



# SWALLOW TALES



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



SIMCA Club members in attendance at The National SIMCA Rally, 2025, Ulverstone, Tasmania. Accompanied by Alice, Camille, Baby Blue, Mavis, Simone and Trixie.

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## 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!

You will no doubt assume that many of the reports will cover the recent successful National SIMCA Rally, held in Ulverstone Tasmania last month, and you would be correct! However, there have been other things happening around the various chapters of the club, which also make a mention. I would also like to welcome Meg Heritage to the committee as Victoria/Tasmania representative, and congratulate the other committee members on maintaining their roles.

It was interesting to note that Gerard Crombie made mention of the Vanilla Slices at the bakery in Sheffield. Ian Powell and I were also interested in sampling Vanilla Slices from the various bakeries of the North-West, and we felt that those supplied by the bakery in Penguin were superior – Gerard, did you try those? If not, make sure you do next time you are there!!



They even have proof of superiority on display behind the counter!

I will also add that on the recovery journey from Dubbo to Biloela via Roma, Luke and I sampled a couple of clearly house-made Vanilla Slices in Dirranbandi. They didn't look too professional, but they tasted great! (Penguin still comes ahead due to presentation!)



I would not think it is very likely that SIMCA Car Club members, apart from the Huntlys, would be passing through Dirranbandi, but for your reference, this is the Dirranbandi Bakery, with Luke, Ma and Alice out the front.

Kerry mentions the recent Citroen Car Club event at Gayndah, Qld, which he, Skip and I attended. He didn't mention that the highlight of that weekend was that the French Consul and his wife drove up from Brisbane and attended the end of the race day, and then dinner at the Grand Hotel. When they arrived, the SIMCA Club delegates were sitting at the table set up at the racecourse, as the others were elsewhere, so they sat with us and

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we chatted about SIMCAs, not Citroens, and I think Skip may have thrown in a comment about Peugeots – I can't quite recall. I suspect this may have put a few Citroen noses out-of-joint!!

Morrie talks about the help he has provided different members in sourcing particular parts for the SIMCAs in their custodianship. Morrie is a great asset to the club, and I have always appreciated his support and encouragement, particularly after Alice's incident last year.

Rob mentions Winton Raceway – the 49<sup>th</sup> Historic Winton (30-31 May, 2026) where they are seeking SIMCAs to be present as it is the 60<sup>th</sup> anniversary of the release of the SIMCA 1301/1501. Several members at the rally, talked keenly about attending, so if you are one of those, further information is provided elsewhere in this publication (pages 7&8).

Iain has written a poem about the rally, which you will find at the end of the Tasmanian report. I trust you will enjoy it!

## From the Facebook Page

**Robert Hurley** (Perth, WA) has NOS SIMCA fuel tank sender unit. \$100 + postage.  
Phone: 0412 288 269  
*(I believe this is still available, so have included it again.)*



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*I have left this here, if anyone is interested in making contact with our “French cousins” – maybe Ian Powell, now that you have a Vedette?*

**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](http://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 différents modèles commercialisés ? Merci Loïc Onillon”

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.



Cat Soper, John Brown’s daughter, is advertising her father’s SIMCAs for sale:

- 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



**FOR SALE**  
**\$11,000**

\*ONE OWNER  
\*MODIFIED FOR  
RIGHT LEG  
LIMB LOSS  
\*New right accelerator  
pedal access also.

## 2011 FORD MONDEO SEDAN

MC 2.3L 6 SP AUTOMATIC 4 CYL 2261cc  
ZETEC HATCH

Registered until July 11, 2026  
Contact Cat Soper for further information  
via email: [catdeziqn@gmail.com](mailto:catdeziqn@gmail.com)  
Located near Parramatta, NSW



Comes with compliance certificate - modified for right leg limb loss (accelerator pedal can be lowered on the left side). It can also be driven with right hand accelerator once left accelerator pedal is lifted.

- Showroom condition
- Only driven 30,000 kms
- New battery
- New fuel pump
- 1 spare wheel
- 1 emergency spare wheel
- 1 owner



The cars are located in Dundas, NSW.

Cat, John's daughter, is happy to chat about the cars if you require further information and may be contacted on 0438 821 673, or via email on [catdeziqn@gmail.com](mailto:catdeziqn@gmail.com)

If anyone is interested in a more regular drive, John's daily drive, a Ford Mondeo is also for sale. It has been modified for an amputee, but can still be driven by an able-bodied person.

## 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 (pictures in previous Swallow Tales). They are looking for a set of windscreen wiper arms, as theirs has none. These can prove illusive (speaking from experience) but deemed necessary for roadworthiness!
- b) Mick Palmer (WA) is also restoring a P60 sedan and is looking for a brake-shoe retainer clip, as shown below.



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](mailto:dk_reeves@bigpond.com)



The 49<sup>th</sup> **Historic Winton** will be held on 30<sup>th</sup> and 31<sup>st</sup> 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.

In 2026, the organisers plan to celebrate 60 years of the Simca 1301/1501, as well as many other marques including, but not limited to, 100 years since first Australian assembled Model T Ford, 80 years of Vespa, 50 years of Mitsubishi Sigma and many other anniversaries of significant makes and models.

The SIMCA Car Club of Australia has been invited to be involved in a display. Models other than the 1301/1501 are also welcome, which is just as well, as I only know of one 1501 in the club, let alone Australia, although I am happy for enlightenment.

Should we commit to attending, and many at the recent rally did talk about attending, and having cars on display, we will be provided with:

- 2 Complimentary Weekend Entry Passes per pre-organised display car.
- Advance notice of discounted “Earlybird” tickets for any additional friends who wish to attend with you. (This will happen in the lead up to Christmas).
- If arriving as a group, and early, the trusty parking volunteers will park us as a feature group, as close to the race action as possible.
- The opportunity to fly a club banner in our parking area.

