



SWALLOW TALES

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

VOLUME 25

NUMBER 3

SEPTEMBER 2018



Master Leo Jonathan Huntly



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,

Spring is here and isn't it great to be alive. Speaking of being alive, welcome to our wonderful world, Leo Jonathan Huntly. Well done Luke and Michelle. Don't worry Leo, I'll make sure uncle Doug doesn't start hassling you for subscription money!

Tassie is a smaller version of the UK with English gardens coming into bloom everywhere. The various country car shows will be organised soon and Leila and I are really looking forward to displaying the Simca. The car is sure to bring back many happy memories for people. Simca's were very popular in Tassie in their day, but sadly have all but disappeared. Mind you one turned up last week that I have never seen before.



It's hard to understand, as scads of Morris Minors are always on display at shows. This is very pleasing of course, as they are charming little cars. Part of the reason for the Simca's demise I think is the hot Australian sun. It simply ate up the plastics in Simca's, whereas the Morris had a simple metal dash with a few simple knobs.

Speaking of Morris, Morrie Barrett has had yet another disaster with his rebuilt motor. It seems almost impossible to get trade work done properly these days. Ian Powell was surprised when the bodywork dude turned up with a trailer then changed his mind. I'm not, I see it all the time. Morrie in conjunction with Geoff Rose has battled on and fitted a functional motor to his Grand Large. Our Simca is up on four jack stands until everything is absolutely finished. I bought a new alternator and am in the process of fitting that. Morrie suggested the conversion which comes from a 95 Suzuki Swift.



It even comes with the right pulley for the fan belt. Not original I know, but useful, as the car will have two Cibre Super Oscars hanging off the front. A mate of mine who has an exhaust centre is going to make me a mean set of extractors and a sports exhaust. At the moment it sounds like aunt Maud breaking wind into a milk

bottle. At the same time we will fit the IDA Webber and it will look and sound somewhat like the rally car it represents.

Work on the Simca has come to a stop as a chap in WA has made a firm offer on our 75' 911S. I thought, fairly simple, air-cooled, no water issues, bit of fuel, new battery and away we go. Wrong! Very wrong! The car has been stored away under layers of covers for seven years, since I had the stroke. Pulling it out from its slumber, it's hard not to fall in love again. To me the styling of the car, particularly the side profile, is a masterpiece.



To cut a very long story short, do not leave a car with a little fuel in the tank for long periods. The fuel had turned to a thick evil smelling ouse that had blocked, ruined hoses, ruined the new fuel pump I fitted, plus the old one, ruined the fuel modulator plus blocked the injectors. Removing the tank and cleaning it is a story in itself. They are a complicated item with swirl chambers etc. We finally got it going albeit on four cylinders and it caught fire. The garage was full of smoke and Leila yelled out "Fire". Fortunately my mate Geoff Sherriff was there and as I got out of the car, copped a lung full of smoke and fire extinguisher. Fortunately no real damage was done, except my nervous system. He did comment afterwards we should have let it burn. Quite apart from the fact that is unthinkable, our Simca is right next door. Hopefully I can tidy the deal up and get back to our Simca. Everything you buy for a Porsche starts with a zillion.

Beechworth is just around the corner and boy are we looking forward to it. It's been a very hard year health wise and a few days break will be just the ticket. As our Simca is not ready, we booked our trusty Peugeot 307 t/d on the boat. I had been following progress of a NC Mazda MX5 on Car Sales. It was the model we liked with the electric folding roof, low k ones never come up at the auctions. On the spur of the moment I made them a cheeky offer and they accepted it. We cancelled the boat and are catching the early flight on Wednesday morning. We have arranged to meet the seller at lunch time and then proceed to Beechworth. Not French I am afraid, but a lot of fun (I hope). We love MX5's, apart from being bullet proof, they are such fun. I love the smell of cow poo in the morning.

After the year we have had, we are determined to seize the moment. No doubt many members have ongoing health issues and face each day as it comes. Geoff and Ruth Rose are having a very tough time with Ruth's health. Treatment requires a lot of travelling which is tiring for both of them. Our thoughts are constantly with them. Colin Smith has been having a battle this last year. You can't keep a good man down and he zooms around on his mobility scooter. Looks like he has quite a collection. Knowing Colin, I bet he has one that does wheel stands and a standing quarter in under 10 seconds. Safe travelling to all those coming to Beechworth and all those that can't make it, look forward to a pretty full magazine next time.

Cheers to all,
Iain and Leila.

Amazingly, this genuine 90A turned up last week not far from us. It is a genuine early French car in very poor condition.



PRESIDENTS REPORT - by *Morrie Barrett*

Presidents Report

Hi all looking forward to the trip to Beechworth catching up prior to the AGM then the French Car Day in Melbourne, I am in the process of installing yet another motor into the Grand Large and trust that this will be the last one for some time to come, the change is due to insufficient oil reaching the rocker gear with 52 PSI being fed from the oil pump there must be an obstruction in the galleries.

Geoff Rose has been kind enough to provide me with a going Flash engine, Geoff's wife, Ruth continues to remain positive under the circumstances of her illness and we all continue to wish her well.

Following a request from Richard Laney, Don Scanes and I along with other historic car owners attended the Regis Nursing Home at Hornsby two weeks ago to provide a display for the residents to bring back some memories as visitors we were treated to a bar b q lunch, and plan to make it an annual event. Some pictures from the event have been included.

