



SWALLOW TALES



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



Unloading P60s for assembly in Adelaide!

VOLUME 32

NUMBER 4

December 2025



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 David Reeves*

Greetings and wishes for a safe, yet most enjoyable, festive season! Let's hope that we are all on Santa's list... I am sure we are all on one of them, but which? The 'Nice'?? Or the 'Naughty'?? I guess we shall find out when we wake up on the 25th!

I will also bring your attention to membership fees which are due for the 2026 calendar year. Details on payment are included, as usual on the last page of Swallow Tales, with the membership form. Next year, I shall update the membership form for the 2027 calendar year a little earlier than the December issue, in order to allow for members to plan for payment ahead of the Christmas period. (By update, I mean change the year from '2026' to '2027' – everything else will be the same!) I have updated the form in this edition similarly!

This month I am quite excited to draw your attention to the NSW report, as it involves subject matter quite close to my heart! Morrie has written Part 1, of how Alice came to be! She is quite the accomplished motoring legend, and it is due to Morrie's determination and commitment in getting her 'back on the road'! Part 2, will be in the next edition of Swallow Tales, the first for 2026!

I note with envy that Winter has been hanging on in SA according to Rob and Ina's report, as we in Central Qld and the Maranoa have been 'enjoying' temperatures in the high 30s for the past few weeks, with a high of 40 expected today in Biloela!! Not good weather for driving SIMCAs, really! Also, of note is Rob and Ina's 57th wedding anniversary – congratulations! Not to mention the fact that, like Morrie and Margaret (and many of us), a P60 was their family car 'back in the day'!

Gerard writes about the various opportunities to go on runs in NZ, but most delightfully gives some history to his and Yvette's SIMCA (or perhaps more correctly, Yvette's SIMCA) – again a delightful family connection to the marque. He also mentions winning best time when driving a new BMW around the Hampton Downs skid pan and winning a brand-new BMW cap!! Gerard, I am sure the management must have inadvertently let a typo through in the organisational paperwork, and you are in fact owed a brand-new BMW CAR!! Perhaps there is no statute of limitations in place and you could retrieve that well deserved prize!!

Iain shares various stories about racing days, carburettors and the Ladies' Car and Bike Day at The National Motor Museum, where Leila embraced her inner Hell's Angel! Meg gives us a bit of a history lesson and reminds us that even if there is nothing particular happening in our state, there can always be a story about a SIMCA that can be included in Swallow Tales!

I will add that Gerard being an accountant rather than a mechanic has encouraged me - perhaps I could perform some basic mechanical maintenance once Alice is back on the road. I guess Luke will be the judge of that when I head out there once school has broken up for the holidays!

Kerry is off to Belgium for the International Meeting next May (hopefully no clashes with getting his 1501 to Historic Winton at the end of May) where he will have the

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privilege of driving a friend's Matra Murena from Alsace, France to Herve in Belgium! (Kerry, John Brown's Murena is still available if you would care to add it to your collection!)

As far as the 2026 rally goes, I have done a bit of research around Coffs Harbour/Grafton, and brought it up with Kerry, Luke and Skip. I will also be checking out venues in person in January on my way back from 'Christmas in Tumut'. So, I will be able to get details out after that...on behalf of the 'Queensland Chapter'. The dates will be in accordance with the Qld school holidays, so the rally will run from Monday 21.09 – Monday 28.09.2026 and will likely begin in Grafton and conclude in Coffs Harbour, similar to 2023 when we began in Dubbo, and concluded in Bathurst, so 3 or 4 days at each centre. Some of the attractions in Coffs Harbour are not open during the week, such as the aquarium, so better to finish there so we can enjoy those.

From the Facebook Page

Robert Hurley (Perth, WA) has NOS SIMCA fuel tank sender unit. \$100 + postage.
Phone: 0412 288 269
(This is still available, so have included it again. I have asked him about a parts number, but he is yet to confirm.)



Loic Onillon is still keen for the information about SIMCA in Australia, and if you have not looked at the Vedette Club's page, it really is quite good! As Molly would say, "Do yourself a favour!" www.clubvedettefrance.fr

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“Sur ce site je m'occupe de l'album photos qui compte plus de 1000 photos. Qui pourrait me fournir des indications sur l'histoire de Simca en Australie avec les différents modèles commercialisés ? Merci
Loïc Onillon”

I translated his request, and he is after information about the history of SIMCA and models in Australia. (Kerry, I still reckon this is your super-power.) I looked at the site, and when you open it, you can translate to English. It is impressive.



