of hibernation, the Vedette is on the road again, it's a pleasure to drive and certainly gets its share of positive

comments. The original number plates have been re-issued and fitted to the vehicle.



Must give a HUGE thankyou to my son Dale and his partner Courtney, without their help the Vedette would still be scattered all over the garage floor.

“The car is not only a showpiece, but everything it could have been from the factory and perhaps a savior for Chrysler”. (JP’S COMMENT

WARM WELCOME

We welcome our new member in WA, Paul Harvey and his Vedette. Paul has kindly provided an insight into how he was seduced by “Betsy”

I wasn't looking for a Simca, had never heard of the Vedette until.... I was looking for an old vehicle to do up, cruise in and attempt to relive at least some of my youth. I had been disappointed with a succession of overpriced and under-whelming Holden's, looked at Austins and Morris (too small) and was resigned to sourcing a Vauxhall from interstate. Being a dedicated Holden man I could not bring myself to look at anything with the blue oval. My car mad middle son threatened to disown me if I even thought about it.

I was searching the Internet again when I accidentally stumbled upon the Vedette on EBay and it was in Perth. I looked, fell in love and the rest is history as they say.

I bought her in October 2018 and have loved every minute of our time together. I contacted John looking for history on the car and was pleasantly surprised that he knew her years ago. It also appeared that I would have seen her in my teenage years when she resided at Scott's Garage, Wellington Street, Perth.

I use Betsy as a daily driver and have put a few miles on her since we started our relationship. She has become a regular at Northern Steel, Joondalup which is a cruise in event held once a month at Joondalup Bunnings. She always attracts a crowd and a lot of interest. Most say "what is it"? But every now and then someone will come up and talk about the Vedette they drove in the 70's and how much fun it was.



"SIMADORE"

ABARTH SIMCA 1300 GT

We welcome our new member Allan Cruikshank from New South Wales, who is the owner of a rare and special Simca of which there are few existing in the world and is the only example in Australia. I guess it is ironical that this story follows on from Ian Williams saga of his 13 years dealing with the frustration of matching parts and dealing with bureaucracy. Allan's challenges are a little different as he attempts to restore this desirable machine to its original status. While it was marketed as a Simca, it in reality is quite a hybrid with many a Fiat part included in its structure. This car was originally built in left hand drive but some time in its life received a less than perfect conversion to right hand drive. Allan is now attempting to restore it in the original build of L.H.D. but has failed to find an original 1962 Simca 1000 "Gemmer" L.H.D. steering box as fitted to this car. This "Gemmer" box was only on the 1962 Simca 1000 sedan before a different steering box appeared in the 1963 onward. We believe the car was converted in Australia and perhaps the original steering box is lying around in someone's garage. On the other hand, perhaps some of our European readers may know of a 1962 Simca 1000 sedan rusting away in the forest and be able to retrieve these parts. The car is a series 2 that features the three row slotted louvre boot lid. The car is currently undergoing a complete restoration.



This following article was found on the "PRIMOTIPO" internet site and is the history of Allan's car and how it came into Australia.

Abarth Simca 1300 GT .



Gay Cesario gives the engine of his Abarth Simca GT 1300 a final tweak with an admiring crowd checking out the lines of the car at the Sandown Tasman Round in February 1967...

Australia is a country of immigrants, even the Aboriginals, our indigenous people arrived here some 25,000 to 40,000 years ago. As a 'Skip' (Anglo Australian) the travails of migrants, are not something I ever thought much about. But having gone out with three post-war sixties/seventies migrant kids in the last decade - a (crazy) Croatian, Scot and an Italian I am now highly aware of the guts it takes to jump onto a ship staking your entire future on a faraway land they knew bugger-all about in those pre-internet times.

Lucio Cesario recalls- 'Dad bought the car just out of Rome at a hillclimb 'on the spot' and drove it straight home that day. Some time later he decided to ship the family and the car to Australia so we drove from Rome to Naples, a four or five hour drive. There was my mum, dad, brother, sister, me and all our belongings crammed into the racecar, including some spares as we were shipping it out from Naples on the same ship. Boy I wish I knew where the little car is today!?'

