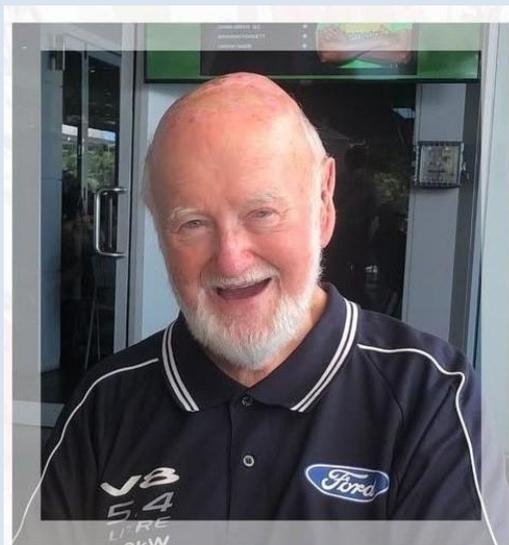




SWALLOW TALES



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



John Brown

11th January 1936 - 15th June 2025

VOLUME 32

NUMBER 2

June 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 all!

It saddens me to say that yet another member has passed away. I never met John Brown, but I understand that he provided Morrie with some assistance in restoring Alice and getting her back on the road again. His daughter contacted me on the Facebook page and I was able to pass on funeral details to Morrie who was able to attend.

I feel I must also offer an apology to our President Luke Huntly, and our Qld Representative Kerry Ryan. In the last edition of Swallow Tales, although I had listed Luke as president, I had also put him in as Qld rep making no mention of Kerry at all. I have rectified the error in this edition, and I am thankful that Kerry was happy to provide a report, and I am sure that Luke is happy that he did not have to write a Qld report as well as the President's.

I would like to welcome new members to the club, and mention that the National SIMCA Rally will be in September, in Tasmania. If you would like to come along to the rally and meet a few club members, it will be held from 23 – 29 September at BIG-4 Ulverstone, 57 Water st Ulverstone TAS. Call Karen the manager (03 – 6425 2624) and make sure you mention you are from the SIMCA Car Club. Passage on the Spirit of Tasmania will be overnight on the 22nd, arriving on the 23rd at 6:00am. Bring a beanie, jumper and gloves! Spirit of Tasmania now operates out of Geelong.

There does not seem to have been a lot happening in the world of SIMCAs since the last edition, however, I must commend Gerard and Yvette for going 'above and beyond' in their attendance of various car shows when they were visiting their son in Australia, as well as getting to a few events in NZ as well.

Kerry took one of his SIMCAs to an event not far from his home, Morrie talks about the re-enactment of the Battle of Waterloo that he and Marg attended, Iain mentions jumping into the Derwent in the nude... There is always some SIMCA news happening, even if there are no sanctioned events, and it is great hearing what people have been up to with their SIMCAs, or any other interesting cars.

New members Des and Mitchell Burns are seeking a set of windscreen wipers for the P60 they are restoring. If anyone can help, I am sure they would appreciate it – I know how difficult it was finding a decent driver's side one, let alone a set!

Of course, if you haven't realised that the National SIMCA rally is happening in September, in Tasmania, you will need to get organised and book passage across Bass Strait, and accommodations at our venue. The park people are planning to put on a 'meet and greet' for us, so please ensure that you have let Leila know that you are attending so she can finalise numbers with our hosts.

Her number is: 0408 433 788

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Alice is back on the road again, and currently has made her first big trip since 'the incident' in August last year. I have written something to include in the Qld report. Remember to make your bookings, and I look forward to catching up with those in attendance in September!

Regards to all,

David

From the Facebook Page

Robert Hurley (Perth, WA) has NOS SIMCA fuel tank sender unit. \$100 + postage. Phone: 0412 288 269



Loïc Onillon is responsible for the Vedette Club's Facebook Page in France. Although I can read a few words, my French is not so good. However, he did send the link to the Vedette Club: www.clubvedettefrance.fr

“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 differents modèles commercialisés ? Merci Loïc Onillon”

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



Dean West is on the Gold Coast and is looking for an Aronde to buy. One that is running and driving but doesn't have to be perfect. Does anyone know of one available? Send me a message and I will let him know. (dk_reeves@bigpond.com)

Brody Lang still has the Grand larges and a 90A near Gisborne, Victoria. There is no urgency for them to be moved on, so they are not in immediate threat of being disposed of... in the near future anyway!