Cat Soper, John Brown's daughter, is still seeking a buyer her father's SIMCAs:

- a) SIMCA Matra Bagheera. Registered 'til April 22, 2026. Runs well, but issue with headlight hydraulics and fuel tank. A solution for John was to fit a tank that sits in the back of the car, as it was difficult to remove the old one to clean. \$20 000



- b) SIMCA Matra Murena. Unfinished project, not registered and currently on a hoist in his shed. Several boxes of parts included. \$10 000



The cars are located in Dundas, NSW.

There are a couple of P60s located in Healesville, Victoria. I was aiming to have a look at them on the way to Tasmania, but Alice's foibles prevented me from doing so. If you think you may be interested, let me know. It is unknown what price the owner is looking for, but I suspect she, an elderly lady, is wanting the whole vehicles

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to be removed rather than selling off a few parts. There are apparently various parts as well, but I do not know exactly what that would be. I will put you in touch with someone who may be able to assist, if you are interested, email me:

dk_reeves@bigpond.com



Is anyone able to help our members locate these parts for a P60?

- a) Des Burns and his son Mathew (Qld) are restoring a P60 sedan. They are looking for a set of windscreen wiper arms, as theirs has none. Gerard sent me some information regarding alternatives to authentic SIMCA wipers, which I have forwarded to Des, however, they may also prove difficult to source. So any further assistance would be appreciated!
- b) Mick Palmer (WA) is also looking for a hub cap for his P60. Hopefully he has been lucky and found the brake-shoe retainer clips courtesy of Rob. The hub cap does NOT have dimples in the centre, so if he can locate one without dimples, that would be great.



Unfortunately, I sent him one of my spares that has the dimples, so not an actual match!

If anyone is able to assist with either of these items, flick me an email with your contact details and I can put you in touch.

dk_reeves@bigpond.com

I have also been chatting with Addam Smith who will be joining the club for the 2026 calendar year. He has found his Dad's P60 and will be embarking upon a restoration. He has also procured a P60 that is running, so he will be able to enjoy the privilege of driving a SIMCA whilst his Dad's gets 'back on the road.'

I look forward to meeting him in January when I am in Brisbane. He promises to bring a lot of enthusiasm and support to add to that already amongst our club members! (He mentioned panel-beating experience and access to a trove of parts!!)



The 49th **Historic Winton** will be held on 30th and 31st May 2026 at Winton Motor Raceway, near Benalla in Victoria. **Historic Winton** is renowned for its celebration of historic vehicle displays as a major feature in addition to exciting historic racing.

There are quite a few of us who have alerted Luke as to their intentions to attend, and he has notified the organisers. Please note that if you are attending, you will need to register yourself by **28.02.2026**.

Leanne Cutler (0400 790 060) is the person to contact if there are any questions, and bookings are to be made via email: pr@historicwinton.org

You will also need to organise your accommodation. I have heard mention that Benalla would be an appropriate place to find such lodgings! Please refer to the October edition of Swallow tales for other details.

PRESIDENT'S REPORT - by *Luke Huntly*

Hello Again!

Progress for the rally is underway with discussions between members. I have notified the committee of the Historic Winton races of numbers interested in attending. It will be up to the individuals to register next year and will send out a reminder closer to the date.

Thank you and have a good Christmas and happy New Year.

Luke Huntly



SECRETARY/TREASURER'S REPORT - by Iain Dyer

SIMCA CAR CLUB AUSTRALIA INC

1st October to 30th November 2025

Balance \$4602.01

Subscriptions

45.00

Expenses

Nil

ASSETS	Cash at Bank	\$4602.01
	Memberships	45.00

Balance at 30.11.2025	\$4647.01
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QUEENSLAND REPORT - *by Kerry Ryan*

Hi all from sunny Queensland!

I hope you are all well and enjoying what life has to offer. Any activities in relation to car displays or runs tends to slow down at this time of year leading up to Christmas so I have noticed that there are not so many classic cars out and about when I take some of my cars for a run on the weekends. Life has returned somewhat to normal for me and work is going through a re-structure again.

