



# SWALLOW TALES

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

VOLUME 27

NUMBER 3

SEPTEMBER 2020



Justin Walkers newly restored P60



## 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 2019 AGM)

<b>President:</b>	Rob Stapley Mobile: 0414 780 395 12 Pioneer Ave LOBETHAL SA 5241 Email: <a href="mailto:inastapley123@hotmail.com">inastapley123@hotmail.com</a>
<b>Secretary/Treasurer:</b>	Doug Murphy Ph: (07) 3207 2457 Mobile 0402845925 PO Box 2151 Wellington Pt QLD 4160 Email <a href="mailto:doug@realres.com.au">doug@realres.com.au</a>
<b>Editor:</b>	Iain and Leila Dyer Ph: (03) 63442601 Mobile: 0419353075 121 Penquite Road Newstead Tas 7250 Email: <a href="mailto:sales@autocourt.com.au">sales@autocourt.com.au</a>
<b>Public Officer:</b>	Ian Powell Mobile: 0438913541 Email: 76matra@gmail.com
<b>State Representatives:</b>	
<b>NEW SOUTH WALES</b>	Ian Powell Mobile: 0438913541 Email: 76matra@gmail.com
<b>QUEENSLAND</b>	Luke Huntly Ph: (07) 46223361 Mobile: 0439830117 Email: <a href="mailto:beitz@hwy54.com.au">beitz@hwy54.com.au</a>
<b>SOUTH AUSTRALIA</b>	Rob & Ina Stapley Ph: (08) 8389 6176 Email: <a href="mailto:inastapley123@hotmail.com">inastapley123@hotmail.com</a>
<b>VICTORIA / TASMANIA</b>	Andrew Woodson Email: andyz52@hotmail.com
<b>WESTERN AUSTRALIA &amp; Life Member</b>	John Pickles Ph: (08) 9535 5023 Email: <a href="mailto:jpickles3@bigpond.com">jpickles3@bigpond.com</a>
<b>NEW ZEALAND</b>	Gerard Crombie Email: westquay@xtra.co.nz

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

Greetings all,

Can you believe it, is almost one year since our State Rally? It seems like only a few weeks ago, Leila and I were in panic mode, getting everything ready. We really enjoyed our time with everyone and really miss our catch up, we should be having right now. Combined with that, we also missed out on the Bay to Birdswood trip we had organised.

Little did we realise that the world in which we held our rally would be the one we find ourselves in now. Perhaps that world has changed forever. Talking to my brother today, he lives in California, a madness is gripping the US population. We are fortunate to live in Australia, where law and order is still upheld. You mainlanders can joke about Tasmanians having two heads, but we wouldn't swap states with any of you.

We have been relatively free to move around and have had the Simca to a couple of venues. The main one we missed out on, was Bastille day at Ross. Ross is a delightful country village, with the main street being mainly original stone colonial buildings. The President of the Tasmanian French Car Club, invited the Simca Club, to join their festivities at the Man Of Ross Hotel. I had the head off the Simca, so we went in our Citroen C5.





Meg and Mary also came along in their blue Simca 90A. Sure enough, when we pulled up, there was the 90A parked up among other French brethren. All told there were 50-60 people and they made us very welcome. The pub provided an excellent lunch and as it proceeded awards were handed out. When it came to favourite car, people's choice, guess who won it? None other than Meg's blue 90A Simca.



Meg got up proudly and received a certificate, bottle of French wine and a French cap and flag. Low and behold, Leila won a lucky door prize and also received a bottle of French wine and a cap. Don't get too smart little blue fella, angry Noddy will be there next year! Hopefully, you never know these days.







In between renovating the house and marketing cars, I decided to pull the head off the Simca. As members may remember, it was leaking oil out of the head gasket on the rebuilt motor. Lesson, don't use n.o.s. 50 year old head gaskets. Keeping to the Wayne Yeo hot up plan, the next step was to bump up the compression ratio to 8.5 and relieve the inlet ports to approximately 2 ml. Prior to removing the head, we ascertained the present ratio was around 7.5. Calculations showed, that to bump up to 8.5 we needed to shave off around 120thou. I set the head up and dremelled out 2ml from the inlet ports, actually matching them to the ports in the fabricated manifold. We have a head surfer at the workshop and took 115thou off the head. There is not much left of the head base, so our original calculations were probably out. We probably have 9-9.5. When we road tested the car it pinged its brains out.