Gay Cesario raced the car in Australia, its whereabouts as you can see from Lucio's comment above unknown. Gay raced on, I can well remember him running a Fiat 124 Abarth in Victorian production sportscar races well into the mid-seventies at least. Lucio was a well known racer during Australia's Formula Pacific era, he parlayed immense Ralt RT4 speed into a season or so with the works Lancia Team during the Group C era- that is an interesting story for another time



Simca was founded by Italian entrepreneur Enrico Teodoro Pigozzi in 1935 to build Fiat's for the French market. After WW2 Simca continued to produce the cars but they were given more unique character by fitment of different grilles and engines. In 1961 the company launched its most successful model – the Simca 1000. It was the concern's first rear-engined car, a neat four-door saloon powered by a Fiat 600-derived 944cc 4-cylinder engine giving circa 35bhp in standard form.

Carlo Abarth's old Viennese sparring partner, Rudi Hruska, became a technical consultant to Simca and regularly brought Abarth's successes with its Fiat-based cars to the company hierarchies attention. The idea of competition success appealed to help build the brand so Abarth were invited and engaged to produce a GT car using Simca 1000 components as a base. The 'Simca-Abarth' or 'Abarth-Simca' names are interchangeable- the 1300 GT was the result.

Abarth designed a new engine using the tried and tested broad architecture of the 1961 1000 Bialbero of 1288cc with the new cars

floor pan, transmission, steering and suspension from the Simca 1000 whilst the body was of the latest Fiat-Abarth Coupe configuration.

The Simca-Abarth 1300 was launched in February 1962. The 1288cc, DOHC, twin 45 DCOE Weber fed 4 cylinder engines produced over 90 bhp @ 6,000 rpm, the cars proved capable of running rings around the rival Alfa Romeo Giulietta during 1962. The two valve engines specification included dry-sump lubrication, a rev limit of 7,200rpm and a claimed power output of 125bhp at 6,000rpm- more like 90 but certainly more than enough. The little car weighed 630kg/1388lbs and was capable of 142 mph.

The subsequent 1600 variant with 138bhp at 7,800rpm and with Girling disc brakes all round was capable of 240km/h - 149mph. Fast cars indeed.

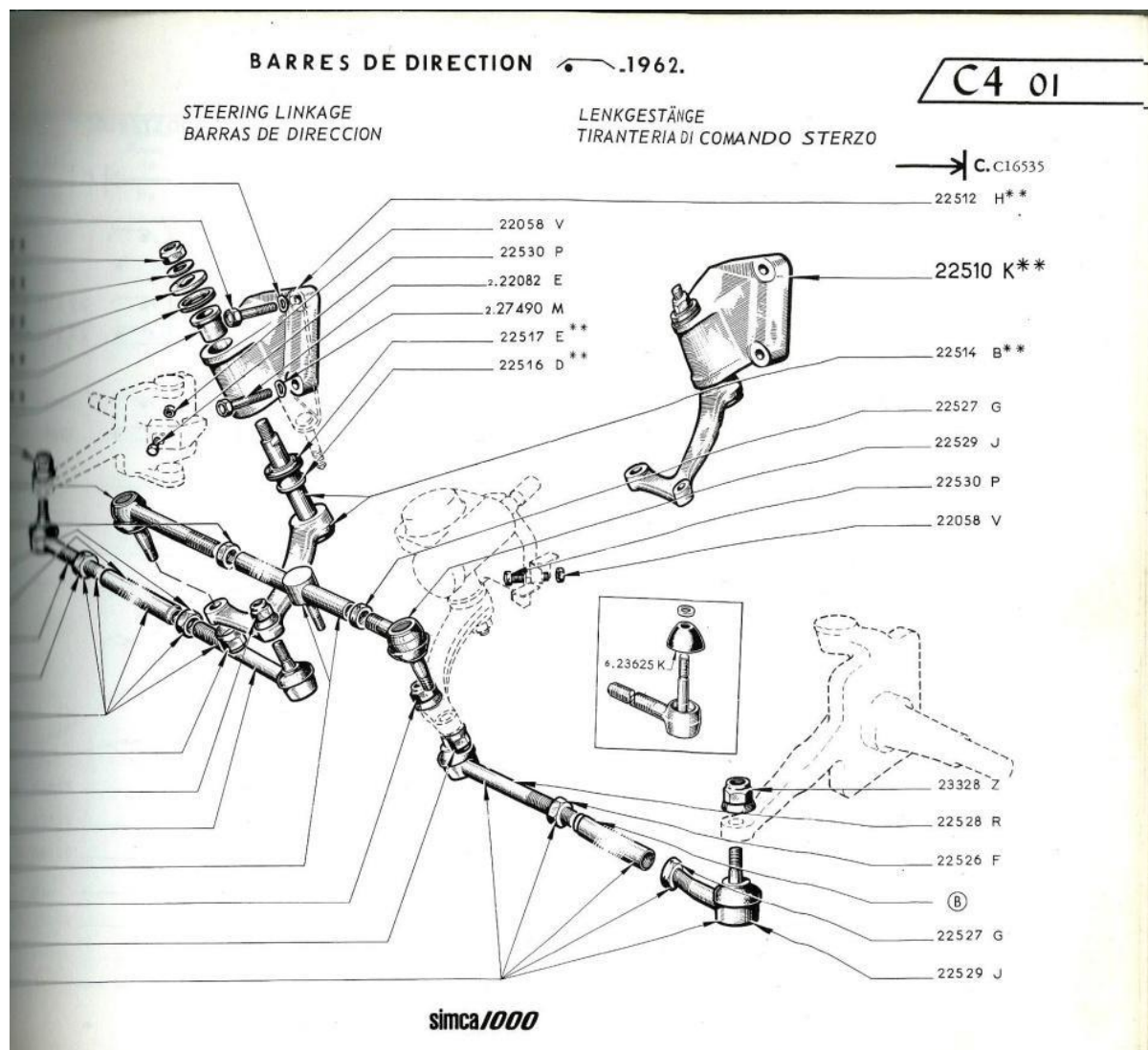
Abarth's 1963 racing record is said to have achieved a staggering 535 victories, of which 90 were scored by the Simca Abarth 1300s.