The above benefits will also apply to individual members of the club who bring pre-arranged vehicles – in other words, you can’t just turn up on the day unannounced like The French Car Day in Brissie! 😊

The organisers need to know commitment by **12.12.2025**, and final car numbers and details by **28.02.2026**.

The weekend also involves a Benalla Historic Vehicle Tour. Although yet to be confirmed by Benalla Regional City Council, this would occur on Friday 29<sup>th</sup> May, 2026. Keep that day aside for club members to tour their cars through Benalla and surrounds.

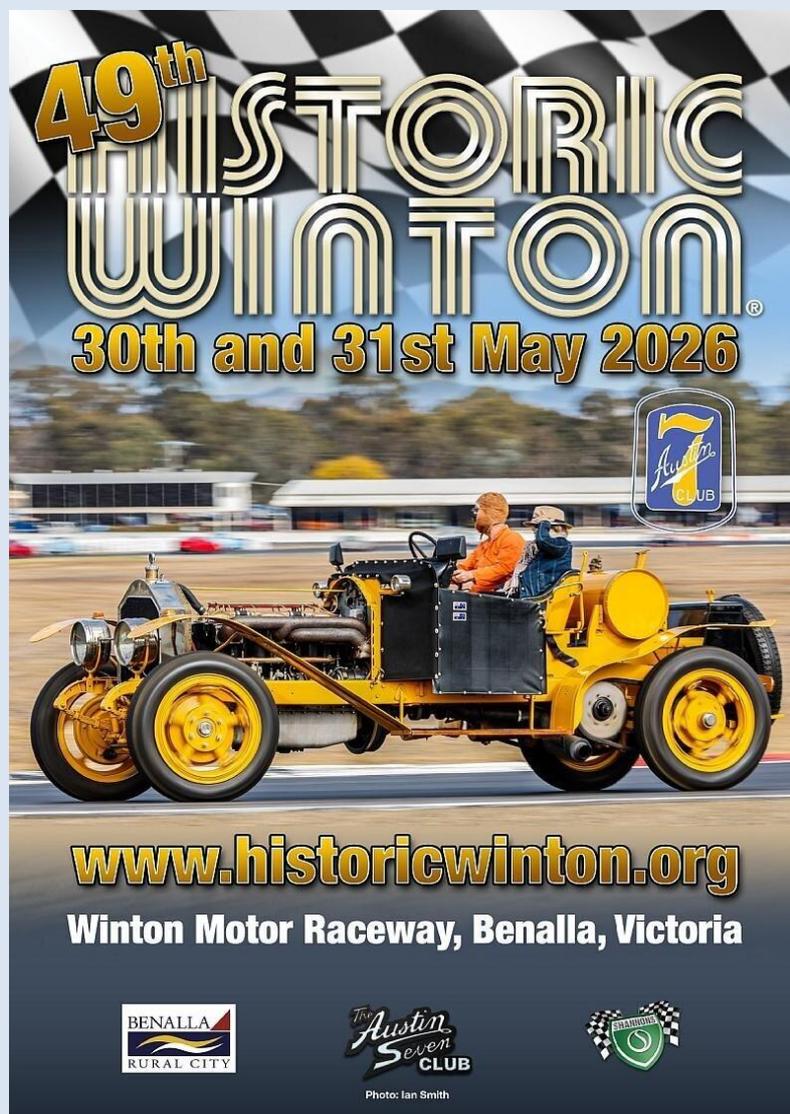
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Leanne Cutler (0400 790 060) is the person to contact if there are any questions, and bookings are to be made via email: [pr@historicwinton.org](mailto:pr@historicwinton.org)

The earlier we are able to commit the better, as The SIMCA Car Club of Australia could then be promoted through their marketing.

I have spoken with President Huntly, and so we all know what is happening as a club, could you email your intentions regarding attending *Historic Winton* to him on: [beitz@hwy54.com.au](mailto:beitz@hwy54.com.au)

He can put the registration in on behalf of the club. Please email him by **Friday 21<sup>st</sup> November** so he has time to organise the registration prior to the deadline.



49<sup>th</sup> HISTORIC WINTON<sup>®</sup>  
30th and 31st May 2026

[www.historicwinton.org](http://www.historicwinton.org)  
Winton Motor Raceway, Benalla, Victoria

BENALLA RURAL CITY

The Austin Seven CLUB

Photo: Ian Smith

The poster features a yellow vintage open-cockpit car on a racetrack with a checkered flag background. It includes logos for Benalla Rural City, The Austin Seven Club, and the 7th Anniversary logo.

**PRESIDENT'S REPORT - by *Luke Huntly***

Hello everyone,

The 2025 rally is now over and what an adventure it was - before, during **and** after! But lots of fun. It was great to catch up with everyone again and some we had not seen since last Tasmanian rally 6 years ago. We also had the pleasure of meeting another member of the Heritage family when we got off the boat on our way home in Geelong.

The plan was to have a week before leaving to go over the cars and trailer to carry out repairs. Not to be, working even on Saturday morning the day of leaving, to complete a job. Then it was time for the vehicles with a quick wash and once over, all ready to go and driving out of Roma by 3pm and reaching our first destination by 10pm in Bourke NSW. My mum came along on this trip so was able to share the driving.

After a good sleep in we headed off on our way towards Moama staying in the motel diagonally across the intersection where we stayed for the 2024 rally. With a much earlier start we were on our way towards Geelong for the journey over to Tasmania. Off-loading Trixie and storing the trailer, it was time for lunch and a quick rest before making our way to the boat terminal to meet up with everyone travelling over on the boat. It was great to see Stan Andre, whom I haven't seen for years, who came down to visit us.