Remedy. I set the points incorrectly, not on the right spot on the cam, it had old fuel in it and needed more of it. I reset the points and changed the



timing slightly. The next step was to take the main jet out to 130. I got a 1.3 drill bit and drilled out the main jet, got rid of the old fuel and ran 98. Still a slight ping on long pulls, it wants more fuel. It's about to get it, the IDA Weber is re-coed and ready to go. That is the next step, plus fit the Wayne Yeo tricky exhaust. If I didn't have all the other gear, I'd fiddle with the air correction jet and leave it at that. It pulls like a train and happily dribbles along in third in traffic. In conjunction with it's owner. When the rest is done I am going to get, "Still I Rise" embroidered on my Simca cap.

It is great to see Justin Walkers P60 ready for the road. What a stunning restoration, I must say I love the colour combination. Hopefully we can get a firsthand account, of the restoration for the next edition.

Christmas is just around the corner and hopefully our Victorian members, will be let out of jail by then. Don't know about Pat Smith, she has always got a mischievous twinkle in her eye! There is however no humour in the distress business owners must be facing throughout the country. I must confess, with our Premier keeping the borders locked up, it's great to feel safe. Leila and I sincerely wish all club members, Aus and NZ safety in their health, as we go through this together.

Best wishes to all  
Iain and Leila Dyer



Pictured at Ross, an English kit car based on MG parts. The lines are superb, certainly the best fibreglass DIY kit I have ever seen.



### Georgetown Coffee and Cake Run

It's amazing how small towns across Tasmania have worked out, if you put on a car show, the people will come. This is the case in Georgetown, northern Tasmania. Members will remember Georgetown was part of our rally tour.

A takeaway café owner who is a car enthusiast, in conjunction with the local Lions club, put on a coffee and cake run. This happens on the first Sunday of every month and you just roll up and grab a spot. We took the Simca a couple of weeks ago and went with a mate in his yellow hot rod. We were among the first there and by 11.00 the township was full of cars.



The beauty of it was, there were heaps of cars we had never seen before. I set up the chairs behind the Simca with my coffee and egg and bacon roll. The sun was shining, no breeze, heaps of classics, heaven you say? Not so, my coffee and roll both got cold, everyone wanted to know about the Simca. Older people knew what it was, most didn't. Everyone loved it and many photos were taken. The only problem was, I literally could not talk the next day. Leila is eagerly looking forward to the next one! Zero sympathy around here!



## PRESIDENTS REPORT - by Rob Stapley

## Presidents Report.

Hi All,

The dreaded virus continues to create havoc all over Australia despite the constant unknowns, I hope you are all coping and staying safe and well. With the borders to each state slowly being opened it seems the government is prepared to sacrifice a few oldies(that's us ) for the sake of economy. Local clubs are unable to hold meetings without a plethora of paperwork and lists of attendees and social distancing, and of course if the organisers can get a meeting up and running there will be no supper only tea and coffee at meetings served by 1 person only. At the end of all this upheaval there should be some sweet running Simca's about with all the time being put into repairs and restorations. Personally I am working on erecting shed number 2 and 3, so no projects happening for me. Luckily I have 3 cars on historic rego so can get out for a drive when the urge takes over. Wheeling and dealing never stops ,a gentleman from Mnt Gambier has found a P60 wagon to work on and Harsha submitted photos of 4 P60 sedans for sale, snapped up I believe for asking price \$3000.the 4. Buying a car interstate has its problems as it cant be inspected and cant easily be delivered, certainly cant hitch up a trailer to drive to pick up.

However we hope members are well and looking forward to an end to 2020 and hoping for a better 2021.

Cheers. Rob.





SECRETARY'S REPORT - *by Doug Murphy*Nothing to report in this edition

---

A travel tale by David Reeves on a lady who LOVES to travel!

The Further Adventures of Alice....

I am sure you are all eager to hear about Alice's trip from Biloela to the Gold Coast in the last school holidays. It was quite a cool Saturday morning (5 degrees, if that) as the Winter school holidays began. A colleague of mine was travelling with me, and we packed up the back of the Simca and we were off, out the driveway at 5:00am, as planned.

Hurtling down the Burnett Highway I noticed that the temperature gauge was sitting quite high, around 100-110. This seemed somewhat odd, seeing that she had been running beautifully beforehand, and it was, as I previously mentioned, barely 5 degrees outside. She should have settled down by the time we got to Thangool (about 10 km put of Bilo), but she the needle on the guage was reluctant to fall below 100. Everything seemed fine under the bonnet, (although, when I jumped back in the driver's seat, I sat on my glasses and bent them out of whack – it was ok, I only need them to see in the dark) and she didn't seem like she was getting too hot – I did not burn my hand as I checked the radiator cap, so I figured that was a good sign.