Ph: 0409 703 340



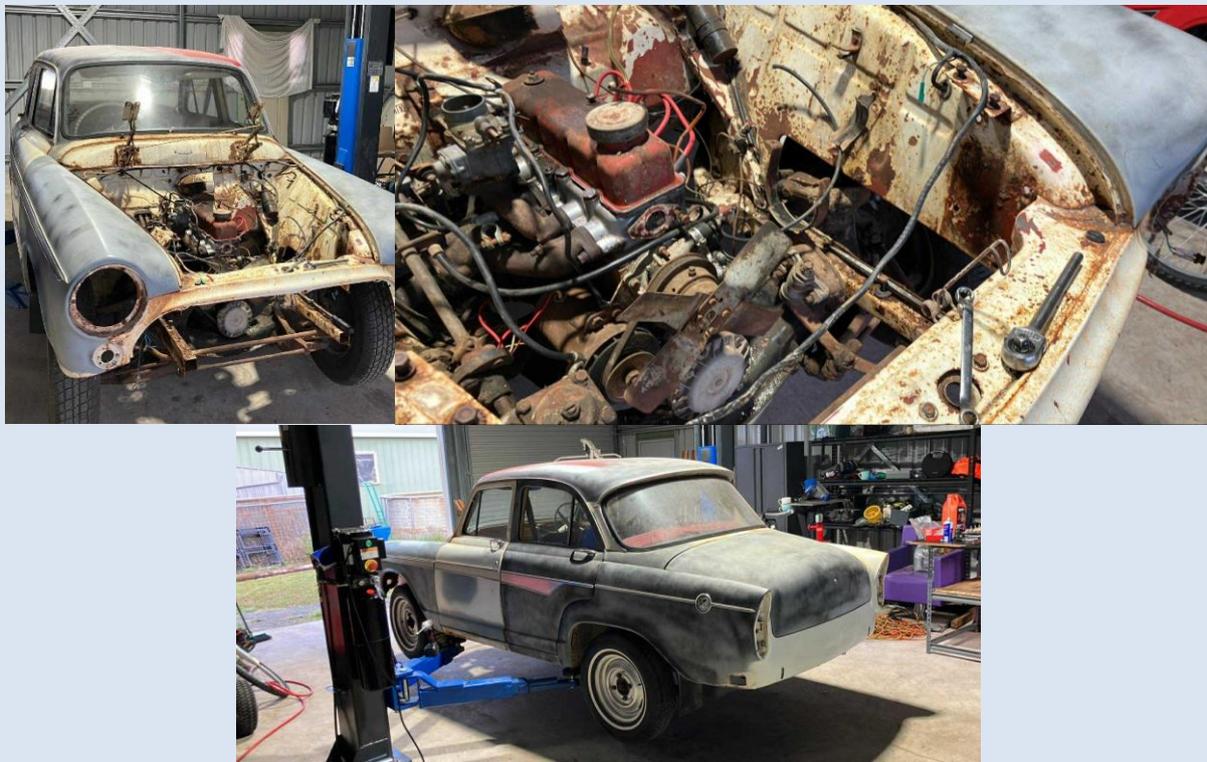
PRESIDENTS REPORT - by *Luke Huntly*

G'Day Everyone,

Since the last edition of Swallow Tales, we sadly note the passing of member, John Brown. Some members may not have met John, but I was fortunate enough, in my early years in the club, to meet John and see his immaculate Matra.

It's not long to go now to the rally in Tasmania. We recently booked our passage on the Spirit of Tasmania as well as our accommodation. You will have to get in quick if you have not done so all ready, before it is too late. The AGM will be on the last day of the rally, Monday, 29 September 2025.