Another management genius has entered our organisation and as usual he knows all the answers and is busy re-shuffling the deck chairs. This happens quite regularly in my organisation with new Wizz-kids blowing in and blowing out just like a cyclone leaving nothing but destruction behind them. I can honestly say that I have seen just about every version of change known to man with very little improvement each time.

Maybe I am getting too old to deal with these so-called experts who's only real skills are being able to polish their resumes and big note themselves. Anyway, life goes on.

News on the home front is that Skip is currently overseas living the good life but is expected back before Christmas. He misses his babies (car collection) and is pining.

Wayne Yeo continues to finalise his restoration of a Fiat 2300 automatic and is currently installing a new windscreen. It will be great to see this hit the road again.

I have been trying to source a few parts for my non-Aronde cars such as the nice blue 1978 Simca 1005 and 1972 green Simca 1100 Special. Nothing major required other than tune up bits and brake cylinder repair kits. I have a friend in the Netherlands who has been helping me find these parts.

Jo and I are planning a trip to Belgium next May for the International Meeting and will no doubt catch up with our friends from Alsace, France. Yves has two Matra Murena's in beautiful condition and I am offered one of them to use to travel to the Belgium Meeting being held near Herve in eastern Belgium.



He has a very rare Formula 2 version of the Matra Murena which looks outstanding in bright yellow. His white Matra originally came from New Caledonia over 30 years ago as he used to work there as a teacher for the French Government. That car has travelled around the world with him. I am looking forward to the experience.

Anyway, that's about it for now. Jo and I intend to go to the Winton meeting at the end of May with my 1501 Special all being well so this will be something for me to concentrate on to get the car ready.

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Attached please find a photo of the yellow Murena F2 owned by our friend in Alsace France.



In addition, I have included a photo of a Simca 1200s coupe which participated in a hill climb event close to Yves's home near Colmar in the Alsace region. This area is part of the famous Voges Mountain Range in eastern France and has some beautiful winding roads and is popular with the motor racing fraternity.

Merry Christmas and a Happy New Year to all and don't forget to renew your membership for 2026.



NEW SOUTH WALES REPORT - *by Morrie Barrett*

Where did Alice come from? Long before being named she had completed the re-run of the Ampol trial, driven to Perth via Broken Hill, Esperance and Albany, along with trips to the French Car Days at Brisbane and Melbourne.

Just a recap on where Alice came from. In 2003, I became aware that a SIMCA CAR CLUB meeting was being held at Dubbo and as our first car was a brand new P60 sedan in 1963, we decided to attend along with Robbie Verhagen's brother Kees, so that's when we decided to get another Simca and join the Club.

After much advertising and following up leads, two Simca wagons were located on a property near Mudgee under a lean to that been left there by the previous owners of the property.



I made an offer of \$200 for each wagon however the owners felt that they could get much more for them. After a few weeks they accepted the offer!

Unfortunately, Robbie's brother passed away however his wife Gai said I could take them to her place at Mt Kurragong. Gai's son-in-law Luke Franks, along with Robbie, made two trips to Mudgee to retrieve the wagons.

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On the Trailer.

After a good inspection of both wagons, I decided on the one which was most sound - a small amount of rust in the spare tyre holder and some on the left-hand sill. Then began the task of disassembly. I constructed a mobile stand attaching it to the underside of the wagon.

The interior and doors were removed, followed by the front metal panels that were bolted together, then the radiator. This allowed the complete removal of the front end, enabling the engine and gear box to be lowered onto a trolley jack and pulled forward followed by the rear axle brake and fuel lines, petrol tank wiring, tail gate and glass and roof lining.



Then off to the sand blaster, then to a panel beater at Blacktown. Doors and bonnet were chemically cleaned at Redi Strip.

The tail gate was too far gone but I was fortunate to locate an almost mint one on at the Cooma wreckers. With all metal cleaned, the panel beater placed the doors on the body to check clearances. See photo.



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I was also fortunate to locate a brand-new sill and a donor wagon at Greystanes from which the rear beaver panel and the spare tyre well were removed and welded into place.