On the boat we looked around and had tea before calling it a night. Around 10pm I woke up and it felt like we were on a roller coaster ride. With the boat going up and down and side to side. Being forced into the mattress then getting the sense of weightlessness. Our cabin being towards the front of the boat I don't know if it made things worse, but we survived.

The next morning we were greeted by the Tasmanian crew who led us to breakfast, and what a breakfast it was! This is where I really had to start to step up as president. With full bellies and having time to "waist" before we were allowed to check in to our accommodation, we ventured off to the next destination down the road to a park and the axe man's hall of fame, which was amazing.

Until you visit a place, you never know what is inside. Often, I have been on a rally and stopped in a town or place and looked at a building thinking there isn't much in there and not advertising what is inside, gone in and been totally amazed at what is inside. The saying goes, "do not judge a book by its cover".

We are an easy-going club and try not to upset people. On two separate occasions there was a bit of a misscommunication, and the staff of the cafes got a bit of a fright when 24 people turned up at once to be seated. They thought we wanted to all sit together, as I mentioned we are easy-going. Once explained we didn't have to all be together, there was plenty of seats available and things calmed down. That was a bit of a joke that carried on for the rest of the week before we decided to go to any other cafes.

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The weather was cool and a bit overcast some days but the rain held off when we were outside - only a couple of times we ended up slightly damp. When it did rain properly we were inside or driving. Thank you to the management team...

I will not waffle on with a blow-by-blow description, it was a really good week. The day we spent working on the cars at the Ulverstone car club workshop, I enjoyed sharing my mechanical skills with other members and working on their Simcas.

Another highlight was the night we went and saw the penguins coming to shore to their burrows for the night, Leo was really excited. The last time I saw the Fairy penguins coming to shore I would have been around Leo's age, about 37 years ago, at Portland, Victoria.

The boat ride back to Geelong was much better. We had the call to go to our vehicles. I was to follow Mum and Michelle to the storage facility to collect the trailer. This is when the fun started. I had to drive off before Mum, so got separated, I made my way to the car park and found my phone was flat to send them a message. Running to the top of the hill to get their attention, saw the Pajero driving off in the distance. What to do? Rob Stapley was in the car park and came to the rescue and lent his phone. I sent an SOS call to Michelle to come back and get them to lead the way.



Trixie loaded on the trailer, and ready to head home!



Simone loaded up and ready to head back to SA!

After loading the cars on to the trailers we said our goodbyes to Rob and Ina and headed for breakfast. Our route home would take us up the Newell HWY as accommodation was a bit scarce and expensive in Hilston and Cobar. Forbes would

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be the stop over, therefore our next stop was at Shepperton and the SPC factory outlet to stock up on tinned fruit. Just making the most of an opportunity while down that way.

The next day we caught up to an oversize load at Narromine. Looking to overtake I didn't see the fresh screenings on the road and got showered in stones, next thing a load screech. A stone had caught in the backing plate of the brakes. After dislodging it everything seemed okay until we stopped at Gilgandra for fuel. Michelle noticed the windscreen was chipped from the stones. We had our pit stop inside and set on our way, noticing the windscreen had cracked from a chip. No biggy as it was down low, until it grew and grew and then another crack appeared and the same thing happened, and now in the line of sight. The rest of the journey was uneventful, (Not to be so for David, I will let him tell the story) apart from some dented tins being hit by Trixie bouncing around in the trailer.

We made it home Thursday night in the two days we had to. Friday morning Trixie was unloaded and a couple of jobs done. I headed home to get ready to travel to Biloela for my school reunion when I heard a familiar voice. It was David on speaker phone to Michelle, when she hung up she mentioned David was broken down between Dubbo and Gilgandra and waiting to hear from NRMA.

We went into rescue mode and decided to give the reunion a miss and Mum and I left at 2pm Friday afternoon to travel back to Dubbo to collect David and Alice, arriving at 11pm to find David waiting to escort us into the Motel. Who thought we would be seeing each other so soon?

After a sleep-in we loaded Alice onto the trailer and headed for Roma stopping for the night before making our way to Biloela to take David home. Friends I went to school with were having a BBQ Sunday night so we were able to catch up with them, before heading back home the next day.

That ended up being seven days in a row travelling some distance. To Tasmania and back was 3925 klms then another 2330 klms to Dubbo, Biloela and back. Nothing like "keep on trucking". If we didn't like it we wouldn't do it.

Until next time, see you then.

Luke Huntly

## AGM 2025: PRESIDENT'S REPORT - by *Luke Huntly*

Welcome everyone.

Where do I start? It was suggested that I use A.I to do my report, Artificial Insemination? That's right this thing called Artificial Intelligence. I nearly considered it - obviously that wouldn't be from the heart.

I guess the best place to start at is to thank Iain & Leila for putting this rally together, as I wasn't any help with the organizing. Thank you to everyone who helped during the week with odd jobs big or small. Thank you to the people for their effort in coming,

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if no one turned up there would be no rally. Also as the saying goes, the more the merrier. A big thankyou to Doug Eastly, President of the North West Car Club, who generously donated the use of the Ulverstone work shop and especially the hoist, I am so grateful for that.

I don't know if it is a curse or a blessing being president but sometimes you just have to be thrown in the deep end to get you to try new things. The last time I was president of a club, wasn't that long ago, was back in primary school around 1994-1995, well maybe a little longer than I remember being 30 years ago. Needless to say I feel like a fish out of water.

We look forward to coming to these gatherings each year, the encouragement of the mature members of the club and grateful for the knowledge they have passed on over the years and the friendships made during that time.

I would like to acknowledge the members that have passed in the last 12 months. It is good to hear the club also has new members who have joined. I will finish by using a quote from a past member "we are not big in quantity but we are of quality".

Thank you,

President Luke Huntly.



The President, First Lady and Heir on board the Spirit of Tasmania.