As mentioned in the last report, I was speaking to Des Burns from Bribie Island. I was in contact recently with him and it was good to hear that he has joined the club along with his son, Matthew. He updated me on the progress of the restoration of his Simca that they are restoring together. Matthew is currently working on dropping the engine out to do some work on it and the engine bay. The area between the tail lights has also been repaired after some rust removal.



"Trixie" hasn't been out too often, she did get a run at the beginning of June for our local run to Surat 80klms south to look at an art exhibition, with paintings created by a Roma member in the local car club, I am not into art but some of these paintings amazed me.

Bye for now.

Luke

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SECRETARY/TREASURER'S REPORT - by Iain Dyer

SIMCA CAR CLUB AUSTRALIA INC

1st March to 31st May 2025
Balance \$4742.01
Subscriptions

215.00

Expenses

Nil

ASSETS Cash at Bank \$4742.01
Memberships 215.00

Balance at 31.05.2025 \$4957.01

QUEENSLAND REPORT - *by Kerry Ryan*

There is not a great deal to report from this part of the world other than participation in a couple of recent Classic Car shows by myself.

On 1st June I decided to travel to the former Lakeside Motor Racing Circuit which is very close to my home in Petrie on the North side of Brisbane. It was only around an eight-kilometre round trip, so it was very handy for me. The day was advertised as a Euro Day for classic cars, so I set off quite keen to participate.

I saddled up the trusty white P 60 sedan looking forward to a wonderful day of viewing European cars however upon arrival it was obvious that my 1961 Simca was the only old car in attendance. Most cars were late model BMW's, Volkswagen's, Audi's, Mercedes with some Italian and French cars for good measure.

It was apparent that it was Boy Racer Day with no cars other than mine over 25 years old. I felt quiet odd being the only old codger driving a car that was built in 1961 which was way before 99.85% of the people attending were born.

After around one hour of watching relatively modern cars flying around Lakeside complete with their turbo chargers and cackling exhausts it was time for me to exit and return home. I put the day down to experience and a waste of a \$10 entry fee.

My next event was the annual RACQ Festival of Motoring held at the RNA Showgrounds in Fortitude Valley Brisbane. This is always a good day out and there is a good mix of old cars usually on display. Each year they tend to celebrate various automobile milestones, and this year Chrysler was one of the themed celebrations. I normally enter my car in the European group which usually sees me amongst Renault's, Peugeot's, VW's, Lancia's, Alfa's and Fiat's etc.

In joining the Chrysler display, it was a bit disappointing in that the only non- traditional Chrysler products amounted to my Simca and a very nice 1967 Hillman Hunter. It turned out to be an Okay day, however, it was apparent that not a lot of people could see the relevance of a Simca or a Hillman grouped with the more traditional Valiants and Dodges.

I am hoping to attend the annual French car day on 6th July coming.

On another topic, I continue to make small improvements on the ex-Wayne Yeo white P60 sedan. I have recently fitted a new Fuel Pump and an additional low pressure electric Fuel Pump which works a treat. The Simca is now easier to start, and it continues to surprise me with the additional performance Wayne managed to get out of the car with some sympathetic modifications.

It is a fun car to drive and is quite reliable.

Hope to see you all in September.

Update on Alice:

After the incident, which caused so much grief in August, 2024, I then had to deal with the insurance company, whose name shall not be mentioned. As the quote came in at a price over the agreed value, she was written off. Not a statutory write-off, but a reparable write-off.

My dealings with the insurance company left a lot to be desired, as I requested that the assessor contact me, which they did not. There is only one panel beater in Biloela, and they do very good work, but there is not much competition. It would have been great if the insurance company had suggested obtaining another quote, or going in 50-50, or discussing repairing only what was absolutely necessary, but there was no contact at all, despite my requests, and suddenly she was written-off.

So, I received some money and had a car that was unroadworthy due to damage. I was also required to move, as the house I was in had been sold, so it was not feasible to start on anything. Not to mention the fact that there was no real space to work on the car.

Once Alice was ensconced in the secure, protected area under the new abode, I was able to get to work. A friend assisted, and my aim was to have her roadworthy - headlight and blinkers working, mudguard not fowling the front wheel. That has been achieved, she is on the road again, and I will take her in to Gladstone for a couple more quotes to get her closer to perfection than she currently is.