The body design of the GT Coupe was also influenced by the latest small-capacity GTs styled in-house by Mario Colucci at Abarth's famous Corso Marche factory and was built 'just around the corner' there by Odoardo Beccari's specialist *carrozeria*.



Abarth Simca 1300 GT...

Allan is looking for a complete steering box and idler box, or at least the housing.



A company in Argentina can manufacture a complete steering repair kit but they really require a sample. This letter sent to Allan may be of interest to others that have a need to rebuild a steering box.

We don't manufacture the complete steering gear box that you requested because the market for these model is small.

But we usually manufacture the steering repair kits, which contains several parts like :

1 (one) steering gear worm.

1 (one) roller-kit to repair the sector shaft **(A)**

1 (one) upper worm roller bearing.

1 (one) lower worm roller bearing.

1 (one) shims set for adjusting the worm end play **(B)**

1 (one) gasket for the sector shaft cover.

1 or 2 sector shaft bushings or needle roller bearings.

1 or 2 oil seals.

A) This roller-kit includes : 1 roller, 1 pin, 2 oversized flat washers and the full complement of needle rollers.

(B) This set includes : 1 brass shim of thickness 0,05 mm, 1 copper shim of 0,10 mm and 4 aluminium shims of 0,20 mm

Regarding your inquiry, we would like to confirm the correct spare parts for your application.

So, please send us some pictures of the complete steering box and if it is possible of the internal parts (steering worm, sector shaft, bearings, etc..).

Also inform us the housing casting number / code (I think it was manufactured by Gemmer)

Eng. Ricardo Cavallero jr.

RICARDO CAVALLERO S.R.L.

"Steering Parts & Systems"

Bahía Blanca 1070 - C1407ABT - Buenos Aires - Argentina Tel./Fax : +54 - 11 - 4636 1547 / 4636 1507

Whatsapp : +54 9 11 4095-0186

Web site : www.chsauto.com



If the 1300GT turns you on, how would you like the Abarth Simca 2 Mila 2000



VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

by Andy Woodson

Hi from Victoria.

After a long hot summer, things began to cool down in Vic, and car shows and swap meets became pleasant to attend, and also saving our older vehicles from boiling radiators. The Lancefield swap meet and show and shine was well attended. Lots of British, American and Aussie vehicles on show. A good buy was a Ford Customline ambulance for around 16k. Broadford held it's annual event on Easter Monday, same weekend as the motorbike nationals. Always draws a huge crowd. I've included a couple of pics of early Fords that were on show. The highlight of the first half of the year is always the Historic Winton event, held annually in late May. The weather was great, and lots of classic cars and motorbikes along with a large enthusiastic crowd. I got a few good pics; especially, a unique Citroen utility that must be the only one around ? An imported VW beetle panel van was on show, which made me wonder why we never had them imported down under. I reckon we would have bought lots of them. How cute it looks! I took my Simca and teardrop along for the day and had conversations with the younger generation about Simca history. As we are aware, a lot gen x and y's etc have never heard of them. Peter from Wangaratta is currently meditating what to do with his vast array of Simca parts, so watch this space. A possible new Victorian member is a Simca devotee named Luis from abroad. Will follow up with e-mail and phone. Anyway, all the best till next time. Andy. Woodson.