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## SECRETARY/TREASURER'S REPORT - *by Iain Dyer*

### SIMCA CAR CLUB AUSTRALIA INC

1<sup>st</sup> June to 29th September 2025

Balance \$4957.01

Subscriptions

45.00

### Expenses

Tasmanian Rally fees

400.00

ASSETS Cash at Bank

\$4957.01

Memberships

45.00

\$5002.01

Less

Expenses

\$400.00

Balance at 29.09.2025

\$4602.01

**QUEENSLAND REPORT** - *by Kerry Ryan*

Hi all from sunny Queensland.

A few things to report for this edition of Swallow Tales:

Work has been slowly progressing on my new shed at my property at Yarraman north - west of Brisbane with a push to have it completed by Christmas. This will hopefully allow me to better display some of my nicer cars and then I can down - size some of the non -Simca vehicles which I do not want to keep.

I am also looking at building a small weekender and fitting it out with the necessities to allow a few nights stay at a time. This will be of great benefit as it is a pain travelling to and fro the same day and it will allow me to sort my collection a bit better.

Josephine and I returned safely via Launceston and Melbourne on September 28, and we both agreed that we had a very enjoyable time catching up with attendees and their extended family members. Tasmania is an amazing place with beautiful scenery and plenty to see and do. We hope to travel to Hobart and surrounds next year to take in what is to offer down south.

The Rally was a great success with good flexibility to allow all to see and do what they like. The highlight for me was driving Iain and Leila's beastly 90 A for a round trip of over 100 Kilometres to view the magnificent car collection of local businessman, Chas Kelly. What an absolute treasure house of vehicles and collectibles.

A very enjoyable experience especially driving the 90 A as it sits on the road beautifully and tracks directly. A few tuning adjustments and it will be an even greater car. Iain has done a great job on the car, and it really looks the part.

Skip, David and I recently attended a Citroen Queensland Club event held at Gayndah in Queensland where we were invited to view the famous Citroen DS car collection of local businessman, Peter Huth. His collection of DS Citroens is top shelf, and I could easily see myself driving one of those beauties. The cost to buy however puts them out of the question for me so I will remain content with my Simcas.

I had a nice visit from Gerard and Yvette Crombie and their son recently to my home to view a few of my cars at Petrie. It was nice to catch up with them after Tasmania as they were holidaying with family west of Brisbane.

David Reeves and I had a short discussion about the venue and timing of the next SCCA rally possibly to be held next year. It is acknowledged that there was only a brief discussion at our AGM in Ulverstone so I would like to open discussions in this forum. We probably need to decide firstly whether it is to be an annual event with a date next September or perhaps to extend it out to 2027 with a date earlier in that year. I personally have no preference and will attend anyway.

A few suggestions for the location have been put forward such as the Port Stephens area north of Newcastle in NSW. Another area could be Southwestern Victoria around Portland. The Castlemaine area of Victoria has a lot of historic attractions with the Ned

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Kelly history etc. Some of the beaches and towns south of Wollongong are also attractive and offer good accommodation options.

Closer to Queensland, the area of Coffs Harbour and surrounds has a lot of attraction. Can we all have a think about timing and venue for our next meeting so that preliminary planning may take place.

I am happy to field any discussions and relate peoples wishes in the next Swallow Tales edition so feel free to make contact via text or phone call on 0450 332026 or [rkerry2@bigpond.com](mailto:rkerry2@bigpond.com).

I hope that we can generate some discussions and that we can continue to undertake these very enjoyable rallies.

Best wishes for now, Kerry.



(Ed. Kerry and Josephine left the rally early, so missed out on the group photo. Here they are here.)

## Alice's (mis)adventures to and from Tasmania *by David Reeves*

For those who attended the rally, and those who follow the Facebook Page, you will know that Alice did a fine job of making it to Tasmania – well, the interpretation of the word 'fine' can be quite broad. She did make it, though, albeit with some moments of concern! At my cousin's in Tumut on the way down, I was questioning whether she should remain there for me to sort out the mysterious noise which seemed to correlate with (more than the usual) erratic behaviour observed of the speedo-needle.

The mechanic in Tumut put her up on the hoist, and, apart from commenting on the amount of oil saturating her underbelly, seemed to think that the clutch throw-out bearing was operating as it should, and perhaps the absence of said noise was a result that she had warmed up. He wished me 'all the best', which did not actually instil me with confidence, and I set off from Tumut a day later than planned.

The noise came back, the speedo needle moving from side-side, so before heading out of Tumut, I thought I would try and lubricate the cable. I removed the four screws holding the speedo in place and gently manoeuvred it outwards, but I could not get my fingers in behind to loosen the cable and spray some graphite down the tube. I gently eased her a little more, then "snap" – something came lose! So, I put everything back

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into place, tightened the screws, and went for a little test drive around town. No noise, speedo operating..... Off I went!

As I entered the Hume Freeway, I detected a faint whine, and the speedo was more erratic than ever, indicating I was travelling at 140km/h (Morrie fitted a metric speedo before Alice came to live with me). I did not believe that was an accurate reading. Then, silence! The whine was no longer present, the car felt a little different. I looked down, and the speedo was sitting on 'ZERO'. Ahhh! So it was something to do with the speedo then! And the noise, which was quite loud at times, never appeared again.

When I stopped at Holbrook, I set up my phone with my "speedo ap" so I could keep track of distance travelled and speed, and continued on my way to Melbourne without further incidents... apart from checking the oil level (front and rear seals decided they were both giving up the ghost) and worrying if she would start each time after I had turned her off. Mostly, she did, although I was a little concerned at the Service Centre in Seymour where she was reluctant to kick-over whilst still at the pump! She did, eventually, and I moved around to the carpark area, as I wished to purchase a coffee.

No luck there, either, as they were cleaning the machine and it would be 20 minutes! She started first try, so I decided I would not be stopping again 'till I arrived at my friend's place at Heidelberg Heights!