She will be attending the rally in Tasmania, but it is unlikely that the repairs she has endured to this point will be updated by then. She arrived on the Gold Coast yesterday afternoon (28.06.2025) after a long drive from Biloela, without missing a beat – even overtaking a caravan at one point! She will mark her return to society by attending the French Car Day in Eagleby next Sunday, 6th July.

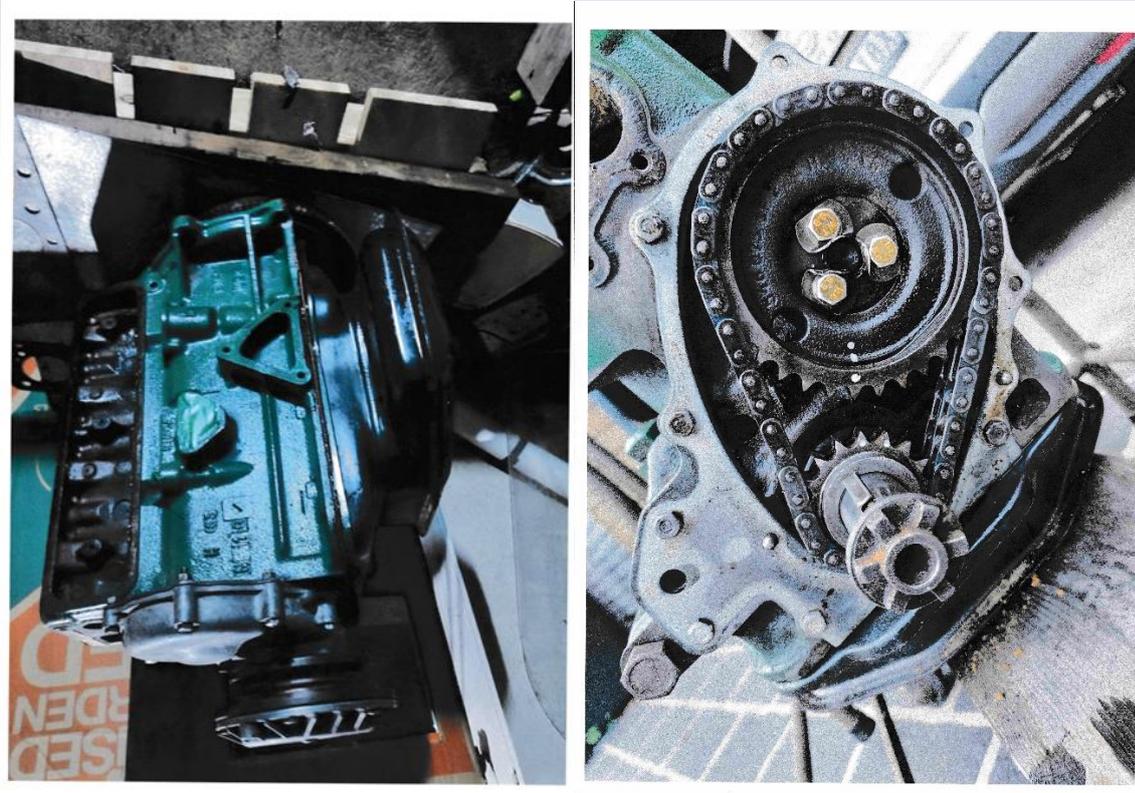
 <p style="text-align: center;">The incident...</p>	 <p style="text-align: center;">Damage...</p>	 <p style="text-align: center;">Ready for some welding.</p>
 <p style="text-align: center;">Lining things up...</p>	 <p style="text-align: center;">Luke making sure the wiper arm is firmly attached!</p>	 <p style="text-align: center;">In Esk, on the way from Bilo – Gold Coast.</p>

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Margaret and I attended, however, not in the Simca. It was a fresh 1-degree morning so it was so nice to head home by 12 midday.