Off we went, with the guage reading a more appropriate level, but as we started to pick up speed (from 60 to 80 kmh) heading out of town, the temp gauge began to read a bit high again. Those of you who journeyed to Tasmania in October 2019, may recall my (sometimes not so subtle) paranoia about overheating, and as you might guess, we turned around and headed back into Bilo, one eye firmly on the gauge, yet it stayed pointing at 100 – 110. My colleague and I did not feel like entertaining the idea of sitting on the side of the Burnett Highway, in the dark of a Winter's morning with an outside temperature around 1 degree – it gets cooler as you head along the Burnett!

We transferred all our gear from the back of the Simca, into the boot of the Monaro – Norma-Jean to the rescue! Take 2, departure at 6:00am, still dark, and still cold, but in a much different mobile environment! When I say all our gear, I could not find my house keys when I returned 12 days later. I cleared out the boot, console, door pockets and glove box of the Monaro, checked the glovebos of the Simca several times..... yet that is where they were. They had shifted to the other side of the glovebox, and hidden

under something. I was mildly panic-stricken, as it was 8:30pm when I got home after a big day of driving.

I checked the back of the temperature gauge and ensured all the wires were firmly attached, and all seemed to be in place. Each time I have driven Alice since then, she has been running beautifully, and sitting on 85-90 degrees. So..... I plan to try again these holidays. Next weekend, I will be heading south, down the Burnett, and on to the Gold Coast. Will keep you posted!

I mentioned drives since the last holidays. Alice has been to Myella Farmstay for a weekend with the MG Club, a trip to Moura to learn about the 150<sup>th</sup> meridian, and a few other things, and a run to Gladstone.

She is a favourite with the owners of Myella, having been there twice now. The MG Club members thought she was great, and welcomed her into their midst...in fact, I could well have been at a Simca Car Club Rally, the people, conversations, and wine and cheese and such were all very familiar. One of the gentleman talked about how he and his mate learnt to drive in a Simca, and drove them when they were young(er). He took a pic and sent it to his mate, who lives on the Gold Coast. Turns out, his mate on the Gold Coast saw Alice parked somewhere down there back in January, and had sent him a pic then! It seems Alice can't go anywhere without some sort of fanbase appearing.





The trip to Moura was great. She hurtled out of town towards Banana, and then off to 'locations unknown'. We went through a couple of roadworks, and she drew quite a bit of attention, mainly from the older men. People in their motorhomes driving the opposite direction smiled and gave the 'thumbs up'. It was fun!

The 150<sup>th</sup> meridian is the line on which Australian Eastern Standard Time is derived. It is not marked to quite the same degree as The Prime Meridian in Greenwich, but there is a little rest area, on the side of the Dawson Highway, a few kms out of town, heading towards Bilo. Back in the day, they used boulders with holes in them. You looked through them, and you were looking along the 150<sup>th</sup> meridian. GPS does the job these days, but at that exact location, on the 21<sup>st</sup> of September (and March) during the Equinox, the sign rises at exactly 6:00am, and sets at exactly 6:00pm. Fascinating stuff!



So, Alice continues to make a name for herself in Central Queensland. There are some more towns that I plan to take her too, so hopefully all her 'running hot' challenges are now relegated to the past.

Hope you are all keeping well and safe, and I look forward to the next time we can all be together, chatting, sharing stories of Simcas, and enjoying wine, cheese, pleasant company, and of course some trivia games and drives thrown in!



QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone, looking at our calendar we would have been preparing to travel to Albury in a couple of weeks. This annual get together is a highlight of our year but we look forward to next year's rally with optimism that things will be a little bit more normal by then.

The Huntly's took the Simca on a local car club run last weekend after sitting in the carport collecting dust and spider webs since coming back from Tasmania nearly a year ago. Leo was very excited to be going in Daddy's car. We gathered at the Big Rig for a short run around town finishing at the Old Butter Factory for a display and afternoon tea. Unfortunately the display wasn't open to the public as the planned Coronavirus Arts, Crafts & Hobby Fair had to be postponed. Roma Historical Precincts Inc leased the Butter Factory from the council a few years ago and are slowly restoring the old buildings and collecting memorabilia to turn it into a museum.

We mentioned a while ago that it wouldn't be long before Leo would be driving us around. Well look out it's already starting to happen!!



Honestly officer, I am an 18 year old midget!