I agree with Andy, what a fabulous car. As an aircooled fan, I thought I knew every model available. Surely this is a custom build? Whatever, it's fabulous. Editor.





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

Hi all Again,

The weather has changed from hot to cold. We have had some good falls of rain and all is green again. The cars always seem to run better in cooler weather so club runs are more popular and better attended

I had a call from Garry Williams, former owner of one of Mel's Vedettes the other day. The Chrysler club of S.A. is organising another Chrysler event and are organising a programme of Chrysler displays and they want to involve the Simca's on one day and he was wondering if any Simca's would be available for a static display. Of course, I agreed to participate but it will be held on the first Saturday of October when most of us will be in Tasmania. Unfortunately, I had to decline the invitation on behalf of the club but if anyone is interested who is not going to Tasmania the invitation stands. Apart from that we have a few car runs coming up when the 90a will be back in use

We hope everyone is well and avoiding the dreaded lurgy which has the capacity to kill delicate souls.

Stay well and cheerful

Cheers from S.A.

Ina and Robert

Believe it or not, this is part of 60k worth of sheds, Rob is going to erect himself. Hope he has plenty of sky hooks.
(Editor)



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

NSW REPORT

Over the past few months, things have been quiet as far as any SCCA attendance at shows. Individual members have been busy with their cars.

Andrew Broadhurst, welcome, great to see another Bagheera in the club (photo coming tonight Iain and Leila), I've been chatting to Andrew regarding historic registration, Richard Laney has been most helpful in providing information to Andrew. Currently the SCCA is not an authorised club for H plate requirements in NSW.

Morrie is still working on the Grand Large with Tasmania the target. Morrie also reported that one of the Inverell cars has travelled north to Peter over the border. Of course Morrie and Marg have been out and about with the Peugeot Club visiting the silo art towns of Victoria - he recommends this as a great trip.

Don and Barbara's car, as reported last edition, had some troubles and is now back on the road with a new head gasket and radiator repaired and in place through Don and Morrie's work, looking forward to catching up with Don and Barbara at the Sydney French Car Day.

I had a quick chat with Geoff Rose last Sunday. Our wishes and thoughts are with you Ruth and Geoff as your treatment continues Ruth, we know its very difficult at the moment and you have all our thoughts and love. It's good to hear the P60 is back on the road and you were both able to attended some local car activities. Take care.

Mandy and I spent a weekend in Launceston recently and were most gracious for Iain and Leila's generous hospitality. We were helping with planning some drives for the National Rally (any excuse for a holiday really). I can confirm there are some great drives, plenty of hills, great scenery, tasty pies and good wine....





The Rancho has been sandblasted and is currently being welded up, with the instruction 'to make it strong and safe', plus 'all the welds will not be on show' it wont be a show car but it looks like we'll get it on the road. Any lesser car and it would have been scrapped. Once the lower rust and shock mounts/tub are repaired I'll be drawing up plans for some metal folding to

repair/remake some of the rear canopy rails and attachments, then to suspension and brakes.

On the 16 June I met up with Morrie at the Newcastle European Car Festival run by the MG CC. Certainly some interesting cars including a Bond Bug, four TVRs (Doug), a canary yellow Lotus Espirit V8 and one of my favorites, an original condition Austin 1800 ute with canopy.

Market Place: Morrie has front P60 and P60 wagon shocks for sale, please phone Morrie on 0429495003.

NEXT EVENT: Hope to see you in Sydney Sunday 14 July All French Car Day



ALL FRENCH CAR DAY

Sunday 14th July, 2019
Silverwater Park, enter via Clyde St east
Display your French vehicle
\$10 vehicle entry into grounds, spectators free



100 YEARS OF CITROËN

Peugeot

505 turns 40



From 9am. Concours entries close at 12 noon.
Coffee, snacks, raffle, merchandise, trophies.
www.peugeotclub.asn.au/pccnsw.html for details and contacts



Matra Bagheera Courreges series 1 1975 in pearl and butterscotch. White leather seats

216 made

Owned from new by a dentist in Holland. Wrote to him and he is now 83 years old and he got quite emotional to discover I owned his favourite car and it was 'Downunder'. He sent me some provenance photos

The following are observations made by Ian and Mandy on their trips down here. Their obvious enthusiasm is much appreciated. Their suggestions have been thrown in the mix and next Swallow Tales will have the definitive programme.