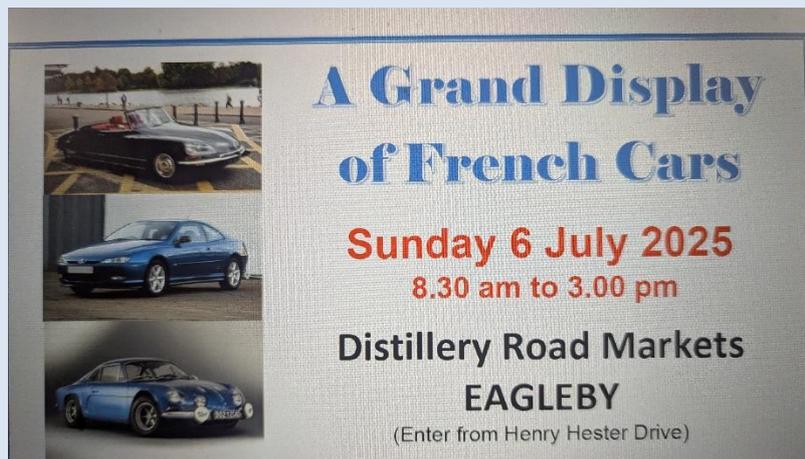
The Rush engine for recent Member Mick Coghlan in Western Australia is slowly coming together with front and rear oil seals replaced along with sump and timing cover gaskets. Next step is the head and rockers.

PIC of works in progress



New Member at Bribie Island is seeking a set of windscreen wipers for his P60, I was able to provide him with a complete rear licence plate light assembly.

Queensland French car day is 6 th July at Eagleby



VICTORIA/TASMANIA REPORT- by Iain Dyer

Greetings all,

There's not a lot going on car wise in Tassie this time of the year. There's not much to be said for sitting at a car show with the icy winds of the snow-covered mountains, blowing down the Tamar Valley. The aging process has a lot to do with such retinence as well. ☹️

The govt has been asking us to embrace the winter and join in the annual nude dash down the beach and plunge into the icy Derwent. Hundreds embrace the event, with more cracks been shown on TV than the current Federal Budget. No wonder the flathead have been scarce in the Derwent. 😊

I have been busy trying to put a bit more spark in Mavis. She wasn't starting well and generally lacking in performance. Also had started a habit of suddenly stopping and would not start for half an hour. I had bought an electronic ignition kit some years ago - of course it wouldn't fit.

Morrie Barrett had a distributor with an electronic kit fitted, so I bought that. I had had the distributor in the car overhauled and re-graphed to suit the modifications on the engine. My mate Geoff Sherriff, Formula 11 peddler, took the whole lot away and came back with a package. He made up one distributor from the two, the reco one had a broken advance/retard spring, along with a coil to suit.

Looking at the fancy blue, supposedly super conductor carbon leadset, Geoff said, "Bin those." Fortunately, we still have in town an old-style motor part store. Using the carbon leads as a guide they made up a set with copper wire.

The fittings for the cap, coil and plugs were far superior, no moisture can get in. It now throws a spark like a lightning bolt, starts easily and revs out cleanly and crisply. Time will tell, but it seems a very worthwhile modification.

As this is the last Swallow Tales before the rally I thought it wise to go over the initial arrangements. Leila and I will already be at Ulverstone and will meet members as they get off the boat. The boat gets in at approx., 6.00 am, so we expect free coffees!

Just down the road from the boat is the Argosy motel who open their dining room to suit the boat's arrival. They have a large dining room overlooking the river and have a full breakfast menu. As we can't access our rooms until 2.00 pm, it is a great spot to kill some time plus enjoy brekky. There is a huge parking area for our cars and trailers, off road.

From there it is a short river drive to Latrobe which has a magnificent reserve right on the river. If you are lucky you may spot a Platypus. Also, there is a café and the Wood Chopping Hall of Fame. Latrobe is an old worldly town with many interesting shops.

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When we are coffee'd out, we will retrace our steps and make our way to the caravan park at Ulverstone. For many, an afternoon nap may appeal, with various options available for tea that night.

Last magazine we appealed to members to let us know who is coming. Some have responded, but not others. The park, who is putting on a meet and greet nibbles greeting, want to know numbers. If you haven't contacted us, PLEASE phone Leila on 0408433788 so she can pass it on to the park.