Two cool dudes!



Thanks again to David for writing more about the Adventures of Alice in Central Queensland.  
We hope to catch up soon.  
Bye for now.

Luke & Michelle Huntly

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

*By John Pickles*

## WESTERN WHISPERS

WA State Representatives Report – By John Pickles

Spring is here but for most we wouldn't know it, most states have experienced shocking weather, and in the West it was only last week we experienced damaging winds, rain, hail and below average temperatures but minor in comparison with the weather experienced on the Eastern coast. Perhaps the fact that fewer people and vehicles are on the streets and less aircraft polluting the skies the atmosphere is changing the seasons. Having said all that and with a forecast of showers for Sunday 27th September it was doubtful if the programmed French Car Festival in Perth would attract any great number of vehicles. Pleased to say the Gods took favour with the car enthusiasts and provided a fine and partly cloudy morning which attracted the largest number ever to attend the French Car Day. One car that would have been a star attraction is the newly restored Aronde P60 owned by our member Justin Walker, unfortunately late in the week prior to the show a problem was discovered with the suspension and was unable to make it on the day. The restoration itself had been completed on the car except for the windscreen wipers which were missing the attachment components, but with an S.O.S. to Morrie Barrett which resulted in Geoff Rose despatching two sets by express mail the car is now complete and hopefully will appear in the next big car show in early October.



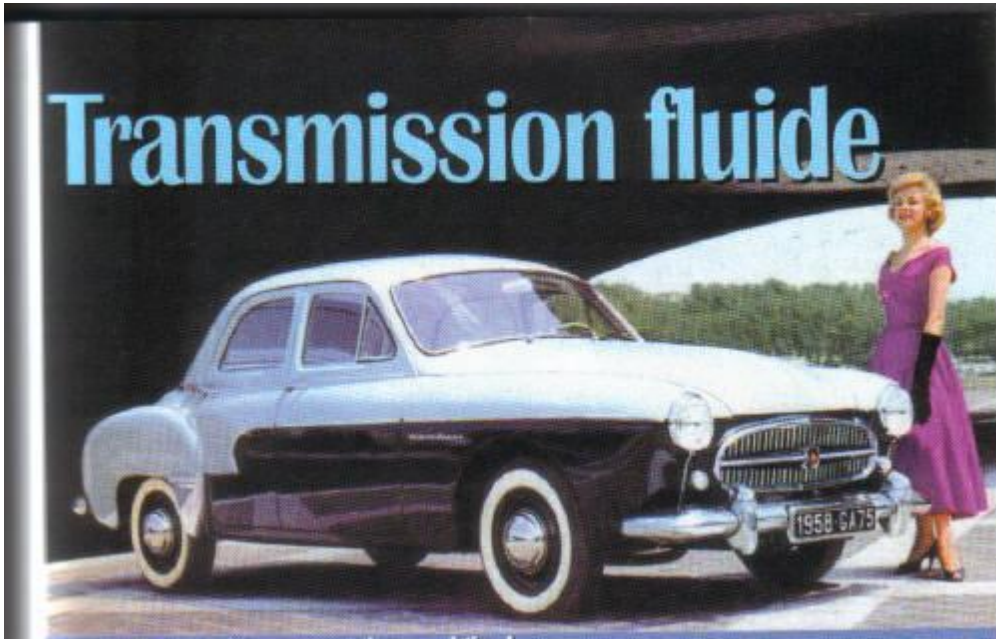




From the above photo you may notice another restoration in the background. Our good friend Laurens Borg (Citroen expert and car restorer extraordinem) has a challenge on his hands with the restoration of a Renault Fregate, but knowing Laurens the car will be better than new when the work is completed.

The Fregate was Renault's first attempt at producing a modern large car for the mass market. Production of the rear wheel drive 1997cc car commenced in November 1951 and continued until 1960 with upgrades including increasing the engine capacity to 2141cc, an estate version called the Domaine was added during the lifespan of the vehicle production. Production of the car ceased after an accident in which the head executive of Renault was involved in an accident while driving a Fregate, where an item resting on the rear window shelf catapulted forward and almost decapitated the driver who was killed instantly.