She started again to head to Geelong, she started again to board the ferry. She started every time we had to be waiting in the queue and then move a few metres further. She started the next morning to drive off the ferry. I asked Luke to check to see if the brake lights were working, and when we parked with the other club members after getting off the ferry, he reported that, "No. They are not working."

After that, and everyone had got in their cars to drive to the Argosy for breakfast, she was reluctant to start once more....

I did drive her to Port Sorell to visit Chas Kelly and his collection. Luke's Mum, Lynette was my passenger. It rained on the way back, and the passenger-side wiper-arm came lose and slid down the bonnet! Fortunately, it remained just near the headlight and did not fall off. And fortunately, it was not the driver's side, as has happened before. Alice, Trixie, Baby Blue and I think maybe Simone also experienced wiper issues, so I think it must be 'par for the course'!!



The return journey from Geelong was much more intense than the journey southwards. Alice did a good job heading out of Victoria and up the Newell, deviating slightly to stay with Auntie Maree in Condobolin.

At the service station outside Narrandera, a woman came up and asked if I had been on the SIMCA Rally in Tasmania, and introduced herself as Meg's sister, Sharon!

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She had been on the ferry the night before, and had met Luke, Michelle and Leo that morning. Amazing to call in to the same servo hundreds of kilometres along the highway, on totally different journeys!

I had a rest day in Condo, and caught up with family, then Friday morning, off I went! Decided not to return via Narromine, as Alice was still a bit 'shaken up' after the road works and water incident - it seems Luke and Michelle may have also had an unfortunate experience with those same roadworks.

Alice was going beautifully well, although I noticed that I had to top up the coolant, and it was a bit frothy. The oil was good, so not a blown head gasket (confirmed by Josh the NRMA guy from Dubbo), and she was starting as she should, so all going ok...until driving out of Dubbo, and she just cut out so I pulled over to the side of the road 20-25 km towards Gilgandra.



"Well, this is why I am in RACQ Ultimate Care, so it will be good to see how we go!" I can **not** complain. Both the NRMA and RACQ were fantastic. NRMA guy, Josh, stayed with me and Alice until after I had spoken to Aaron from RACQ Ultimate Care, and also told me that I could ring him if I needed anything, as he had another job to go to "but it is not that far away". I had also rung Michelle and Luke, as when we are travelling we text along the way to check in with each other. After a little while, Luke called me back and offered that he and his Mum could bring the trailer down and pick the both of us up. I was blown away by this generous offer, but said I would talk to the RACQ to find out what all the options were first.

RACQ offered various options about what to do with Alice, but being Friday before a long weekend, none were particularly favourable – I did not want to leave Alice at an unknown mechanic, but one option was that they would reimburse Luke as long as he started with a full tank and kept all receipts, as he would be considered the recovery. So, that is what happened! Luke and Lynette (Ma) drove halfway back to Tasmania, and we decided that it would be best to take Alice to Roma where she would be looked after, and I would come out one weekend and be "Luke's apprentice" and together we would sort out Alice's foibles!

Needless to say, I have decided that driving a 62 year old car over such long distances may well be a thing of the past. I have recently noticed that there is a new trailer-hire business in Biloela, so maybe she will join those who arrive on trailers, and then drive around having a ball!

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< Almost ready to leave Dubbo!



Leo was eager to help unload Alice the morning after we arrived in Roma. I suspect I may not be the only apprentice helping Luke get her mobile again!

## NEW SOUTH WALES REPORT - *by Morrie Barrett*

It has been a quiet year for the NSW Simca Car Club chapter with only one run with the OASIS car Club.

However, on the assistance front I have been busy with the refurbishing of a Rush motor for new Member Mick Palmer in Western Australia, the work still in progress. Sourcing and supplying a rear licence plate light for new members Des Burns and his son restoring a P60 sedan.

Able to point Peter Mayne in the direction of new flash engine rings, located a front crank shaft oil seal and gaskets along with brass bushes for the centrifugal oil filter for Gerrard Crombie in New Zealand, and finally a timing chain the Rob Stapley.

Also forwarding to Rob a pair of used Flash Special heads.

So good to catch up with everyone and as usual a well organised event Leila and Iain - our trip to Tasmania went according to plan, no issues.

I would like to take this opportunity to wish everyone a safe Christmas and the best for the New Year.

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### An addendum from David:

There is another piece of news from NSW – Ian Powell brought his (very) recently acquired Vedette on the rally, and as mentioned by Meg, timed his boarding of the Spirit of Tasmania so he would be virtually last when disembarkation occurred. He was welcomed (or perhaps the car was) with a great deal of enthusiasm, and not just from the club members who were waiting patiently so they could get to breakfast at the Argosy!



Lining up in Geelong awaiting embarkation. Notice there is nobody in the car – why wait in the car when you can wait in the café inside the terminal?

This resulted in the Vedette being one of the first vehicles to board, which also ensured Ian of his 'Diva-style' arrival in Devonport the next morning!

The best part was that I got to have a drive, and she is a beautiful cruiser! The big discussions during the rally, of course, were... what to name her? Camille was an early suggestion, and despite searches through the Google-Machine and ChatGPT, Camille is the name that has stuck! Great to have Camille in the club – and Ian too, of course!



Ian leaving the Show'n'Shine at Shropshire Park, Ulverstone.

**VICTORIA/TASMANIA REPORT-** *by Meg Heritage*

Hi everyone,

Iain and Leila did a wonderful job of putting together an interesting and food-filled week for this years' rally in Tasmania, hosted again by the Big4 Caravan Park in Ulverstone. There were 3 representatives from Tassie, myself and Iain and Leila Dyer, both sporting smart Aronde steeds; Baby Blue and Mavis.