Until then, safe motoring and good health,

Kindest regards

Iain and Leila Dyer



SOUTH AUSTRALIA REPORT - by Rob Stapley

Hi everyone.

Time is flying by and our rally in Tasmania is drawing closer and we are certainly looking forward to it. We will be travelling to Geelong on the Sunday 21st. September, then dropping trailer at storage on Monday at "Safe and Secure" in Geelong. Address 442-460 Port Arlington road, Moolap.ph. 0417853006. This facility is 15 to 20 minutes from the ferry and the contact name is Stefan.

They charge \$80to \$90 a month minimum so very reasonable. However, he suggested for us to contact him late August to finalise a booking with dates etc. We land in Tasmania on 23rd September.

I am sorry (I think) to report that the green wagon, formerly Fred's, I have sold to a gentleman in Melbourne called Peter Russell and living in Officer. He was wanting a Simca wagon because back in the 60's his future mother-in-law won a wagon on a TV quiz show and his wife wanted a wagon to relive these memories. I gave him a couple of Swallow Tales magazines and membership forms so hopefully he will join the club.

Some years ago someone referred to a Simca tractor. I filed that away for future reference, keeping in mind that Simca France seemed to have fingers in many pies.

Finally tried to follow this up and eventually, via google, came up with Massey Harris Pony. Not much joy there although some of these tractors do mention a continental engine. Next search was Massey Harris Pony engine parts for sale and Voila (that's French). Some parts are available for engine and listed under Simca and head gasket kits suitable for Simca Aronde 1962.

So my curiosity was satisfied! Yes, Simca was involved in producing a tractor in France in 1951-1957. Simca engine gasoline 4cyl. liquid cooled disp. 1.2 ltr, power 15.8 hp starter, 6 volts electric oil capacity 2.8 ltrs. Known as Massey Harris Pony 811 or 812 between 1951-1957.

In Woodstock Ontario about 28,000 Massey Harris Pony tractors were made.



WESTERN AUSTRALIA REPORT - by *Mick Palmer*

G'day from Dongara Western Australia.

Hi, my name is Mick Palmer. I've had my Grandad's car a 1960 Simca Aronde ASA2/2A taking up shed space in various locations for about 40 years.

As with all of us, time is taken up with working and bringing up your family. Well, I'm now retired and setting some more priorities. I went into the shed after talking to my Mum and made a challenge to myself to get the car running to take Mum for a ride in her Dads' car.

I'm very lucky Pop looked after his car that he had from new. I thought all good easy job.



Now the challenge at first was not that daunting with me being a mechanic even though I've been out of the trade for about thirty years. So, first step I lifted the bonnet and tried to turn the engine over.

Then the challenge became slightly daunting. No way would it move. Onto the internet I went. Tried to find parts or people that could help track down who I could contact. I did not want to start to strip the car before I knew I could acquire the parts to get it going.

In my time I have seen a lot of projects started and never finished due to parts and components going missing.

Spotted the Simca Car Club and placed a message for HELP... I had a response that suggested looking on the internet for a company called Alepoc.

Yes, they had some parts, so I sent them an email suggesting what parts I would need. This made me feel a bit more confident that I could get the car going. So decided to

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find out what the problem with the motor was. I tried to remove the spark plugs. No way two were seized solid. Tried all the tricks to release them with no go. So, the next step was to strip the cylinder head and check out why it would not turn over.



Well, not a simple case of new pistons and rings with a quick cylinder hone. It was completely seized with no return.

I then received an email back from Alepoc about the parts. Sorry we are in France and do not send to Australia.

“Bugga” Now here is when I nearly shelved the project. I then decided to contact the gent that gave me the information on who to try to contact.



Now I'm not sure how to put into words what has happened since. But I hope to meet the gentleman that has put the project back into full swing shortly. He suggested I join a club the Simca Car Club of Australia and the members would assist as much as possible.

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So a huge thanks to Morrie Barrett and his family for arranging another engine for the Simca. I also wish to thank John Pickles for his information on who to contact in Western Australia to overhaul the brakes and for sending his workshop manual that will be invaluable for me to finish the project.