**The French Car Festival was held in a new location in the grounds of the University of Western Australia with a shorter display time 9.00am to 12 midday which may have been the reason for the larger attendance number adding to a greater variety of cars.**



**DARREL MANNING'S SIMCA 1000**





**Built and owned by Peugeot enthusiast Barry Mouritz**



**OWNED BY FRANK SCHIRIPA (VCCWA)**





### FOR SALE

**For those interested in restoring a Simca Aronde P60 Wagon there is one available in Perth which comes with an addition parts Wagon and a Sedan as a bonus, only catch you have to remove them all.**





These cars are part of a deceased estate and the Aronde wagon has been locked away in a garage for perhaps more than thirty years, it appears to be complete and rust free. The other two cars have been left in the open are beyond restoration but be good for spares. All other cars shown in the picture have been spoken for and not for sale. Contact John Pickles if you are interested in the Simcas.



**SIMCA 1000**  
**LIVELY** new French baby with five-bearing four-cylinder engine at the rear canted to one side to leave room for the radiator alongside. Rear-mounted battery and fuel tank leave a lot of luggage space in the square nose. Four doors, four seats, all-independent suspension and synchromesh on all four speeds. Fun to drive, light to handle and very economical.

**CLOSE-UP**  
Four-cyl.; o.h.v.; 68 x 65 mm.; 944 c.c.; 45 b.h.p.; 7.8 to 1 comp.; coil ign.; Solex carb.; 4-speed, 15.51, 9.26, 6.16, 4.21 to 1; cen. lvr.; susp., f. ind. trans. leaf, r. ind. coil; 4-door; 4-seat; hyd. brks.; max. 75 m.p.h.; cruise, 70; m.p.g. 35-44; whl. base 7ft. 3½ in.; track, f. 4ft. 5 in., r. 4ft. 0½ in.; lgth. 12ft. 5½ in.; wdth. 4ft. 10½ in.; ht. 4ft. 4½ in.; g.c. 5½ in.; turng. cir. 30ft.; kerb wt. 14 cwt.; tank, 6½ gals.; 12-volt.

**£550.10.8 + £207.9.4 p.t. = £758**

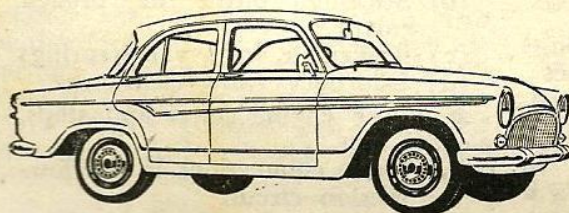
FROM THE DAILY EXPRESS 1962 LONDON MOTOR SHOW REVIEW





## HERE—TRY IT YOURSELF!

... the only way to discover the REAL difference with a Simca. But what a difference. Elegant, continental lines with real big-car roominess. And power to spare. Like Simca quality, Simca reliability is also built-in, with every feature thoroughly tested, thoroughly dependable. Prove this by driving it—you'll drive the best bargain ever. See Harden and Johnston or your local Simca Dealer now—they have the keys ready for your test drive anytime convenient to you.



£999 (inc. Sales Tax)

# SIMCA

BY  
CHRYSLER

# HARDEN AND JOHNSTON

117-131 Flinders Street, Sydney. Phone 31 8021  
212-220 Parramatta Rd., Camperdown. 51 2843, or see your local dealer.

NAME \_\_\_\_\_

Please phone me at \_\_\_\_\_ to arrange Test Drive of Simca.  
Please mail me free colour folder and details of Trade-in Plan.

MY ADDRESS IS \_\_\_\_\_

☐ Tick here if School Project. \_\_\_\_\_ M M 8/6:





## Some Car this Simca

Deserving as big a photo as we could fit on the page.  
Certainly, "Some Car This Simca!"



## VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

*by Andy Woodson*

Hi Leila and club members. From Victoria. As you know, it's been a really quiet time for any auto action, so basically there is no new info since the last issue. One thing I observed briefly on Facebook marketplace was 3 Simcas in various states of condition for sale in Healesville Vic. Did any of our members grab them, because they disappeared very quickly from that site. Anyway, I'll show you a couple of pics of my now completed winter covid project. It's a teardrop camper

Weighs around 400kgs. I've towed it behind my Simcas, so any keen members can snap it up for a mere 9k or thereabouts. All the best from the lockdown state.







Light enough to pull behind a Simca, what a package.



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

S.A. reps report.