Editor

Hi Iain and Leila

From our recent trips to the island we've had the opportunity to do the drives and most of the activities below. This is just a list of things that Mandy and I can do some further plans/route maps etc for if you want us too. I know there's a lot, and we don't mind if you want to use any or none, happy for you to ask us to do any more work on any of them or other things you have in mind.

Also I can print and bind an A4 color trip booklet if that helps, I'd just need files or hard docs that you'd like to use.

What we found:

Drive to Waverley mills (if they will do a tour), Scottsdale for morning tea there is an arts display and also a military museum (we didn't visit) in town, Janz / winery/cheese, Bridport lunch, return via lavender farm? (I know you mentioned a certain road/pass to include).

Drive - the Great Lake tour. 210km, drive through Poatina, power station visit, stop lunch/ bowl chips coffee/beer etc at Great Lake shop hotel, Deloraine Gin/cider (Red), possibly markets depending on the day. This is a big day but a great drive up to the high country, old fishing shacks and dam wall etc.

Drive to Beaconsfield and mine tour, Swinging Gate winery/cheese tasting, also I think there is a marine research place to visit (we haven't been there), could include Greens Beach - old style bar at golf club. Lunch maybe bakery in Beaconsfield or byo from home. There's also a small coffee shop with some old motorbikes in it.

Drive to Ulverstone, possibly through Sheffield to stop and look at murals, also there is a bbq in the park or plenty of coffee shops, we did a great route through Wilmot, farm land and Gawler to Ulverstone.

Drive to Stanley from Ulverstone along coast road return via highway, visit wood chips Burnie and the Made in Burnie shop/display, stop to drive through carpark at iron ore works at Lotta, Wynyard car museum, lunch at Stanley/shops, sausages sizzle or make your own sangers, chairlift, return via highway. Another big day but great.

In Launceston, Show shine, National motor museum, shopping, markets, the evening market(Saturday?), Boags brewery tour? Visit your car project and any other local car things you know.

Cataract Gorge visit, chairlift and also boat ride.

Free day, own trip, any for Cradle Mountain? Own day in Launceston, or possibly the day to Ulverstone/Burnie. Is there a railway museum somewhere?

AGM and dinner.

Trivia - Mandy and I are working on this.

Movie night at the caravan park - a suitable movie or even a music night choosing old songs people like from Youtube to watch and listen/sing.

Caravan park dinners.

Pizza night

Wine and cheese night(s) ha ha.

Chill by self...

Cheers

Ian and Mandy



The Nut at Stanley, historic fishing port.

NEW ZEALAND REPRESENTATIVE'S REPORT -

G'Day from Colin/Lucy,

Some pictures from the Meeanee swap meet here in may a small display this time I took the blokart as you can see used the mast to fly the Simca flag given to me by Peter all the way from Holland but not enuf puff to make it fly. At my visit to the Knee man in Feb he was astounded that it was not done as he requested consequently it has been set down for Oct so unfortunately we will not be at Tassie this time. In April the red 1,000 was sold the buyer was going to keep in touch on it;s progress but nothing heard since. May saw my left eye being fixed and now have to get new glasses for it. And to top it all off left knee has gone to the pot needed to be fixed as well, however some 3 weeks ago at the retired gathering of senior sailors the wind was quite strong and we all had the smallest sail on about 7 of us when a big gust struck and 4 of us took off running off the track into the grass at speed all capsized and laughing a lot checking my GPS I saw our speed was 48.2 klm in the air what fun we still talk about it just shows how safe we are when strapped in no one was hurt in any way. Quinn the owner of the green simca1501 s/w has returned to Holland for a year or two. we do miss him. Apart from all that Lucy and I are all well. Enjoy the gathering cheers from the Smiths.





Hi All,

In New Zealand SIMCA has been living the slogan "Some Car this Simca". In early May we travelled to Hampton Downs Motor Racing Track to visit the Bruce McLaren Museum based there, and then in late May took the Simca on its longest trip in 45 years.

Some maintenance in preparation was needed, the Simca's running temperature has been above normal for some time and I also needed the engine to be running somewhat more evenly, - we needed to fix the stutter it was suffering. First job was to check the water was flowing properly through the block by removing the block drain plug. No problem there but with the fluid level lowered in the radiator we found the core partially blocked. Since the radiator had been refurbished a relatively few miles ago, the decision was made to remove and give a good flush. Problem fixed, running temperature is now significantly lower. Next was to change the points & fit a new condenser. That solved the stutter and oh the joy of a smooth running engine.