With the recent passing of Margaret's mother our circumstances have changed and after about 13 years on the Committee of our club Margaret and I plan to have some time out and will not be standing for any positions within the Club at the Beechworth AGM, as the Club is incorporated in NSW the position of public officer will need to be filled from NSW.

We will remain active Club Members and take this opportunity to thank all members for their ongoing support and dedication to your Club.



A sad Monaco Morrie Barrett found at Lithgow NSW.

Photos taken by Morrie Barrett at the Regis Nursing Home.



SECRETARY'S REPORT - *by Doug Murphy*

Treasurer's Report: Some comments. In the year ending 30th June 2018, revenue was \$1925. This was down compared to 2017 due to the absence of Rally income. Outgoings were down substantially from \$4285 to \$474 also due to the absence of rally expenses.

Club assets, cash at bank, increased from \$4996 to \$6448.

Final balance at 30th June 2018 was \$6448. The balance as at 30th September 2018 was \$6294.

Membership Report

During the financial year, total membership remained stable. Eight members did not renew their subscription and six new members joined the club. Welcome Peter Mayne, Justin Walker, William Cross, Karl Teigesser, Andrew Woodson and Gerard Scott.

In the welcome email sent, we are asking new members to tell us about themselves and their car. This should make them feel welcome and introduce them more quickly, a basis to make contact with existing members who share a closer passion.

Available

Valve grinding gasket set (no head gasket) for Flash and Rush engines. NOS. Donated by Mr Graham Logan Brisbane. I can post or bring to Beechworth.

A friend of Graham's, Peter, called up. He has donated some Simca manuals. These are:

Simca Aronde by Chrysler Service Manual (ASA!-2A to AS4-2E pub CAL

Ditto without the cover

Ditto with a leather cover

Service Manual for Simca Aronde and Elysse pub 1958 Scientific Magazines

Shop Manual Aronde (no other det=ail but looks like an early model)

I have called in and collected them. So like the gasket set, I can bring them down to Beechworth or post. I would add, I have seen these manuals for sale at swap meets, asking arounde \$60 ea. at

On a different note, talking to an English car dealer, he mentioned he was on the Gold Coast in 2017 and went to a car show, he couldn't remember the

name. (It was CoolyRocksOn). “There were more Simcas there than I’ve ever seen *anywhere*, there must be a lot of them around Australia” (little does he know)

cheers

Doug



For sale Doug Murphy's 1962 Simca P60. Asking price \$10,000
I had the privilege of using this car for the Tweed rally. It is a gem,
In that it is exceptional throughout and turnkey ready to go.
The asking price is about one third the price of restoring a car that was
In decent condition to start with.

Editor

Doug is also looking to purchase front and rear door cards for a Simca Vedette. Particular emphasis on the alloy inserts.
Contact ph no 0402 845 925

Dear Fellow Members,

Please be advised the Annual General Meeting of the Simca Car Club of Australia Inc, will be on Saturday morning 27 October 9 am at the Armour Motor Inn, 1 Camp St, Beechworth.

The business of the AGM is to:

- a. Confirm the Minutes of the previous AGM
- b. Receive from the Committee, reports of the previous year's activities
- c. Elect office bearers
- d. Receive and consider, the Financial Statements.

On the social side, a run is being organised on the Thursday 25 and Friday 26 October. Ian and Mandy will be visiting Beechworth shortly and will have suggestions for these runs. Thanks Ian, thanks Mandy.

Whilst we arrive at different times, perhaps we should aim to meet at the Armour Motel around 6pm on Wednesday, then we can decide where to dine.

And don't forget the All French Day in Melbourne on Sunday 28th. The program starts at 10am, Markham Park 80 Victory Be, Ashburton. According to Dr Google, Beechworth to Ashburton is a 3hr11min, 301kms, ride.

Look forward to meeting up, esp with Iain and Leila.

Doug Murphy
Secretary
Simca Car Club Australia Inc.

Simca Car Club of Australia Inc. – Report for AGM October 2018

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

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

BALANCE SHEET - 30.06.18

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

LRL 2016

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

Hi Everyone, as some of you may know we welcomed Leo Jonathan Huntly into our family on the 26 July 2018, weighing 6 lbs 14.5 oz and 52 cm in length. He was brought into the world a little earlier than expected and in true Huntly style Luke had to rush home from a job in Biloela in readiness for the birth. Leo is now 8 weeks old and growing bigger and stronger each day.



Since Leo's arrival the Corolla has been our vehicle of choice at local club events. The Etoile needs some modifications to make it baby proof however we did take it to the display at the Anglican Church Bazaar last weekend.

Since the last report we have also welcomed a new Queensland member, Peter Mayne into the club. Some members got a chance to meet Peter at the French Car Day back in July and we look forward to hearing more about Peter's Simca story in the future.

We hope you enjoy reading David's story on the Dalby Rally which didn't quite make it into last edition of Swallow Tales. David hasn't had any recent adventures with Alice but has taken her for a spin to make sure everything is working okay. There seems to be an intermittent problem with the left indicator and thinks there is a problem with contact in the steering wheel hub.

We don't have anything else to report on at this stage and still look forward to catching up with everyone at the AGM in Beechworth.

Luke, Michelle & Leo Huntly

Weekend with the Restored Vehicle Association of Dalby

David Reeves

Luke and Michelle, Skip and I participated in the Restored Vehicle Association of Dalby's rally on the weekend of 12th and 13th May. Our friend Mark accompanied Skip, and another friend, Paul, rode along with me and "Alice", departing on Friday the 11th.