After months of uncertainty the 40<sup>th</sup> Bay to Birdwood rally eventuated on Sept 27<sup>th</sup>. This year a mixture of vehicles were able to participate up to 1956, classic up to about 1980 and special categories. Early on there were about 1750 entrants but on the day because of border restrictions and health concerns there were only about 1250 vehicles attended. The rules were changed at the end of August and we had to submit a list of occupants of each vehicle. If we didn't we would not be allowed into the start. On the day of the start there were to be no coffee stalls or food stalls. Participant's were requested to remain in their vehicles(as if that was going to be adhered to) . Ina and I left Ardrossan at 3.30am. We managed to avoid kangaroos,wombats,emus and camels and took a bit over 2 hrs to reach Pt Adelaide and within striking distance of the start at Barrett Reserve. Breakfast was on the menu so the search began. We topped up with petrol and a coffee. The first Mecca's we stopped at wasn't open but luck on Tapleys Hill Road. Egg and bacon mcmuffin and another coffee to be devoured at the start, after negotiating road closures and restrictions and health checks and head counts we were lined up ready to start. Of course most participants were out of their vehicles socialising and talking to their mates. The start time was 1 hour earlier than usual so less spectators on the roadside probably enjoying a decent breakfast and coffee. The actual run through Adelaide was pretty much the same as other years, as we left suburbia and headed for the hills we were unlucky enough to get behind a trio of xj6 jaguars and a 1958 MK10 ( I think) . We crawled along at 35 to 45 km/hr all the way to Birdwood, so frustrating when the 90A wanted to do the speed limit of 80km/hr.



At Birdwood after another series of checks to prove we were who we said we were and had a valid reason to be where we were ,we were admitted into the grounds of the National Motor Museum. I should have mentioned that at the start and finish no spectators were admitted, which sort of defeated the whole purpose of the exercise, which is to display your vehicle to as many people as possible, giving them a close up and hands on experience of our pride and joy.(cars that is.). We were allowed 30 minutes in the museum grounds in our designated paddock from which we could not exit until it was time to leave. Each paddock, some big some small in area had portable toilets and a coffee vendor supplying coffee and muffins gratis to participants. After about half an hour we were ejected,( dejected) to proceed on our way home.

We were home by 1.30pm. A round trip of approx. 430km.,so was it worth it?. Probably as usual good fun but could have been organised differently. I think it could have been catered at start and finish and less regimentation ,remembering that S.A.has no active cases of covid. It was an open air event and social distancing was easily maintained. We might get a plaque posted to us and maybe a list of participants, who knows. We hope that 2021 is back to a more normal event.

Cheers Rob.



So as not to upset our Jaguar Brethren, the car in front is a very nice looking 1958 MK1 Jaguar in Dove grey.



NEW SOUTH WALES REPRESENTATIVE'S REPORT – *by Ian Powell*Nothing to Report this Quarter

## A Report from New South Wales

Geoff Rose has been busy doing Simca Stuff on the P60 (AS3 2A) that was have been restored for Roz and then for Ruth., Nothing left for it now! He is doing it up for himself or somebody else if people think he has too many Simcas already!

During August Morrie Barrett came south to Tuross Head to keep Geoff company and help starting to sort through the many boxes of spare bits. Some are in good condition and perhaps we need to let people know what they are in case they are needed? Used to do that in Swallow Tales!

As an example: Morrie knew that Wayne Yeo was looking for the little plastic surrounds that go under the window/door handles. There were only 20 odd available so Wayne is probably happy now.



During our work down south here, we got to speak to a lot of our club friends about all sorts of things. We got to ship a right hand P60 plastic surround with only one tiny crack in it up to Don Scanes. Heard that Don is having a bit of a struggle with medical issues right now, but as Barb expertly identified, the cause affecting all of us is Too Many Birthdays! Also spoke to Ian Powell at some stage and sympathize with him and Mandy for the situation between NSW and Victoria. Let us all hope it gets sorted out soon.

One of the highlights here recently was a visit from Peter Wilson, a past President of our club. Peter raced/rallied Simcas in the '50s and then sold

them when he worked for Chrysler for lots of years. He gave Geoff a box full of all the paperwork he had left at his place. There hasn't been a chance to read through it all as yet but it should prove to be a very interesting collection.





One of the photos being sent to Iain and Leila I hope will show the election of officers at the AGM held at Moama VIC on the 10<sup>th</sup> of October 2005.

Sadly, some are no longer with us – their duty done.

The other pics show various shots of the AS3 with most bits ready to be installed when the engine compartment has been painted. Will not even need the crane to get the engine/gearbox etc in. Just lift the assembly into the engine mount holes and it's all nearly done! The others are a reminder of the 90A which is still running around a track when COVID allows and the AS4 that has just passed rego again. Thanks Darrel Manning, it is still going well and it has done a lot of kms since it was with you!