The journey for Baby Blue started in Hobart Monday morning with a short trip up the Brooker Highway to Brighton to pick up a trailer for travel in style. As the weather forecast wasn't looking good, and Baby's wipers are out of action, it seemed best to tow her for the long trip to Devonport. My Dad, Bill Heritage, flew down the day before



and accompanied me Up North. He was so excited for the rally to start, he went to bed that night wearing his Simca cap.

Dawn broke on a lovely but cool Tuesday morning as we went to the Spirit terminal to join Iain and Leila in welcoming the gang off the ferry. Everyone was off in good time, except Ian Powell, who wanted to make sure we were all there to witness the arrival of his new Vedette by being almost the last off the boat. And yes, it was worth it, her arrival met with smiles all round.

It was a relaxing morning, breakfast at the Argosy Motor Inn, and then a short cruise to the Australian Axman's Hall of Fame in Latrobe. We were there before opening time, so I went for a walk around Pig Island just next door. No, I didn't see any pigs, but got some nice shots of Superb Fairy-wrens and White Faced Herons. A very pretty place for a picnic and some time out.



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The Hall of Fame was very interesting, but the shop was even more so. Particularly the Holliday Craft jigsaws for sale. Not sure what they're referring to.....



Thursday saw the first club run and it was off to Sheffield, The Town of Murals. The painting of the murals on the town's buildings started nearly 40 years ago in a bid to revive the economy of the town. Since then, dozens of murals have been painted throughout the town depicting early colonial life and natural beauty of the area. There is now an annual International Mural Festival where artists from all over the world do their stuff on boards erected in the park. We were left to our own devices here, wandering about looking at the murals, and of course, hunting out the best food and coffee Sheffield had to offer. As it was not a good day weather-wise, we all decided to hop in the modern cars for the trip, Dad and I jumping in with Kerry and Josey.

Back to Ulverstone and dinner at the River Arms Hotel. I enjoyed my meal, and others were left full, still with food on their plates. A great big town pub with friendly staff and value for money meals.

Friday was another free day, and Baby Blue joined Mavis, Alice, and Trixie at the Ulverstone branch of the Veteran Car Club of Australia. Three members of the club met us to show us around their wonderful...workshop! It was time for a bit of maintenance on our beloved rides and Luke, our President and resident Club Mechanic, was in for a big day. Luke did wonderful work, and our AGM had to be



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postponed as we couldn't drag him out of the workshop until he had done everything he could.

Saturday the club drove to Port Sorell for, you guessed it, food! Then it was off to Chas Kelly's place to drool over his private collection. Maserati, Porsche, Ferrari, Lamborghini. Lots of shiny big boy toys, and lots of jealous big boys! Chas' collection of other cars was even more impressive, and I really liked the look of the bar and mezzanine level that would make the view even more enjoyable. I'm probably going



to go against most of the club and say that my favourite was the 1938 Buick two-door convertible. I'd be happy to have this one in my garage!

Sunday saw the Show 'n' Shine begin with a slow tour through town. A sunny day but chilly (seems to be a theme happening here) as the park was on the waterfront. Needless to say, the line-up of our 6 Simcas was stunning, and got a lot of attention from passers-by. It even brought four people all the way from Hobart! One guy brought his dad to see the Vedette as he had owned one in his youth, and a couple who were friends with my Dad came up to surprise him.



One guy who came to see was a local who had some experience with 3D printing car parts. He also turned out to be quite handy with making plastic objects from moulds. I introduced myself and chewed his ear off about taillight covers and won him over. As you all know, in France, taillights are just red, whereas here in Australia the

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indicator section has to be orange. This makes it difficult when needing to replace a cover to get one with an orange section.

He took photos, and my only spare taillight cover, and will happily try to make one himself. I will let you know how he gets on.

That afternoon saw the mandatory Club Quiz, with many members contributing to the questions. It meant that you could be guaranteed of at least knowing the answer to two questions. A very good head start. Ian Powell did a great job of compiling the questions and running the event, and I am happy to say my team, The Dumb Nuts, won. Thanks to team mates David, Leo, Iain, Bill, Leila and Margaret.

That evening a few of us went to Lillico Beach to await the arrival home of the Fairy Penguins. The rain had gone, the wind had died down to a soft breeze, and the volunteers gave us the lowdown on the penguin activity. Not to disappoint, they started waddling up the beach just past dusk. It was wonderful to see them, and to hear them honking and growling to each other.

Monday was the drive to Table Cape Tulip Farm, just outside of Wynyard. I hopped in the Vedette with Ian, Mandy, and David. We took the coast road because what else do you do in big low-riders but cruise? A mandatory café stop in Penguin proved to be a good decision. We checked out the Big Penguin and the sign post; after all, you need to know where the other feathered friends are located.

Before heading back I went for a walk through town, checking out the railway station and the old goal, moved here from its original spot at the police station. After checking out the ducks and the windmill in the park, I came across a shed holding a treasure – one blue Simca Aronde! Looking in need of some attention.

A mystery to be solved? Maybe another member for the club.



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Tuesday morning saw Dad and I leave early, wanting to get south to Ross to meet my sister for lunch who was on her way up to the ferry in Devonport.

A stop at Christmas Hills Raspberry Farm for 'breakfast' and it was all smooth sailing. Another rally done, everyone is home, and it fades into memory. Until you have to write a report!



Thank you for everyone who worked on making this event go smoothly. To those who chipped in along the way. And for all who had the flexibility to change the "schedule", almost daily, to create a relaxing good time, and lovely memories. I hope to be there at the next one.

Cheers, Meg



This is the day we drove the modern cars to Sheffield – some of us returned via the Lake Cethana Lookout.

It was a bit chilly, as you might expect, but the countryside is wonderful!

**An addendum from Iain and Leila:**

## The 2025 Simca Rally in Tasmania

Greetings all,

I won't go into reams of detail, as Meg Heritage will have a full report.