The project is on hold whilst my wife and I complete a caravanning trip around Australia. So when entering NSW ill give Morrie a call and hopefully thank him in person.

Cheers
Mick Palmer

Some pics to fill the space:



Luke and David at the Raglan Airshow, with James in the background. We are standing in front of a Centura – the closest thing to a SIMCA there! We wondered about getting club members to come and camp out next time (2027) and have some SIMCAs as part of the car-display. What do you think? And yes, it would need to involve tents/caravans... or the versatility of a SIMCA wagon with all seats folded down!



Kerry with Yvette at the last Rally in Echuca/Moama.

Bruce in the background with Skip.

NEW ZEALAND REPORT - by Gerard Crombie

This might be the New Zealand report but much of it has been written in Australia while visiting our son in Brisbane. While there we went to a Mustang show, a Goodna car show (with several hundred classic cars) and then saw a few vintage speedway and drag cars at the Ipswich Show. In New Zealand earlier in the year we had our house on the market and that took priority over car events. No, we are not moving to Australia we had simply planned to downsize in Auckland, but this has not happened and we no longer have the house on the market. This means however that we have not been to the usual number of New Zealand car events, with our Simca, for this time of the year.

Local events however have included the Brit & Euro Car Show, an event we have been to several times. It continues to be the biggest annual car show in Auckland. We attended the Humber Hillman Annual event, this year, in Cambridge early in the year. We are part of this group because of the Chrysler link between Simca and Rootes that ultimately merged the two. We also took the Simca to a local community event that a friend had asked that we take the Simca along for their car display.

The Brit and Euro Car Show requires an early start to get from Norwest Auckland to East Auckland and be on site by 9 a.m. along with a thousand or so other classic cars. The last time we were there, we got rained out and we left quite early before the exit from the grounds got very muddy. Fortunately, this year was a fine but cloudy day.



An official category with its own special tent and display at the Brit and Euro show this year was the RED ROADSTERS Classic Open Top Driving. As the picture shows a variety of different makes on display in this one-off category.

One of my favourites have always been the little Fiat 500's. This year was no exception, on display were the cars below:

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Both vehicles have their extra storage be it a unique trailer or mini truck.

Our trip to the Cambridge Hillman Humber event started badly. We were travelling the Northwestern motorway at 6:30am on Saturday morning when a truck hit the barrier right beside us on the other side of the motorway. The crash showered us with debris and a length of steel flew over the roof of the car fortunately missing us completely. The sandy debris shaved off the concrete wall also did no damage. We continued our journey considering ourselves to have been very lucky especially from the flying steel.

Photos from the Hillman Humber event:-



In the above photo (on the left), between two Humber/Hillmans is an Australian Chrysler Centura (if it had a 4-cylinder Simca motor it would be a Simca 180). In the photo (on the right) is an early Humber Super Snipe, only recently finished being restored.

There was a planned coffee, cars and amphibious boats event at Omaha late April and we made a special trip up there with the Simca for the weekend to go to it. Unfortunately, the rain poured down all weekend, the Simca got drenched and venue was waterlogged so not even the boats could participate and the event was cancelled. At the beginning of May we were in Australia and went to the Mustang Show on Saturday of Queensland's Labour Day Weekend. Our son previously had a nice yellow Mustang with a black stripe and other accessories so was keen to go for a look.

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The number of cars was disappointing, either not many came or they departed very quickly. Here's some pics of one or two that appealed. One a nicely prepared 1960's classic and the other very modern!



On Sunday of Labour Day weekend Goodna had a large variety of classic cars on display and/or coming and going.



They also had a good variety of food trucks so we had an early dinner there as well. I think many of the Mustangs missing from the Ipswich Mustang show, were at the Goodna show.

Two interesting vehicles on display, a Vauxhall ute and a Triumph Mayflower, both unusual, the latter somewhat rare today.

The following weekend was the Ipswich show. It lacked value for money, unless the sideshow alley was your thing and you had plenty of money burning a hole in your pocket.



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However, the vintage speedway cars and dragsters bikes and cars were worth a look. For photos here's the vintage speedway cars but the other photo looks like more fun, than the dragsters so a pic of racing mowers!