Skip and Mark travelled in Skip's recently acquired Peugeot 404 wagon, Luke and Michelle drove their MGB coupe, and "Alice" impressed everybody with her style and grace.

The Peugeot took Skip and Mark from the Gold Coast, departing hours earlier than I was able to, and the Simca transported Paul and me with such reliability, comfort and speed, that we arrived at our accommodation less than an hour after Skip and Mark! Or, it may have been due to Skip and Mark taking a more leisurely pace, visiting friends and looking at points of interest along the way that impacted their travel time!

Saturday morning dawned with the expectation that it was to be quite a chilly morning. That expectation was upheld throughout the day – it was COLD! Certainly much more fresh than we "coasties" are used to. Going out to check Alice's fluid levels and such, and to get her warmed up, I was pleased that it wasn't windy. Of course, Alice started first go, and warmed up nicely, and off we all went to Pioneer Park for registration and morning tea before heading out to the Ausplant Nursery.

What a fantastic display of vehicles awaited us at Pioneer Park! My favourites (apart from the Simca, Skip's Peugeot and Luke and Michelle's MGB, of course) were a Zephyr sedan, circa 1959, which had driven up from Gatton that morning, a Zephyr wagon which appeared to have followed the sedan through the assembly line, and an original 48/215 Holden, with original "Q" plate, on its second owner who had inherited the car. She was most definitely, "a beaut"!

Following the rally directions, we drove through some lovely parts of town, highlighting some of the local points of interest, finishing at the Ausplant Nursery. This nursery is not open to the public, so our tour was especially interesting and unique. Next time you buy a plant from Bunnings, this is probably where it was propagated, and began its journey to your garden!

Following further rally instructions, we successfully found our way from the Ausplant Nursery to a delightful place in the country where we enjoyed a delicious luncheon in a garden, albeit a little fresh in the shade! All the cars were on display in the carpark, so there was no rush to leave once we had been fulfilled gastronomically. People made their own way back to town, and enjoyed a further exploration of local attractions through Bowenville – that is if you remembered to check your rally directions, and not just return to town the way you came out. Yes, I missed looking through Bowenville!

Dinner at the Bowls Club on Saturday evening was a great experience. Many people dressed in the fashions of the era for their car, so there were outfits from

the 1920s, all the way through to the '70s. The atmosphere was quite exciting – particularly when they were drawing the raffle prizes and such!

I did get called out, and my task was to choose a prize from the table. What to choose, though! I had the challenge deciding between a set of jumper leads and an excellent utility knife. I shall leave a little mystery and not divulge my choice (at least not blatantly). Needless to say, I was thinking on Sunday morning that the jumper leads may have been useful!

Alice got going regardless, and we vacated our lodgings and met up with the other participants at the park behind the Central State School, where a great opportunity was provided for people to chat, and check out “each other’s rides”. A drive out to Lake Broadwater ensued, where we enjoyed morning tea, lunch and a scavenger hunt which involved answering questions about the different cars present. Did any of us really need a reason to wander about looking at the cars? Didn’t win anything there, but the weather was absolutely fabulous, and it was a delight to be able to catch up with friends, both established and new.

It was a weekend full of fun (apart from the fact that my bed in our lodgings was the only one missing an electric blanket) and I look forward to accompanying Alice on many more adventures – oh, along with Skip, Mark, Luke and Michelle and others from The Simca Car Club of Australia, of course! P.S. If you have not yet done so, check out the Facebook page – Simca Car Club of Australia. If you have any photos/details about any events you have attended in your Simca, email them to me: dk_reeves@bigpond.com and I can “pop up a post”!

For Sale – Simca Aronde Radiator

I'm writing on behalf of a friend who used to own a Simca Aronde (about 1961) many years ago. Sadly he's now in care and we're cleaning out his place. I have a pretty good radiator and a handful of gaskets. As far as the gaskets go if there's any members local to Brisbane they can come and get them (Alderley) but the radiator as it's in good condition (no corrosion, not blocked) on behalf of my friend I'm asking \$150. I can send pictures on request. Kind regards
Graham Porter

Contact:

Graham Porter

Email: portercg@bigpond.net.au

Mobile: 0410 433 302



Luke & Michelle (MGB), Skip (Peugeot 404 Wagon), David (with Alice P60 Wagon)



Alice, the only Simca at Dalby but in good company with Skip and his 404 Wagon



A couple of Renaults



Some Old-Timers

For Sale – Simca ASA2





Contact:

Clare Mulcahy

Mobile: 0428 329 477

Vehicle is located in Longreach, Qld.

WESTERN WHISPERS – WA STATE REPRESENTATIVE'S REPORT –

By John Pickles

With the sun shining it's time for the little babies to emerge from the comfort of the snug winter wrapping and show off their beauty to the adoring public. All around the country the clubs representing the various makes and models of vehicles are preparing for the annual show or event, and Western Australia like other states has a full program to entertain the motoring enthusiast including those interested of the French marques

French Car Display

FÊTE DE LA VOITURE

PROUDLY SPONSORED BY
THE CITY OF SUBIACO

SAVE THE DATE

OCTOBER 13, 2018

10am - 3pm Market Square Gardens, Subiaco
(opposite Domain Stadium)

- New car displays by Citroën, Peugeot & Renault
- Classic cars from the late 1800's
- Vehicle displays including Citroën, Peugeot, Renault, Alpine, Simca, Delage, Facel Vega & more
- Information on how to join local car clubs
- Technical motoring presentations

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The French Car Festival has been the most significant event of the French Car enthusiasts calendar in WA for over a decade growing from humble beginnings in Guildford to becoming one of the largest French car displays in the Southern Hemisphere with well over 120 cars on display in recent years from all marques and spanning many generations.