Once replaced, the underside of the wagon was given a generous amount of stone guard, then miscellaneous imperfections on the body work were repaired, seat belt anchor points welded into the body along with brackets for the new front bucket seats.



Meanwhile, the Rush engine was being rebuilt at Nabic by Dave Moor, cylinders taken out to 20 thou o/s and Hypolite pistons fitted from the UK, engine was fully balanced, and reconditioned water pump, generator and starter motor fitted.

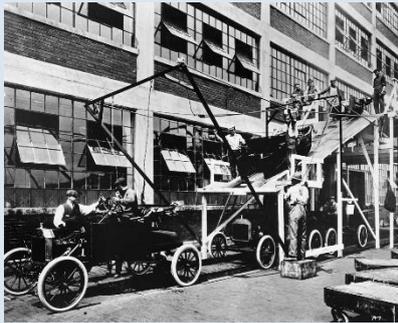
The gearbox, diff and rear axle were also reconditioned, then the brakes - master and slave cylinders, piping and hoses.

To be continued in the next edition...

VICTORIA/TASMANIA REPORT- *by Meg Heritage*

Hi All.

It has been a quiet one with not much Simca-ing happening. Baby Blue has been in the garage staying dry as we have had some very ordinary weather since the rally. At least in the Southern part of the state. I know Mavis has had some adventures and we've included Iain and Leila's story in this report. Remember that anyone from Tasmania or Victoria can write to me about what is going on with their Simca! Or even just a photo of your Steel Steed. I'd be happy to include these in a future report.



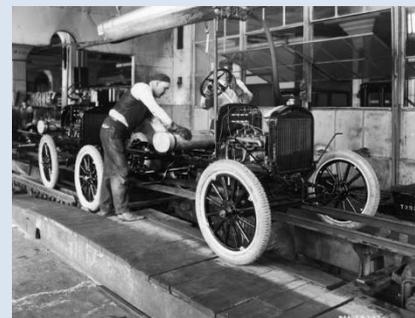
On an historical note; on the 1st of December 1913, Henry Ford started the engines on the first moving car assembly line in Highland Park, Michigan. He developed the idea from various forms of assembly line practices used by other industries such as butchers to process carcasses, wharf workers to move products, and a stationary assembly line used by Ransom Olds in his factory since 1901.



The introduction of the moving assembly line meant that cars, and eventually a wide range of products with many parts, could be completed more quickly, allowing the cost to go down, and profits to go up. It led to cars being affordable to not only the rich, but the average working man.

It also meant that labour skilled in one task, not many, had input in the automobile production line, paving the way to unhappy workers stuck in very repetitive tasks.

(This is obviously over-simplified, but you get the idea).



Cheers, Meg

A Submission by Iain Dyer

It hasn't been a great year health wise and Mavis sat mostly not driven all year. Our winters create a lot of moisture in tin sheds and as it turns out in fuel tanks.

My mate of fifty years, still racing, came over to help me clean out Mavis's fuel system. I got down, a lot easier than getting up, and drained the tank. Forgetting I had filled up in Ulverstone, I let the bung go and the bowl was quickly over-whelmed. Petrol went everywhere, to me scary stuff.

Rewind to 1975. I was racing a stove hot Anglia 105E, went for an outside passing move on the leading valiant and rolled. The fuel tank split and covered me in petrol. Hanging upside down in my harness an Official ran over to help.

Looking through the window safety net, he had a lit cigarette in his mouth. I don't know if his ear drums healed, but my fear of petrol has never gone away.



Back to the present, we blew the fuel line out and changed both filters. Geoff pulled the carby apart and it was amazing it ran. The bowl was full of crap as were the jets. The good ole' Solex will swallow a low flying crow, but Webbers won't☺.

Now she is back to full health, she is a delight to drive. Our favourite sport? Hunt down E/V's, snick third and give their windings a scare☺.

Grow up you say? Nah!

The Yearly Ladies Only Car Show

Once again the Ladies Car and Bike Show was on at the National Motor Museum. We rose early and sparkled Mavis up and got there early. Mavis seemed relieved to have a more mature driving style, as Leila eased her along. They parked us next to an immaculate Cortina GT.