A lot of effort went into many making the long journey. Despite the weather, we once again, were able to, "Make Memories," to carry home. After our farewell coffee, ably re-organised by David, it was time to head home.

Prior to leaving the coffee shop, there was a feeble attempt at a protest, over our trivia results. Rob Stapley claimed he had found a four-sided banana. Rob, if you thought the banana question was going to get you over the line, not so. Your team were 23 to our winning team's 35. I suggest your team do less T.V. and more reading 😊.

Firing up Mavis in the rain she missed and popped and I did wonder if I would get home. Fortunately, on the highway she pulled like a train, and we made it home. With trucks roaring past, covering us in spray, it was more like being in a speed boat race. The wipers did their best but like myself, they are from a less frenetic era.

Finally, gladly sitting in my favourite chair, feeling a bit flat and a touch emotional, the following words came to me. They will be my summation of the rally.

Iain and Leila Dyer



Mavis on alert for any Chinese E/V's that try to sneak by 😊

## Ode to the Simcarites

They came again to our Emerald Shores,  
It's little known, but they had been before,  
They brought with them, their ancient trusty steeds,  
A small community that covers each other's needs.

The Bible doesn't mention the tribe of Simcarites,  
They came long after, the Hittites and the other Ites,  
But they forged a bond, that would lead the way,  
Sunshine, rain, a blessing, each and every day.

In their trusty steeds, they explored this verdant land,  
The natives amazed, at their chariots brand,  
They brought with them peace and a love of each other,  
Any likeminded person, welcomed as brother.

Time quickly passed and it was time to leave,  
The young and the old, would have you believe,  
A message to the natives, they left behind,  
Your days are much brighter, if you strive to be kind.

Iain Dyer

---



The Simcarites at the 'ably re-organised' farewell coffee! Some had already left early that day



**SOUTH AUSTRALIA REPORT - by Rob Stapley**

Hi guys!

Well, another year is nearly done and with it another national rally. We must thank Iain and Leila for the organisation necessary for such an event, from the breakfast venue just off the boat, to the visit to Chas Kelly's private collection of all things automotive and racing. To be able to organise such a visit is testament to Iain's respect in the Tasmanian racing community. Despite his health issues Iain maintains his sense of humour and 'never say die' attitude, any meeting would be dull indeed without his presence.

Ina and I look forward to attending the next rally whenever and where ever it might be .

The proposed visit to Winton raceway is also something we are eagerly looking forward to. Hopefully, I can get my brown P60 sedan going by then. Probably more suited to a racetrack than Ina's 90A. Although I was pleasantly surprised with her car in Tas. Four weeks out from the event I was in a quandary as to how or what engine I was going to fit as the flash engine developed internal rumblings and couldn't be used.

Finally settled on one of the rush engines from James Duggin in Clare, a motor which hadn't been running for 25 years. Fitted and fired up and ran faultlessly after draining a little water from the sump and unseizing one piston. What's not to love about these cars?

David has to be admired for his effort getting Alice to Geelong, although fell in a bit of a hole on the way home. Evidently on the way south he encountered some water over the road causing a tsunami which splashed into the engine bay luckily not stopping the engine. This event may have contributed to his problems on his way home as initial diagnosis was distributor malfunction.

Stangely enough I had a distributor with us in Tas .and if in fact that was the problem could have had Alice fixed and going in about half an hour. Hats off to Luke for hooking up the trailer to travel to Dubbo to pick up both David and Alice to return them both to Queensland, about 1500 ks return. Now that's dedication above and beyond duties of club president, make losing a wiper arm and blade a minor hiccup.

Morrie has offered to send me a couple of Oxenford head conversions one of which I will fit to engine in brown P60. It already has a head fitted which has 1 8<sup>th</sup> inch shaved off and somewhere have a lightened flywheel. I don't know where these came from.



So much to do so little time. With 98 octane fuel might be a little pocket rocket.

Ina and I wish you all good health and look forward to seeing you all next time.

Cheers Rob and Ina.

**NEW ZEALAND REPORT - by Gerard Crombie**

Looking at my last report, I see quite a portion of it was about our activities in Australia and a large portion of it was written while we were in Brisbane. It seems that the same is happening again. The report is due in a few days and we are again in Brisbane having spent the last three weeks in Australia, initially in Tasmania for this year's Simca event and AGM and now visiting our son in Brisbane.

We flew into Launceston with a day to spare before we needed to be in Ulverston. At least it gave us time to recover from a 17-hour travel day getting to Launceston. We spent the next night in Sheffield and were pleasantly surprised to find many of the murals had been updated since our 2019 visit there.

We got to Devonport mid-morning next day hoping to catch the Simca team before the end of breakfast but were half an hour too late, so met up at Ulverston Big 4 later in the day.

The 2024 theme for the murals was The Magic of Miniscule, this mural pictured, took first place and was easily the best of the 2024 entries featured. It was particularly detailed including a map of Australasia in the ring on the finger.



The week spent in Tasmania was quite relaxed and the Simca groups plan stayed flexible enough to accommodate whatever members wanted to do. We revisited Sheffield again during the week and at morning tea had a very nice vanilla slice. I had vanilla slice each morning tea after that but didn't find another one to equal it!

Speaking of food, I only had one scallop pie this trip but my last evening meal in Tasmania had to be the local scallops.

During the week, as well as above, we went to see the platypuses and echidnas at Beauty Point, Tasmazia miniature village, the town of Penguin, and the Table Cape Tulip Farm. One of the highlights of the week though was watching the penguins come in from the sea at dusk, a short drive along the coast from Ulverston. On hand were Conservation guides



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who ensured we did the right things to enable us to see the penguins e.g. no white lights, only red lights and this meant minimizing the brightness on our phones. The Sunday Simca display and some of our group in



attendance. Yes, it was a cold spot!