The run to Hampton Downs was 200km return and provided a good test before the main event. The Bruce McLaren museum has a Canam car, a Formula one car, a couple of Formula 5000 cars 3 or 4 other McLaren saloon race cars and lots of memorabilia including a little refurbished baby Austin from the McLaren family garage in Remuera. It was a pleasant run and we had lunch at the café there. I was very impressed with the developments at Hampton Downs since I was last there. The track is longer but can be split so saloon cars were racing on one section and motor bikes on another section of the track. There is also go karts in a separate area. The last time I was at Hampton Downs was with an accountants group where we had a time trial event in late model BMW's on the wet skid pan – It was a challenge but also great fun and I actually got fastest time for our session.

I have written separately below about the tour we did to Stratford, in Taranaki. I was born and raised in Taranaki before we moved as a family to Auckland when I was a teenager, so Taranaki and Mount Egmont are special places for me! Our trip was a 1250km adventure with six others classic cars. The Simca had the smallest engine of the group and certainly upheld the slogan – Some Car this Simca.

Colin Smith has also sent a contribution, so hope you enjoy this NZ section of the magazine.

At this stage Yvette and I have booked flights to Tasmania for the AGM tour and booked accommodation at Launceston and Ulverstone. We are now in the process of planning some extra time around Tasmania.

Cheers Gerard



Classic Cars Through the Forgotten World Highway

We arrived home in the last few days from an awesome tour in the Simca with a group of other classic cars. We were away 9 days and every day we saw something old but interesting and learnt something new. It was the Simca's longest single trip in over 45 years and covered 870miles or 1250kms on a round trip from Auckland to Taranaki through the Forgotten World Highway and the Simca never missed a beat.

Yvette and I joined the tour in Cambridge where we visited a giant earthmoving equipment company. The owners have a strong interest in V8 racing and also have an impeccable display of muscle cars. If that wasn't enough also on display was a motorbike powered by a helicopter engine, superbly designed and with a showroom finish, it looked aerodynamically smooth enough to fly!



Day 2 was classic cars and tractors and other memorabilia and day 3 musical instruments from all around the world, mainly string instruments, a feast of tone, pitch & quality.



The next visit was to a picturesque gardens but spring would have been better than autumn except for the bag of fejoas we left with which we couldn't have got in spring!

The following day we went to the Chateau on Mount Ruapehu, since we were going there and back we decided not to take the Simca mountain climbing and double stacked in a Humber Super Snipe so had space to spare. Although all the buildings at the top of the mountain access road were closed for pre ski season renovations, we could view the new gondola lift been prepared and the testing of snow making facilities in Happy Valley, so there was plenty of interest happening.

Next day we travelled the Forgotten World Highway from Taumarunui to Stratford a distance of 156km. I will let you work out why it's called the Forgotten World Highway but the Simca proved that while it may have had the smallest engine of our touring group it had the biggest heart as it worked hard in second gear numerous times, over three hill saddles (the only time on the trip the hills demanded second gear). The scenery was also unspoiled forgotten world and the pub at Whangamomona, where we had lunch, was itself from some earlier era.





From Stratford we visited an Aviation, Transport and Technology museum, which actually had so much more than that to offer. It brought back many childhood memories from the displayed dental clinic, butcher shop, shoe repairer, optician and other shops all laid out from the 1950's or earlier. Something special for me, as my father had a printing business in Taranaki, was a print shop with

presses and other printing equipment setup just as it was in Dad's business when I was young. Taranaki is well known for its beautifully shaped and picturesque mountain, Mount Egmont or Mount Taranaki and the surrounding national park. One of the interesting aviation items displayed was parts of a crashed plane only found and recovered from the mountain in 1974, 30 years after it had crashed. When found it still had the skeletons of the two airmen inside.



Mount Taranaki and the surrounding national park. One of the interesting aviation items displayed was parts of a crashed plane only found and recovered from the mountain in 1974, 30 years after it had crashed. When found it still had the skeletons of the two airmen inside.



Other visits from Stratford were to a recently setup Holden museum or collection, a motocross bike collection and a private aircraft collection. The Holden museum included a 1948FJ through to several late models bought and preserved from new – well worth the visit. At the New Plymouth airport, we learnt the Vampire jet on display flies for just one hour on full fuel tanks, before needing to land and refuel (scary thought). It can carry auxiliary tanks to get a little longer airtime.

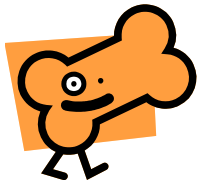
The ninth day saw us heading home. Fortunately the Aucklanders had all departed around the same time as heading up one of the hills we found our group stopped on the side of the road where the super snipe had run out of petrol. Fortunately I was able to provide a spare container of fuel, but not before it was suggested to the unfortunate driver that an earlier stop or maybe a smaller car (Simca!) would have got him further.