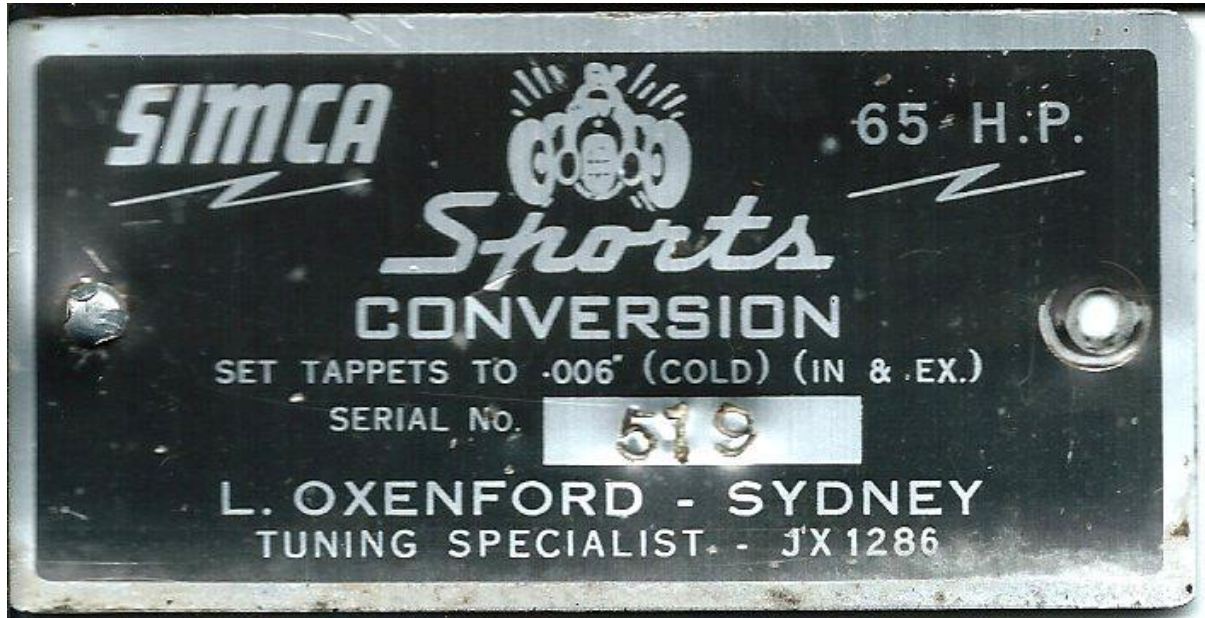
This year the event reaches new heights by becoming part of Bonjour Perth, WA's inaugural French Festival and is proudly organised by the French and Fantastic Automobile Club.

On the day you will see displays from the Peugeot Car Club of WA, Associations of Citroën Enthusiasts, Simca Car Club, Special Interest Vehicle Associations, Veteran Car Club & more.

Go to frenchandfantastic.com.au and Facebook for regular updates or call Justin Walker on 0439 935 369 for more information.



Never know what you find when cleaning out a shed and this was one item of interest which was attached to a chromed Aronde rocker cover that had been hidden away for twenty odd years. Would be interesting to know what happened to the motor and if Laurie Oxenford kept a record of the engine numbers for the vehicles he worked on?



Ian Williams has informed me that his Vedette project has stalled as he waits for the engineering firm to complete the machining of the Falcon steering shaft required for the adaption of a collapsible steering column. Those regulations requiring a non standard 1960's vehicle meet the modern specifications are really over the top.

Loved the cover of the last issue of "Swallow Tales", so much I offer this as an incentive to Ian and Mandy.



I have to admit to providing misinformation regarding the ownership of the Aronde being restored in Perth. I had assumed that Laurence Borg was the owner of the vehicle where in fact he has undertaken the restoration of the car which is owned by our new member Justin Walker. Justin is a long time enthusiast of the French cars and drives a Renault as the everyday car, in addition he has a small fleet of classic cars including Citroens to which he has added the Simca Aronde. For many a year Justin has been involved in the organization of the French Car Day in Western Australia Welcome to the club Justin.



Justin needs a replacement steering hub (new or used) and interior door window mouldings. Maybe our overseas readers may be able to help????

Darrel Manning has kept his Simca 1000 mainly under the wrap during the winter months as he clocks up the mileage in his newly restored Austin Healy. Darrel is now the Vice-President of the Healey Club in Western Australia but I'm sure he will make time to show and enjoy the Simca.

During the 1950's there were numerous coach builders in Europe, Great Britain and the USA that built a limited number of specials based on basic production vehicles of their country and France was no exception. Below is a coupe by PICHON-PARAT based on the 1957 Simca Aronde. The only external indicator to identify it as a Simca is the moustache grill. Mechanically I believe it had twin carburetors and a reworked head.



THE FLAG POLE

Bob and Ray, two government maintenance men were standing at the base of a flagpole, looking up.

A woman walked by and curiously asked what they were doing.

We're supposed to find the height of this flagpole said Bob, "But we don't have a ladder."