Sitting in our chairs we found out what a rare car it was. It was number ninety one of one hundred cars, homologated for the 1965 Bathurst Race. Among the many factory modifications to the two door shell, were two protruding quick fill fuel inlets. The very affable owner had found it, sitting under a tree in 1992. His restoration work has returned it to mint condition.

Mavis as usual drew lots of attention and photos. One French couple on holidays were amazed to see her. The male partner said his brother had one as a first car and he had done many miles in it. He loved it.

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Estelle and friend arrived on their motor-bikes. Estelle has just finished restoring a Classic Harley Davidson. Leila tried it for style, but decided it was a little late to become a Hells Angel.





As usual, Dad had to shout lunch, coffee and cheese and tomato croissants. Delicious. A great day for the ladies and Mavis, who as usual got more attention than the later models. I drove home, making sure Mavis had enough revs on for a healthy bark 😊.

(Ed: One Hells Angel you do NOT want to be messing with!)

SOUTH AUSTRALIA REPORT - *by Rob Stapley*

Hi everyone!

Here in S.A., Winter seems to be hanging on and today (16th Nov) is no exception - cold and windy outside, good working temp for shed work! Actually, today marks 57 years of married life for Ina and me and like some other members of our club a Simca p60 sedan was our family car. Perhaps that's when the seed was sown for the love of these cars we enjoy now.

At the moment we are watching motor racing at Winton in Vic. on tv and getting a feel for what to expect next May. I hope we can get a few cars to put on a show at this event as described in the last "Swallow Tales". We have booked accommodation in Benalla for a weekend the end of May, sharing a house with my sister Lesley and her husband Joe who were both at our rally in Tas. Another chance for Joe to visit the Beechworth Bakery in Echuca, to which he and Lesley detoured on their way home from Tas.

Everyone who was at the club rally in Tas. should be looking forward to the next one wherever it is to be. Maybe Queensland or Northern NSW. Wherever it is it will involve travelling for two or three days but with reliable house sitters time is not a problem, especially as we would hope to continue on from rally to visit friends in Cairns so looking at 5 or 6 weeks away - figure we have to do it while we can!

With Christmas just a few weeks away the club scene here is getting busier with street parades and displays happening nearly every weekend. Most towns on Yorke Peninsula have a street parade and classic cars are welcome to attend and take part. We have about half a dozen reasonably sized towns which have a Christmas parade within about 60 ks of Ardrossan so options are plentiful. Also, twilight markets etc to attend to keep our cars on the road. We are also happy to attend a coffee and cake

morning once a month on a weekday morning which generally extends into a lunch somewhere along the way at one of our smaller seaside towns. It certainly is a good life.

Finally we hope you are all going well health wise, we don't have time to get sick so much to do so little time. So, we wish you all a happy and healthy Christmas and new year and hopefully will see some of you at Winton in May.

Cheers Rob and Ina.

NEW ZEALAND REPORT - *by Gerard Crombie*

Since the last report and returning home from the Tasmanian trip we have been on two car club runs and a coffee and cars event.

I thought I had been to most parts of New Zealand but there was one place close to Auckland that I had never previously been to. The run was to the Awhitu Lighthouse which is on the south side of the Auckland Manukau Harbour. Being on the west coast the Manukau Harbour entrance is a particularly treacherous piece of water.

The drive up the peninsular to the lighthouse was like stepping back in time 50 years. The community centres, churches and many of the houses were from an earlier era and similarly, the lighthouse we went to visit was a reconstruction of an 1874 lighthouse rebuilt to the original plans.

The original was built in 1874 and the prisms and drum lens in the current building were from 1929. Originally the light ran paraffin and in 1929 was converted to acetylene with a flashing light and then later again electricity.



Fortunately, the roads we travelled were reasonably modern, they were sealed, albeit not designed to today's standards, mostly narrow and undulating, the sort of hills you leave your stomach behind as you go over the rise and down the other side like a roller coaster.

Since it was a 250km return trip there was only one classic car with the other five participates electing to take their moderns. The weather was cool and cloudy and the hills and countryside rugged but the area peaceful and picturesque. It was a thoroughly enjoyable trip and we finished off with a group BBQ at the end of the day.

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Soon after returning from our Tasmanian trip, we had a run out to Hampton Downs for a coffee and cars event.