Notice the two plates? John had just finished half a bison and was waiting for the other half to cook! Just joking John, but you can eat me under the table. (Iain)

*Happy birthday John
from all of us in the club*



Funny Bones

A TOUGH COWBOY APPROACHES THE PEARLY GATES ...

"Have you ever done anything of particular merit?" St. Peter asked.

"Well, I can think of one thing," the cowboy offered.

"On a trip to the Black Hills out in South Dakota, I came upon a gang of bikers who were threatening a young woman. I directed them to leave her alone, but they wouldn't listen. So, I approached the largest & most tattooed biker & smacked him in the face, kicked his bike over, ripped out his nose ring & threw it on the ground. And then I yelled, 'Now, back off or I'll kick the crap out of all of you!'"

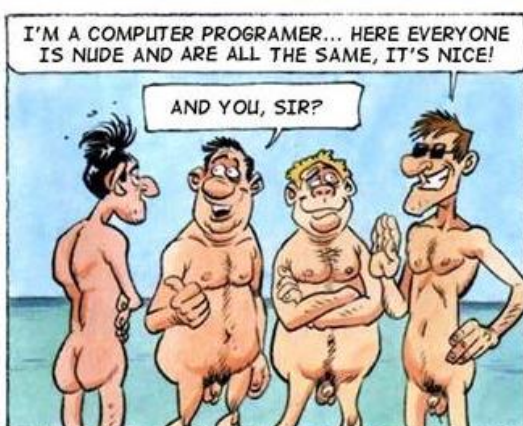
St. Peter was impressed, *"When did this happen?"*

"A couple of minutes ago."

Don't leave your undies on the line too long - they will shrink in the heat



ALL NUDE AND TANNED...



G'day Mate,

I am writing to you because I need your help to get me bloody pilot's licence back. You keep telling me you got all the right contacts. Well now's your chance to make something happen for me because, mate, I'm bloody desperate. But first, I'd better tell you what happened during my last flight review with the CAA Examiner.

On the phone, Ron (that's the CAA d*#"head), seemed a reasonable sort of a bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have a look over my property and let me operate from my own strip. Naturally I agreed to that.

Anyway, Ron turned up last Wednesday.

First up, he said he was a bit surprised to see the plane on a small strip outside my homestead, because the "ALA"(Authorized Landing Area), is about a mile away. I explained that because this strip was so close to the homestead, it was more convenient than the "ALA," and despite the power lines crossing about midway down the strip, it's really not a problem to land and take-off, because at the halfway point down the strip you're usually still on the ground.

For some reason Ron, seemed nervous. So, although I had done the pre-flight inspection

only four days earlier, I decided to do it all over again. Because the prick was watching me carefully, I walked around the plane three times instead of my usual two.

My effort was rewarded because the colour finally returned to Ron's cheeks. In fact, they went a bright red. In view of Ron's obviously better mood, I told him I was going to combine the test flight with some farm work, as I had to deliver three "poddy calves" from the home paddock to the main herd.

After a bit of a chase I finally caught the calves and threw them into the back of the ol' Cessna 172. We climbed aboard but Ron, started getting onto me about weight and balance calculations and all that crap. Of course I knew that sort of thing was a waste of time because calves, like to move around a bit particularly when they see themselves 500-feet off the ground! So, it's bloody pointless trying to secure them

as you know. However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure we remain pretty stable at all stages throughout the flight.

Anyway, I started the engine and cleverly minimized the warm-up time by tramping hard on the brakes and gunning her to 2,500 RPM. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and demanded I account for it. Actually it began about a month ago and was caused by a screwdriver that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now, but it doesn't matter because it's jammed on "All tanks," so I suppose that's Okay. However, as Ron was obviously a nit-picker, I blamed the noise on vibration from a stainless steel thermos flask which I keep in a beaut little possie between the windshield and the magnetic compass.

My explanation seemed to relax Ron, because he slumped back in the seat and kept looking up at the cockpit roof. I released the brakes to taxi out, but unfortunately the plane gave a leap and spun to the right.

"Hell" I thought, "not the starboard wheel chock again." The bump jolted Ron back to full alertness. He looked around just in time to see a rock thrown by the prop-wash disappear completely through the windscreen of his brand new Commodore. "Now I'm really in trouble," I thought...