The woman said, "Hand me that wrench out of your toolbox", she then loosened a few bolts at the flag's base and laid the pole down.

She then took a tape measure from their toolbox, took a measurement and announced, "Eighteen feet, six inches" and walked away.

Ray shook his head and laughed, "Well, ain't that just like a 'Miss-Know-It-All' woman, he said, "We need the height and she gives us the length!"

Bob and Ray are still working for the government. . . . but now they are Senators.

They weren't in my pockets. Suddenly I realized I must have left them in the car.

Frantically, I headed for the car park.

My husband has scolded me many times for leaving my keys in the car's ignition.

He was afraid that the car could be stolen.

As I looked around the car park, I realized he was right.

The car park was empty. I immediately called the police.

I gave them my location, confessed that I had left my keys in the car, and that it had been stolen.

Then I made the most difficult call of all to my husband. "I left my keys in the car and it's been stolen."

There was a moment of silence. I thought the call had been disconnected, but then I heard his voice.

"Are you kidding me?" he barked, "I dropped you off!"

Now it was my turn to be silent..... Embarrassed, I said, "Well, come and get me."

He retorted, "I will, as soon as I convince this police officer that I didn't steal your damn car!" Welcome to the silver years...

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT – *by Stephen Maloney*

No submission

My first car: by Iain Dyer

The year was 1966 and Sydney in those days was a great place. My mother was a car nut and it had rubbed off on me from a small child. As a kid of around 10 I used to holiday in Leura in the Blue Mountains. We used to stop at Warremmo on the way up and visit friends. The house was at the top of a large hill and my mate Ian Murray and I had lots of fun identifying cars. We would take it in turns to crouch down behind the verandah wall and identify cars and trucks by their sound, as they laboured up the hill. I can well remember calling out, “Zephyr, FJ, Lancer, Foden etc.” We were both fascinated by trucks of the era and were in awe of Fodens. If you tried the same trick today it just wouldn’t work.

You may say, what is this to do with your first car? Hang on, I am getting to it. Remember Ronnie Corbet made a career out of procrastinating on getting to the punch line. At the time we had a parcel delivery business running a fleet of three split window Kombis and a couple of Morris Messenger vans. (I wouldn’t mind the split windows now!) I used to drive all over Sydney daily and spotted all sorts of juicy candidates. I used to drive past Geoghans on Parramatta Road most days and that was the honey pot. They always had an interesting variety, including affordable trade-ins. I remember boldly parking the Kombi in their lot and checking out a bright yellow TR2. Amazingly they let me have a test drive and whilst it was a tad rough, it drove well. Back home to mum to tell her I had found the car I wanted.

“Absolutely not! Totally impracticable!” You have to remember in those days Mum was a Diety, only one down from God. She mentioned she had done some research and found the perfect car. Under no circumstances would she reveal what make and model. The following Saturday morning we set off in the Kombi to view the car which was not far away in Eastwood. We pulled into the ladies driveway in the 55’ split window, 36HP Kombi, man I loved that van and there it was. A Simca! I had seen scads of these things all over Sydney, they were very popular in those days. I remember thinking great for old people and the slightly odd but not for a young red blooded male. (I didn’t know about the seating arrangement then).

Sure enough a dear old lady came out, probably younger than me now, and showed us the car. I remember being blown away by the condition of the car. It was absolutely mint. It was the last of the 90A shape, registered in 1960 and had just turned up 20,000 miles. We duly took it for a test run and I was sold! It drove like new. It pulled like a train, had a magic gearbox, fantastic brakes and it actually went around corners. I had driven mates Lancers and Vee Dubbs which were great, but this was a cut above. The price was \$300 and mum beat the lady down \$20 to \$280. The next bit is a bit embarrassing. I remember piping up and saying, "the car is worth the asking price and I am happy to pay it!" The dear old soul complimented me on being such a well mannered young man and mum gave me that look! Interpreted it means, "to think I spent all those hours in labour delivering that!" So Simcy came into my life and what a car and what fun we had.

It simply was the best car I had ever owned. I drove it hard from 20,000 miles till 77,000 miles when it threw a leg out of bed, not far from home. I serviced it regularly and it was totally reliable even in Sydney heatwaves. The only time it let me down was a trip to Gosford when the generator failed. Pretty simple fix. The only real expense was a brake overhaul, not bad for 57,000 spirited miles. That's right, miles, not poncy kilometres. It took me all over Sydney in all weathers, never overheated, all the beaches, up the Blue Mountains regularly where my Gran lived and every point of the compass. I well remember a mate of mine who had an x police Cooper "S" driving it back from Katoomba. He couldn't believe how it handled and stopped.

As an aside, to continue the Ronnie Corbet theme, he went to the UK for three months and left the Cooper S with me. There were still plenty of these cars running around as Police pursuit cars. Whilst I had it, another great mate and I decided to tog ourselves up from the Navy surplus store. We bought two blue shirts with epiluts and two officers hats that looked like Police hats. Suitably toggged up, we would cruise around in the 'S' on a Saturday night. I have never seen so many brake lights go on in a hurry. The favourit trick was to follow a car that was speeding and put on the left hand indicator. They would duly pull over and we would pull up beside them. Before it got serious, we would pretend to have a conflag, look over, wag the finger and indicate to move on. The relieved faces told it all. They probably told the story many times, "Sat night I was pulled over by the cops for speeding, I was pissed as a cricket and they let us go!" Bit naughty, but I'm not losing any sleep over it.