Ole Faithful

## NEW ZEALAND REPRESENTATIVE'S REPORT – by Gerard Crombie

**New Zealand Report**

In the last quarter any sort of club activities have continued to be almost non-existent and restricted due to Covid. Although our first nationwide lock-down ended on June the 9th just as things were getting back to normal, a few new cases of Covid resulted in Auckland moving back a couple of levels, to level three in early August, meaning in effect again a lock-down for Auckland, while the rest of the country lamented the lack of Aucklanders travelling and supporting the Kiwi tourist industry.

In the short period time of lower restrictions many Kiwis including ourselves took the opportunity to have a break away, domestically that is, as international travel is out of the question. We took the caravan to New Plymouth, Wanganui, Napier/Hasting, Taupo and home again. In New Plymouth, we stayed several days and rode our bikes along the very pleasant coastal bikeway they have there. (see pic below with Mount Egmont – Taranaki in the background).





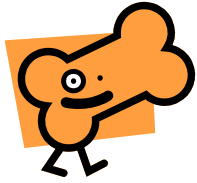
We then moved on to Wanganui and visited our son and his partner and their families. All going to plan Ewan and Erika are getting married in November but it's problematic planning a wedding around Covid, which means unfortunately our son from Brisbane is unlikely to be able to attend a wedding in Wanganui, NZ. Keeping it simple, he would need an Australian exemption which he doesn't qualify for. Our next move on our trip was to Hastings and by now the weather on our travels was somewhat mixed and there was no way we wanted to get the caravan off solid ground due to mud and slush underfoot.

In Hastings we caught up with Colin Smith had coffee with him and inspected the work he has been doing for a woody van. Unfortunately, Lucy was busy in the time we were there so we only got to talk to her on the phone. That evening we visited Ivan and Sarah and saw the progress being made on getting the Vedette back on the road which I had reported on last month. On our planned final night in the Hawkes Bay it snowed on the hills, including the road we planned to travel, and the forecast was horrible, so we stayed an extra day and fortunately had a fine travel day the following day. We did some touristy things in Taupo and also spent time soaking in the hot pools by the camp grounds, before heading home. Backing the caravan up the drive on arriving home I could hear a grinding noise from the right wheel. When I jacked it up a couple of days later I found the inside bearing on the wheel had collapsed with considerable play in the said wheel as a consequence. Got that fixed just last week.

We were schedule to have another weekend trip away with Simca late August but the second Auckland lockdown cancelled that plan so now it's become a day trip later in September to Puhoi for morning tea followed by a visit to an old deserted cement works then to Warkworth for lunch. Rather than heading home from there we will probably go to Omaha for the night and then home after that.

If you happen to have seen a NZ 1958 Simca Aronde for sale on Facebook or Trademe, it's the Langbroek's project car, but with nothing going to happen on the project for the foreseeable future and other demands on their space they are hoping someone else will take up the challenge. Those who attended the AGM in Napier will have met Kitty, Peter and their son Quinn. They also have a Simca 1501.

Recently our Simca's been out for a run simply to keep it active and that's about all. Meanwhile I hope all our club members in Australia are managing to stay clear of Covid especially those in Victoria.

*Funny Bones*

After 35 years of marriage, a husband and wife went to see a therapist.

When asked what the problem was, the wife went into a tirade listing every problem they had ever had in the years they had been married. On and on and on: neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, an entire laundry list of unmet needs she had endured.

Finally, after allowing this for a sufficient length of time, the therapist got up, walked around the desk and after asking the wife to stand, he embraced and kissed her long and passionately as her husband watched - with a raised eyebrow.

The woman shut up and quietly sat down as though in a daze. The therapist turned to the husband and said, "This is what your wife needs at least 3 times a week. Can you do this?"

"Well, I can drop her off here on Mondays and Wednesdays, but on Fridays, I go fishing."



**The Black Bra (as told by a woman)  
I had lunch with 2 of my unmarried friends.**

**One is engaged, one is a mistress, and I have been married for 20+ years.**

**We were chatting about our relationships and decided to amaze our men by greeting them at the door wearing a black bra, stiletto heels and a mask over our eyes. We agreed to meet in a few days to exchange notes.**

**Here's how it all went.**

**Engaged friend:**

**The other night when my boyfriend came over he found me with a black leather bodice, tall stilettos and a mask. He saw me and said, 'You are the woman of my dreams . . . I love you.' Then we made passionate love all night long.**