Unfortunately, it was a long weekend and many didn't realize the event was still on. A number of

customised moderns and hot rods were there but very few classics, apart from our group. The day was still very worthwhile as we could watch an open track day event on the racing circuit, the go-kart track racing and also from a distance the skid pan. (Second picture below is the Hampton Downs Skid Pan.)



With Holdens discontinued some people think any Holden is a "special" car!!! (Ed. Agreed!!)

Some years ago, the Institute of Chartered Accountants had a BMW invitation day at Hampton Downs and we drove new BMWs on a test circuit and then a timed speed event around the skid pan. The skid pan is glass smooth concrete sprayed with water and any speed over about 30 kph you slide around the track. Of our group of about 20 I got the fastest time and collected a BMW cap. The day was a lot of fun and since we weren't driving our own vehicles the skid pan especially was all care no responsibility! I'd love to do it again, if I got the opportunity.



Each month there is a coffee and cars event at the shopping mall nearest to us. It is run by the Mid-West Rodders Group, so is mainly hot rods and American cars but any classics are also welcome and this month I went along for the second time in recent months.

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Since I'm partial to yellow, no surprise these two cars caught my eye.

David suggested with the short time since the last reports and magazine perhaps we could write about our own SIMCA:

how you came to be its custodian, restoration, a bit of its own history; so, this is about our Simca!

Yvette and Gerard's Simca Etoile.

**First Registered: November 1962
Colour: Cream**

**Engine: 1290cc Rush 5 bearing
Odometer: 94,000 miles**



We refer to our Simca as being a one family owner vehicle. It was originally the family car for Yvette before we were married, and we acquired it from her father at a time when we were needing a second vehicle. We have now owned it for 45 of its 63 years, although Yvette can claim to have had it for its whole life!

We had only had the Simca a very short time when I got a company car but we retained the Simca as a third car, even though it got very little use. When we moved from Henderson to Hobsonville, there was a short time our oldest son drove three of our four children to school each day rather than using several buses or needing to use "Mum's taxi service".

The low mileage now at 94,000 miles, or average 1500miles per year, is attributable to the Simca being an extra vehicle for us over much of this time.

For many years, although I'm an accountant not a mechanic (with a DIY attitude!), I did most of the maintenance myself including replacing the cylinder head (the original was irreparably cracked) and after having replaced brake cylinder seals numerous times I dismantled the brakes and got the brake cylinders re-sleeved and brake pads relined. I also added a temperature gauge as it never previously had one. More recently I've had a local garage do the repairs and maintenance.

Other major repairs over time have been; new standard size bearings, the radiator core refurbished and front shock absorbers replaced. While you could still get tyres re-treaded in NZ, I got all the tyres re-treaded. By the time I changed the tyres from cross ply to radials the old tyres still had plenty of tread but were heavy and rock hard. The change to radials brought a vastly better ride and was like having a whole new suspension.

About 25years ago I had rust repaired in the doors and sills and just recently some further paintwork maintenance done. The painting was just touching up and the car as a whole is still "original". As you may have seen in the last magazine I've just recently had the front crankcase seal replaced and also the brass bushes for the oil recirculation on the front of the crankshaft.

In the '60's Simca's were imported from France CKD (Completely Knocked Down) into New Zealand and assembled by NZ Motor Bodies in Mt. Wellington with a 30% New Zealand content. Our car was therefore assembled and produced in Auckland. In the 1950's and 60's there were long waiting lists to buy a new car in New Zealand unless you had access to an amount of overseas funds. Simca's were unusual in that you could buy them new without overseas funds and without a long wait.

Another unusual feature of Simca's in that era was that radio and heater were standard equipment whereas at that time a radio and heater were optional extras in most new cars. There are only five Simca Etoiles now on the NZ Register, some of which would be on hold and not on the road.

One of the more enjoyable things about owning the Simca is knowing that we own a somewhat rare vehicle in New Zealand and at car shows many young people have never seen one before, while others (older) get excited to see it with comments like, "I got my licence in one of these", or "I had one of these when I was young".

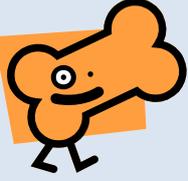
(Ed: I have also heard, "I did my apprentice on these" and "I used to work at the dealer in Cairns and my job was to detail these after they arrived on the train!")