On our most recent trip south we stop at the Hampton Downs raceway, and had morning tea in the café there. Adjourned it is a large display area that when we visited had several drift vehicles owned by Mike Whiddett – “Mad Mike”. He is a well-known drifting champion in NZ and has had a great deal of success in Australia, Japan and the USA as well.

One of his more recent acquisitions was a new Lamborghini, that on receipt was stripped and rebuilt, with some significant modifications to meet his need for speed! While one may not expect that a new Lamborghini would need this, a look at the car shows that at a minimum the suspension was totally changed, rebuilt and customized, along with the tyres and wheels!

Although the Simca hasn't been to many recent car events, Yvette and I certainly have. The Simca today got a new Warrant of Fitness for the next six months including some other minor tuning that has improved and maintained the performance of the engine. The plan to change the rules and extend the period of warrants for classic cars is again in the news. There have been numerous past attempts to change the rules and hopefully this time it will happen.

Having started the quarter thinking we didn't have many events on, we seem to have covered a wide variety including historic speed machines, classics and today's speed machines, plus club events.

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To finish off here's Simca at the community event I referred to earlier, alongside suitable good company!

"Some car this Simca."



And from Colin and Lucy:

Greetings from way out East.

Not much Simca-ing over here. We do a monthly show on the marine parade forshore 1st sun in the month. Our poor little cars look lost among the big and noisy ones about 2 or 3 hundred each time depending on the weather.

We are negotiating with the son of the Simca dealer I worked for back in the late '60s who happened to be my brother-in-law. He wants to buy the P60 from us but it has been sitting so long that some problems need attending to.

I am still rebuilding a motor for the little fire engine and tending to the wood work on the Austin 7 as well not much time left in the day.

Lucy and I are as good as our age lets us be I turned 87on the 19th and Lucy reaches 84 the 26th. I did send a interview of us at the monthly show all about the Ariane's past history. Some of you may have seen it.

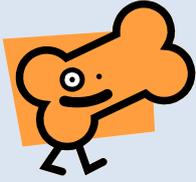
Best wishes to all members and friends for the future.

Colin & Lucy

(Edit: This is the You Tube clip Colin sent in. Highlights from 6:05 – 8:45. It is also on the facebook page. <https://www.youtube.com/watch?v=HI6GRQdRvVM>)

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Funny Bones

Manager: I feel like you have given up caring about work this week...

Me: Not true... I haven't cared about it for a few months now.

I'm at the age where my mind firmly believes I am 29... My humour suggests I am 12... and my body possibly died in the Civil War!

Agnes: Did you see me leave that bar perfectly sober? I am so proud of myself.
Gladys: It was a salad bar!

A little boy asked his mother, "How did you and Daddy get together?"

She replied, "I was eating in a restaurant when this gorgeous, handsome man walked past me and caught my eye. I knew right away that I wanted to marry him."

The little boy, curiosity piqued, asked, "Then what happened?"

His mother said, "He wasn't interested so I ended up with your father instead."

Egypt has instructed the city's taxi-drivers to drive around Cairo sounding their car horns. It is hoped that a return to familiar city sounds will help restore calm following the pandemic. Operation "Toot and Calm 'em" will last for a week.

I was travelling on a plane and the lunch choices were white meat chicken or German sausage. Unfortunately, I was seated right at the rear of the plane, in the last row. I was hoping for the breast, but preparing for the wurst.





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

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ABN 91 099 692 636 Authorised Representative No. 239594
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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 / suggestions welcome.

Reminders:

The 2025 renewal of membership is due on January 1st 2025. 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

2025 National SIMCA Rally
Tasmania, September 23-29
Ensure Leila knows you are attending.
Make bookings NOW!
NB- Spirit of Tasmania now departs from Geelong!



**CLUB MEMBERSHIP APPLICATION/
RENEWAL January – December 2025**

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, Cheque or PayPal to Simca Car Club Australia Inc. & return this form to:

Secretary/Treasurer S.C.C.A. Inc.
Iain Dyer
121 Penquite Road
NEWSTEAD TAS 7250

Bendigo Bank – BSB: 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.