What happened to this wonderful car? By the time it stuck a leg out of bed I was married, had a new house with a mortgage and a brand new Datsun 1600 company car. (Another great car.) The new wife, not the present, who had yet to develop a sense of humour, hated parties, was very adverse to dancing, particularly the horizontal variety, said it had to go. To keep the peace, I gave the car to a high school student and his dad over the back fence.

Would I do it all again? Certainly, except the last bit. I would treat it better and still have it. One such lucky car is a 90A owned by club member Peter Gaggioni. In conversation with Peter on one of our visits to his place, he told me about his car. It's a genuine 90A he bought brand new, in that lovely aqua blue colour. It was Peter's only car for many years and was raced by him for many years. He laid the car up with 90,000 hard miles under the belt and is well on the way to being restored and is an absolute gem. It's one lucky car. Most club members have Simca and life stories we would all love to hear. After all, it is this iconic marque that has brought us all together, in our wonderful club.

Iain Dyer.



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

Hi all from SA.

It seems fairly recently reported for Swallow Tales the Bay to Birdwood run, but 12 months have flown past and here we are again, but no real report. Ina's 90A entered again this year because 1959 was the cut off year, next year who knows. Iain wants to enter his 90A but is worried it's a 1958, honestly would anyone know the difference if he entered it as a 1959 model. It is amazing the number of people who know Simcas or learnt to drive in one. This year a gentleman was rapt in Ina's car stating that his first car was, you guessed it, a 1959 Simca 90A exactly the same colour inside and out and he of course never expected to see another one like it. This year we had two student passengers Karin our Japanese girl some you met at the Chrysler festival in February and Paula a student from Germany. Paula flew in from Germany on Saturday night the eve of the Bay to Birdwood so very late night, then up at 5.30 to leave at 6.00 on Sunday morning. Her father back in Germany was quite excited for the opportunity for her to join in with all these cars. Countless photos went back to Germany during the day. Monday morning we were all up early again to set off to Alice Springs to show the girls a bit of outback Australia. We stayed in Port Augusta and Coober Pedy up and back and spent six nights in Alice Springs. The bird life at the Big Four Caravan Park was just amazing with Port Lincoln parrots happy to eat out of our hands and Galahs and top notch doves feeding off the ground. With a fresh batch of Vans arriving daily the birds were fed a mixed menu of food. The first shopping trip Ina did was to buy a packet of Sunflower seeds. I think ours was the most popular van in our section of the park and soon we were supplying half the kids on the block with Sunflower seeds to encourage the birds.



I must check out what sort of aftershave Rob uses. He can still pull the birds! (Editor, sorry)

The further north we drove the more expensive the fuel, petrol up to \$2.20 a litre and gas over \$1.00 and sometimes not too sure if gas was going to be available. We drove a 2004 Ford Territory and averaged about 20lts 100kms towing a van. The girls took a bus to Uluru which meant pick up at 6.00am and return about 12.00 midnight. Uluru is over 400klms from Alice Springs so a lot of time is spent on the bus. They seemed to spend a lot of time staring intently at their phones and not the scenery, or sleeping. Quite relaxing for them but then they wanted to stay up all night and when they finally do bed down they don't want to get up in the morning. We arrived home yesterday and today Ina took them shopping to Adelaide. Tomorrow we are travelling on Steamranger, a steam locomotive to Victor Harbour and on Monday back to school. Next weekend we are off to the bottom of York Peninsula for 3 nights on our clubs annual campout, sightseeing and maybe some fishing. I don't know how we can maintain all this activity. Morrie and Margaret will remember York Peninsula from their travels last year. I am looking forward to the AGM. I am bringing Fred Schodde with me and Mel and Gelske are also attending. Fred is always entertaining with his tales from his childhood and early years living in Bendigo and Sealake. See you all in Beechworth in a couple of weeks. Cheers Robert and Ina.





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

"The winter early spring report for NSW is short! With the cancellation of this year's Hunter French Car Day we've had no events since the Sydney French Car Day reported last edition.

What's be happening with the cars? Morrie and Margaret are still working to get repairs carried out and should be ready for Beechworth. Geoff has been working hard to get ready for the trip but with some fine fettling but will not be able to make the trip now, our thoughts and best wishes are with you both Ruth and Geoff. The green Bagheera has been rego checked and the rocker cover screwed down a bit more to try and stop the oily block drips, I think I'll be up for a right hand drive shaft in the next twelve months though. Mandy and I will be enjoying some trips with the Bagheera garaged in Melbourne for a few months of tripping around before a Christmas road trip back north. Can you believe the panel beater who was going to work on the Rancho said no, he turned up with his trailer to collect it, one look and said it needed a bit more work than he thought, next step will be sand blasting. Work is also continuing on a non club Murena to get it on the road for the first time in Australia, hopefully we'll be able to have a new member. Hopefully with the warmer weather we'll be out and about more. '

Regards

Ian



Beechworth Possibles

Well any excuse for a holiday... Mandy and I have just spent a little time at Beechworth checking out some 'possibles' for the AGM meeting on Saturday 27th and some interesting possible drives as food for thought for Thursday 25th and Friday 26th October.

Accommodation, yes the Armour Motel is central to town and we met the owner Fiona who is very hospitable and helpful. The rooms have interesting photos of the Kelly's (Ned) are warm, clean and have tables and chairs as well as comfy beds.