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I think I promised to have 3 beers and be home by 10. I always get those two mixed up!!





Funny Bones

I've reached the age where my brain goes from "you probably shouldn't say that" to "what the hell, let's see what happens!"

Hospital regulations require a wheelchair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed, with a suitcase at his feet, who insisted he didn't need my help to leave the hospital.

After a chat about the rules being the rules, he reluctantly let me wheel him to the elevator.

On the way down, I asked him if his wife were going to meet him. "I don't know," he said. "She's still upstairs in the bathroom changing out of her hospital gown."

They're Worth a Fortune!!

"Auntie, what are seniors worth?"

"Well, dear, remember, old folks are worth a fortune, with silver in their hair, gold in their teeth, stones in their kidneys, lead in their feet and gas in their stomachs!

I have become a little older since I saw you last and a few changes have come into my life. Frankly, I have become a frivolous old girl. I'm seeing seven gentleman every day.

As soon as I wake, Will Power helps me out of bed, then I go and see John. Next it's time for Uncle Toby to come along, followed by Billy T. They leave me and Arthur Ritis shows up and stays the rest of the day. He doesn't like to stay in one place – he takes me from joint to joint. After such a busy day, I'm really tired and glad to go to bed with Johnny Walker. What a life!! Oh, yes, and I'm really tired of flirting with Al Zymer.

The preacher came to call the other day. He told me that at my age, I should be thinking about the Hereafter. I told him I do all the time. No matter where I am, in the lounge, in the kitchen or down in the basement, I ask myself, 'Now, what am I here after?'"

(Author unknown)

People are excited about the new I-phone, but no one has caught up with the technology of using your blinker when you drive!

My neighbour knocked on my door at 2:30am this morning. Can you believe it? 2:30am!! Luckily for him I was still up playing my bagpipes.

Two friends are fishing near a bridge, when I hearse and two funeral cars go over that bridge. One of the men stands up, takes off his cap and bows his head.

When the cars have gone, he puts his cap back on, sits down and starts fishing again, as though nothing had happened.

His mate turns to him and says, "Pete, that's one of the nicest. Most respectful things I have ever seen."

Pete replies, "Well, we were married for nearly 40 years!"

These are true stories...

I live in a small semi-rural area. Recently, a new neighbour moved in, and called the local council to request that the 'Wombat Crossing' sign be removed from our road.

When asked why, he replied, "There are too many wombats being hit by cars - I do not think this is a good place for them to be crossing the road!"

AND...

The garage door needed repairs. The repairman told us that one of our problems was that we did not have a 'large enough motor on the opener'. I thought for a minute and said that we had the largest one made at that time - one half horsepower.

He shook his head and said, "You need $\frac{1}{4}$ horsepower."

I responded that $\frac{1}{2}$ was larger than $\frac{1}{4}$, to which he responded, "No, it's not. 4 is larger than 2."

Needless to say, we don't use that repairman any more.



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PS - From the Editor...

Please remember any contributions / suggestions welcome.

Reminders:

The 2026 renewal of membership is due on January 1st 2026. 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

2026 National SIMCA Rally will be held from Monday 21.09 – Monday 28.09.2026.

I will be sussing out venues in Coffs Harbour/Grafton in January.

Any insights you may have feel free to email: dk_reeves@bigpond.com

SIMCA CAR CLUB AUSTRALIA Inc.



**CLUB MEMBERSHIP APPLICATION/
RENEWAL January – December 2026**

Please **print all names** for family/joint membership

Surname: _____ **GivenName/s** _____

Postal Address _____

_____ **State** _____ **Postcode** _____

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

Contact Details: Home/Work Phone: _____

Mobile: _____

Email: _____

New Membership Applications: How did you hear about Simca Car Club of Australia?

Facebook **Website** **Word of Mouth** **Other**
Details.....

Would you prefer to receive your club newsletter via email? YES NO

First Application - Do you own a Simca/s? YES NO Please provide details below. Renewing Application – Any changes to your existing cars from last year? (No., type, condition, etc)

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 by EFT or Cheque to Simca Car Club Australia Inc. & return this form to:

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

Iain Dyer

121 Penquite Road

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