**The mistress:**

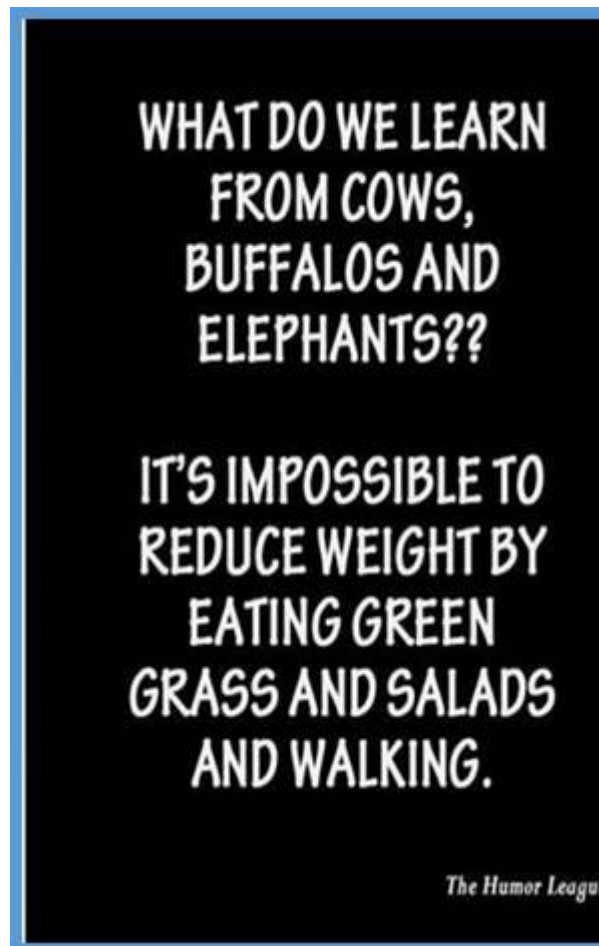
**Me too! The other night I met my lover at his office and I was wearing a raincoat, under it only the black bra, heels and mask over my eyes. When I opened the raincoat he didn't say a word, but he started to tremble and we had wild sex all night.**

**Then I had to share my story:**


**When my husband came home I was wearing the black bra, black stockings, stilettos and a mask over my eyes. When he came in the door and saw me he said:**

(You are going to love this...)

# "What's for dinner, Zorro?"







SHARE THE PASSION

## SHANNONS INSURANCE FOR CAR ENTHUSIASTS

INSURANCE FOR MOTORING ENTHUSIASTS

### SHANNONS BRANCHES

**AUSTRALIAN CAPITAL TERRITORY**  
Unit 1, 74 Newcastle Street, Fyshwick 2609

**NEW SOUTH WALES**  
Unit B, 12 Frederick Street, St Leonards 2065

**NORTHERN TERRITORY**  
Hidden Valley Motor Sports Park,  
Hidden Valley Road, Berrimah 0828

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

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

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

**VICTORIA**  
321 Warrigal Road, Cheltenham 3192

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

**Call 13 46 46 for the cost of a  
local call from anywhere in Australia.**



SHARE THE PASSION

**National Claims Email: [claims@shannons.com.au](mailto:claims@shannons.com.au)**  
Agent for Insurer & Authorised Representative

**Shannons Limited**  
ABN 91 099 692 636 Authorised Representative No. 239594  
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 2020 renewal of membership is due on January 1<sup>st</sup> 2020. If you are overdue, please pay now. Don't forget members can pay their subscriptions by bank transfer or to the club secretary.

Electronic Funds transfer (EFT)  
BSB: 633-000 Bendigo Bank (branch at Braidwood NSW)  
Account number: 135350668

Please identify who is paying and for what if possible in the reference section with name and subs amount.

Don't forget to fill out Renewal Form attached so that all your details are correct/current. Please don't copy them from the previous year.



## Breaking News



## SIMCA CAR CLUB AUSTRALIA Inc. CLUB MEMBERSHIP RENEWAL

Jan – Dec. 2020

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

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

**Address:** Please print full postal address

-----  
-----

**Contact Details:**

**Home:** -----

**Mobile:** -----

**Email:** -----

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

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

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

-----  
-----

### Annual Membership Subscriptions

Simca Car Club Australia Inc. membership operates from:

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

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

**Annual Subscriptions are currently:**

**Single \$40**

**Family/Joint: \$45**

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

(Both signatures required for Family/joint membership)

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

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

**Doug Murphy**

**PO Box 2151**

**Wellington Point**

**QLD 4160**

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

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

International Transfers:

SWIFT CODE – BEND AU 3 B

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

Payment via PayPal – pre-arrange with Secretary.