To do the streets of Beechworth justice at least half and maybe more of a day are needed to see the shops and historic buildings- the court house (gee the guy there can talk), the lock ups and town hall etc. A visit and tour of the old gaol is also recommended.

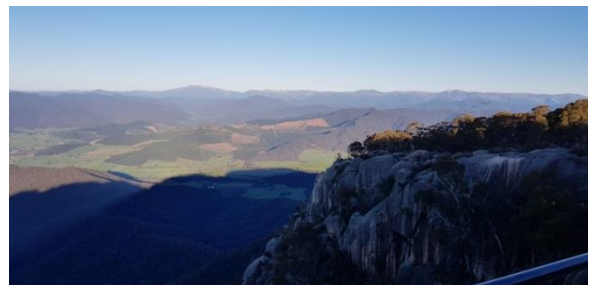


Along with the Golden Era Service Station with its EJ/EH RACV Patrol car and the older FB (I didn't check out the tail lights so I stand corrected on which model) and its huge collection of model trucks and dumpers.

We checked out a couple of car runs for Thursday and Friday which may set you all discussing where to go.

Thursday, a possible highlight may be a

drive up Mount Buffalo and barbecue lunch in Bright. The drive from Beechworth to Mount Buffalo (82km) is via Myrtleford the drive up the mount is all steady slope, over about 28+km with a wide lane in each direction, we estimate around an hour on the way up, the views are spectacular, we can see the old 1910 Chalet and have morning tea at Dingo Dell. If anyone wants to hang glide we'll leave that for you each to arrange. The run



down is about 25 minutes on the gears with some braking. At the bottom we could head into Bright (6km) for a drive through town and a bbq lunch at Howitt Park. The total distance Beechworth to Bright via Mt Buffalo is 120km. From Bright the return trip to Beechworth can be direct back 61km (a total day drive of 181km), via Stanley at 68km (a total day drive of 188km), or via Yackandandah where there are a few quirky junk shops we've been told, this would be a total drive distance of 211km for the day.

It is also possible to bypass Mount Buffalo and go direct to Bright should you choose.

Friday, a suggestion:

Club member Peter Gaggioni has a vast collection of SIMCA spares at his garage in Wangaratta, plus his 1956 Aronde Elysee 90A which he has invited us to visit. The spare parts are for sale such as motors, gear boxes, water pumps clutches – the works. Give Peter a call on 03 57215749 if you would like to know more before our possible visit.

From there back to Milawa to visit a winery, cheese, crafts etc. and then on to Eldorado to see the largest old gold dredge in the southern hemisphere, it collected 2.2 tons of gold. By then a quick stop at the McEvoy Tavern/General Store, the smallest pub in Victoria, in Eldorado for a coffee and cake or something stronger. From there back to Beechworth via Woolshed Rd, a 15km well-formed gravel road with two, most likely dry floodways. Then around the 1km Gorge Road in Beechworth, pulling up out the front of the tourist centre to show the



dusty cars...or back to the accommodation, with the rest of the day for seeing the sites of Beechworth town. This drive is around 120km total, mainly flat main roads with approx. 15km of good gravel if you choose.

Saturday AGM, we made some inquiries about a suitable hall and will pass any information on through our Secretary Doug. More time for a look in Beechworth and then on to Melbourne.

Extra run, I don't know when, but we did

find out about the Army Museum in Bandiana.

For those not interested in driving too far there are also plenty of local sights and a multitude of arts and crafts in Beechworth that would take a couple of days to see all.



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

Hi All, there has not been a lot of action over here lately, the 1501 still has a problem with its clutch, the p60 is still waiting for its brakes to be done, I did manage to drop the sump on the little red thing and clean the gauze filter fit a new gasket and new kingpins ready for the new season, Ivan's v8 still sitting waiting for its motor, our Dunedin member Keith Marshal is in fulltime care due to ongoing health problems, On behalf of the members we wish him well, Un fortunately Lucy and I will not be at the gathering this time as I find it very hard to get about with my crook knees and I have a apointment coming up in Oct for eye surgery they need to remove the fluid from the left eye and replace with new stuff so I can see out of it then do cataracts in both eyes,

I have recieved a request from a former simca dealer in Hamilton wanting to buy a Versailles have put him onto one in the waikato region, also Keith's one will need to be sold some time in the future. we have sold the truck as I can't drive it anymore so getting about the country will be harder,

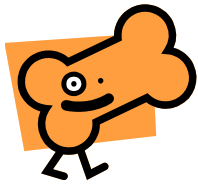
We hope to attend a show and shine in Masterton in Oct hopefully Ritchard will come and join us I don't know which one to take yet. Wishing you a great meeting hope to catch up with you all some time in the not to far distant future Colin/Lucy



A new track for Colin's blocart. It looks like fun but the corners are a bit sharp. My racing days were a bit easier on quarter mile ovals.

some pics Some one still likes me. look a outside sunvisor for a chambord. the trailer for the blokart club. Hard to believe this is 4years ago. my latest set of wheels goes with us everywhere .





Funny Bones



One day, Harry the Eagle waited at the nest for Mary, his darling of 10 glorious years. After a while, when she didn't return, he went looking and found her. She had been shot dead!

Harry was devastated, but after about six minutes of mourning he decided that he must get himself another mate. Since there weren't any lady eagles available he'd have to cross the feather barrier, so he flew off to find a new mate.