Iain had organised a visit to see Chas Kelly's impressive collection of vehicles, including late model sports cars and classic motorsport cars.

These sporty machines in the picture to the right, garaged at his house, appeared ready to select from and drive at any time!



The classic collection packed into this shed are only a part of Chas's impressive motorsport cars and motorbikes.

There are apparently more vehicles in Brisbane and other parts of Australia.

From Tasmania we flew to Brisbane where we spent two weeks visiting with our son in Redbank Plains. Having met up with Kerry Ryan in

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Tasmania we arranged to visit him in Brisbane and see that part of his Simca collection he has at his residence.

Kerry has a remarkable collection of Simcas and we appreciated the time he spent showing us and talking about each of them.

Pictured is Kerry talking to me about his Montlhery and its specifications and model differences.



When we planned our return home and realised

Sunday 12<sup>th</sup> was Bathurst 1000 - race day we delayed our flight to Monday so we could watch Bathurst from Brisbane rather than it being a travel day.

In July we went to a Coffee and Classics event in Auckland. These events often offer the opportunity to see something different and at this particular event the Early Holden Club was using it as the starting point for a club run. Here's a couple of pics from this event.



Picture left: The owner of this vehicle has put a lot of time, effort, and money into this. Picture right: The Early Holden club "getting ready to roll" on their club run.

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August was the annual Daffodil Day run and the Auckland Vintage Car Club had a run to the Guang Shan Buddhist Temple. While there was an interesting assortment of cars on the run the real appeal was the opportunity to look around some of the Temple, the entertainment in the Temple itself, singing, chanting and an amusing skit (removing bad habits). There were food trucks and Asian food stalls for morning tea and lunch, as well as an art display. Car events often lead to very interesting outings!



A couple of nice classic vehicles from the Daffodil Day display at the Buddhist Temple.

I recently decided it was time to stop adding to the greasy oil slick on the road after it rains and to fix the oil leak on our Simca. The leak was from the seal on the front of the camshaft. I got a new seal from Phil Butcher but he also told me I would need to check and probably renew the brass bushes on the front end of the shaft (part of the oil system) and I also got the necessary O rings from him. To prepare for the expected eventuality, I contacted Morrie Barrett and got used bushes from him. The preparation enabled the job to go smoothly and seals, O rings and bushes were replaced.

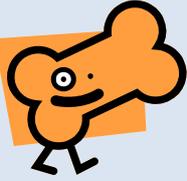
I'm now rushing to finish this report and get it to David by due date as we are only home from Australia for two days before leaving for Wanganui and our grandsons 21<sup>st</sup> birthday.



# SWALLOW TALES

## Some pics from Tasmania, 23.09 - 30.09.2025...





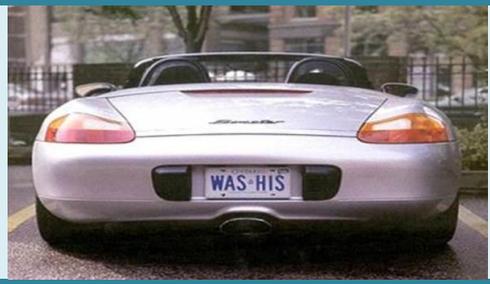
**Funny Bones**

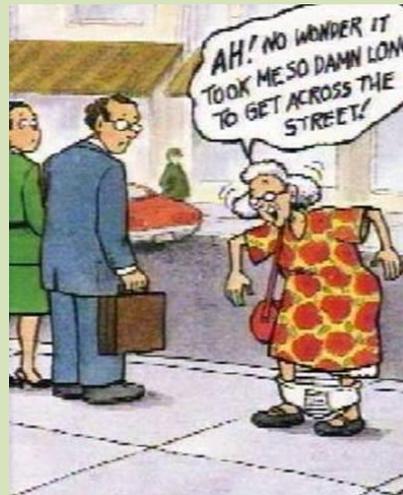
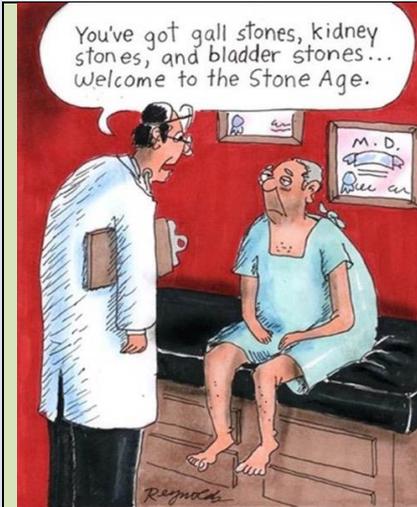
Teacher: Give me a sentence using the words 'defence', 'defeat' and 'detail'.

Little Johnny: When a horse goes over defence, defeat go first and then detail.



Caesar salad





I have decided that I will never get down to my original weight. After all, 81b 8oz is just not realistic!

My favourite exercise is a cross between a 'lunge' and a 'crunch' – I call it 'lunch'.

I wonder what my parents did to fight boredom before the internet? I asked my 19 brothers and sisters and they didn't know either.



They are warning people now!!





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### *PS - From the Editor...*

Please remember any contributions / suggestions welcome.

#### **Reminders:**

The 2025 renewal of membership is due on January 1<sup>st</sup> 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

We have been invited to attend and have our SIMCAs on display at the 49<sup>th</sup> Historic Winton. Let Luke know of your intentions by Friday 21<sup>st</sup> November.

[beitz@hwy54.com.au](mailto:beitz@hwy54.com.au)

**SIMCA CAR CLUB AUSTRALIA Inc.**



**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 31<sup>st</sup> December each year. All Membership Fees are due and payable each Year on: 1<sup>st</sup> January**

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

**Signature/s:** \_\_\_\_\_

**Date:** \_\_\_\_\_ (Both signatures required for Family/joint membership)

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