While Ron was busy ranting about his car, I ignored his requirement that we taxi to the "ALA," and instead took off under the power lines. Ron didn't say a word, at least not until the engine started coughing right at the lift off point, and then he bloody screamed his head off. "Oh God! Oh God! Oh God!"

"Now take it easy Ron," I told him firmly. "That often happens on take-off and there is a good reason for it." I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene, I siphoned in a few gallons of super MOGAS and shook the wings up and down a few times to mix it up. Since then, the engine has been coughing a bit but in general it works just fine, if you know how to coax it properly.

Anyway, at this stage Ron seemed to lose all interest in my test flight. He pulled out some rosary beads, closed his eyes and became

lost in prayer. (I didn't think anyone was a Catholic these days) I selected some nice music on the HF radio to help him relax. Meanwhile, I climbed to my normal cruising altitude of 10,500-feet. I don't normally put in a flight plan or get the weather because, as you know getting FAX access out here is a friggin' joke and the weather is always "8/8 blue" anyway. But since I had that near miss with a Saab 340, I might have to change me thinking on that. Anyhow, on levelling out, I noticed some wild camels heading into my improved pasture. I hate bloody camels, and always carry a loaded 303, clipped inside the door of the Cessna just in case I see any of the bastards. We were too high to hit them, but as a matter of principle, I decided to have a go through the open window.

Mate, when I pulled the bloody rifle out, the effect on Ron, was friggin electric. As I fired the first shot his neck lengthened by about six inches and his eyes bulged like a rabbit with myxo. He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre. Ron was a bit upset about the shooting (probably one of those pinko animal lovers I guess) so I decided not to tell him about our little problem with the tyre.

Shortly afterwards I located the main herd and decided to do my fighter pilot trick. Ron had gone back to praying when, in one smooth sequence, I pulled on full flaps, cut the power and started a sideslip from 10,500-feet down to 500-feet at 130, knots indicated (the last time I looked anyway) and the little needle rushed up to the red area on me ASI. What a buzz, mate! About half way through the descent I looked back in the cabin to see the calves gracefully suspended in mid air and mooing like crazy. I was going to comment to Ron on this unusual sight, but he looked a bit green and had rolled himself into the foetal position and was screaming' his 'freakin' head off.

Mate, talk about being in a bloody zoo. You should've been there, it was so bloody funny!

At about 500-feet I levelled out, but for some reason we kept sinking. When we reached 50-feet, I applied full power but nothing happened. No noise no nothin'. Then, luckily, I heard me instructor's voice in me head saying "carb heat, carb heat." So I pulled carb heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you!

Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went I.F. bloody R, mate. You would have been really proud of me as I didn't panic once, not once, but I did make a mental note to consider an instrument rating as soon as me gyro is repaired (something I've been meaning to do for a while now). Suddenly Ron's elongated neck and bulging eyes reappeared. His Mouth opened very wide, but no sound emerged. "Take it easy," I told him, "we'll be out of this in a minute."

Sure enough, about a minute later we emerged, still straight and level and still at 50-feet. Admittedly I was surprised to notice that we were upside down, and I kept thinking to myself, "I hope Ron didn't notice that I had forgotten to set the QNH when we were taxiing." This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again.

By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!" I thought, "there's an omen. We'll land right there." Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut it's circuit breaker to shut it up. but by then I knew we were slow enough anyway. I turned steeply onto a 75-foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again!

Halfway through our third loop, Ron at last recovered his sense of humour. Talk about laugh. I've never seen the likes of it. He couldn't stop. We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow. I then began picking clumps of dry grass. Between gut wrenching fits of laughter, Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead. It was then that Ron, really lost the plot and started running away from the aircraft. Can you believe it? I saw him running off into the distance, arms flailing in the air and still shrieking with laughter.

I later heard that he had been confined to a psychiatric institution - poor bugger! Anyhow mate, that's enough about Ron. The problem is I got this letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and


undertaken another flight proficiency test. Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was a so bloody bad that they have to withdraw me flamin' license. Can you?

Ralph H. Bell
Mud Creek Station



**Never buy a border
collie when your
drunk.**





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QUEENSLAND
Unit 5, 305 Montague Road, West End 4101

SOUTH AUSTRALIA
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TASMANIA
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Insurer & Licensee

Australian Alliance Insurance Company Ltd
ABN 11 006 471 709 Australian Financial Services Licence No. 235011
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 1st 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

The 2019 AGM will be held at the Riviera Hotel on Saturday 5/10/19. The foreshore grass display area will be available will be available for our show and shine.



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

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:
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.