He found a lovely dove and brought her back to the nest. The sex was good but all the dove would say is 'I am a DOVE, I want to love! I am a DOVE, I want to love!'

Well this so got on Harry's nerves that he kicked the dove out of the nest and flew off once more to find a mate..

He soon found a very sexy loon and brought her back to the nest. Again the sex was good but all the loon would say is.....

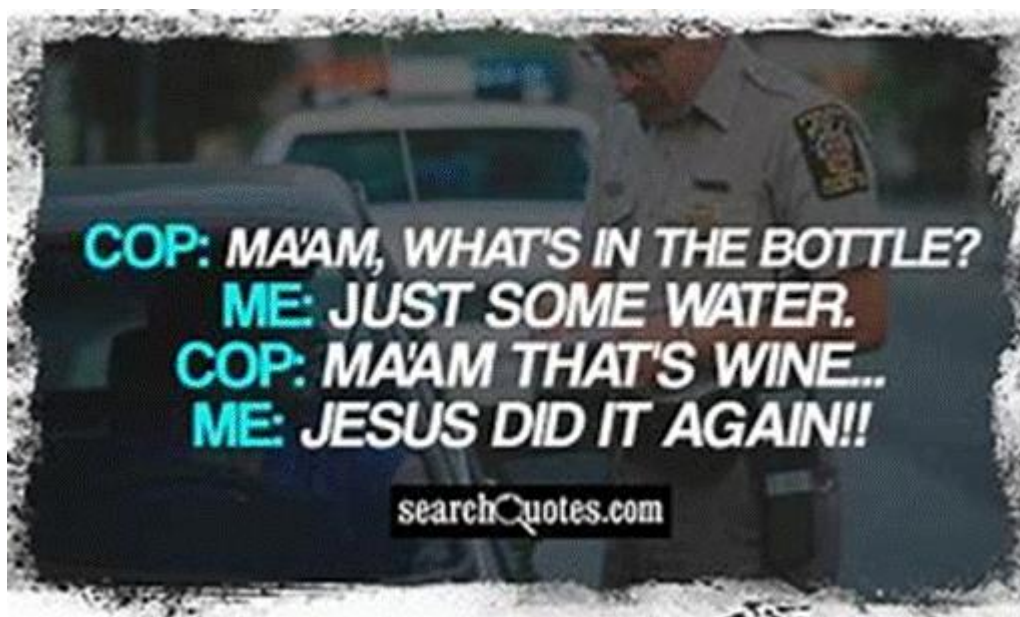
'I am a LOON, I want to spoon! I am a LOON, I want to spoon!' So out with the loon.

Once more he flew off to find a mate. This time he found a gorgeous duck and he brought the duck back to the nest. This time the sex was great, but all the duck would say was.....

NO, The duck didn't say THAT!

...Don't be SO disgusting!
What the duck said was....

'I am a **DRAKE**,
You made
a **MITHTAKE!!**



On their way to the church to get married, a young Catholic couple were involved in a fatal car accident.

Being good Catholics the young couple find themselves sitting outside the Pearly Gates waiting for St. Peter to process them into Heaven.

While waiting, they begin to wonder: could they possibly get married in Heaven?

When St. Peter finally showed up, they asked him.

St Peter said "I don't know. This is the first time anyone has asked. Let me go find out" and he leaves them sitting at the Gate.

After three months, St Peter finally returns, looking somewhat bedraggled. "Yes" he informs the couple " I can get you married in Heaven".

"Great!" said the couple "But we were just wondering, what if things don't work out? Could we also get a divorce in Heaven?"

"You must be bloody joking" says St. Peter, red-faced with frustration, slamming his clipboard on the ground.

"What's wrong?" asked the frightened couple".

"OH, COME ON!" St. Peter shouted "It took me three months to find a priest up here.....Do you have any idea how long it'll take me to find a lawyer?"

POLICE : KNOCK KNOCK
ME : WHO IS IT
POLICE : ITS THE POLICE
ME : WHAT DO YOU WANT
POLICE : WE JUST WANNA TALK
ME : HOW MANY OF YOU ARE THERE
POLICE : 2
ME : THEN TALK TO EACH OTHER

Why Parents should always check their children's homework before they hand it in:

Submitted by a first grade girl for a homework assignment

...sheer class!!




After it was graded and the child brought it home, she returned to school the next day with the following note:

Dear Ms. Davis,

I want to be very clear on my child's illustration. It is NOT of me on a dance pole on a stage in a strip joint. I work at Bunnings and had commented to my daughter how much money we made in the recent snowstorm. This picture is of me selling a shovel.

Mrs. Harrington



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SH02984 29/04/11 A

PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

The 2018 renewal of membership is due on January 1st 2018. If you are overdue, please pay now. Don't forget members can pay their subscriptions by bank transfer or to the club secretary.

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

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

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



Breaking News

Many thanks to Ian and Mandy for their time and efforts in the Beechworth foray.



SIMCA CAR CLUB AUSTRALIA Inc. CLUB MEMBERSHIP RENEWAL

Jan – Dec. 2018

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

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

Address: Please print full postal address

Contact Details:

Home: -----

Mobile: -----

Email: -----

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

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

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

Annual Membership Subscriptions

Simca Car Club Australia Inc. membership operates from:

1st January to 31st December each year.

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

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

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

(Both signatures required for Family/joint membership)

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

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

Doug Murphy

PO Box 2151

Wellington Point

QLD 4160

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

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

International Transfers:

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

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