



SWALLOW TALES

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

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VALE: GEOFFREY ATHOL ROSE 1943-2022



SIMCA CAR CLUB AUSTRALIA Inc

Dedicated to the preservation and restoration of SIMCA cars for the purpose of maintaining the Simca marque as part of the motoring history of Australia.

The Club was formed to provide technical information and spare parts assistance to Simca club members.

The Club has an affiliation with Simca owners and clubs throughout the world, permitting a global update of Simca activities to our members.

The Club maintains a register of Simca owners through our specialist Registrar for both Simca and Simca Vedette.

The views or opinions offered by members in this newsletter – Swallow Tales may not necessarily represent the views or opinions of the Committee of Management.

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

In the years we have been producing Swallow Tales, this is undoubtedly the saddest edition. I refer of course to the passing earlier this month, of beloved club member Geoffrey Rose.

He had only recently been diagnosed with Lung cancer and was preparing for treatment. He rang me on the Monday and only days later, the next Saturday, he was gone. All chance of the time that might be gained, was gone. Many thanks and thoughts to his good friend Joan, who was with him at the time. The sad thing is, it is not that long ago they holidayed together on Norfolk Island.

I first met Geoff at the first Simca Rally we attended. That was in Mildura in 2009. One afternoon I took a bottle of wine over to his cabin and said, "Swap a bottle of wine for a drive for your Simca!" Deal done. I hadn't driven a Simca for 25 years, so it was quite a hoot. The car of course was his legendry blue P60 sedan. When we got back I commented it seemed to run out of steam at the top end. Bit cheeky, but he agreed and was looking at the problem when he got back. We drank the bottle of wine and discussed race cars. My background was in oval track racing and he had not that long been racing the 90A. He be-moaned the fact that he had not yet won a race and didn't have any trophies. I said I had plenty and would lend him one of mine. He never forgot that.



Since then we have been great mates and have had numerous discussions on racing and racing set ups. He only recently told me, he had been racing his legendary blue 90A for fourteen years, for only four engines. He recently moved up to an XU1 Torana race car, with fearsome horsepower. His explanation, "I want to soil my driving suit now, rather than soil a nappy in a home." The actual phrase was slightly more colourful! I didn't ask him whether he had achieved this goal, when he slammed heavily into the tyre wall at Wakefield Park earlier in the year. Or after getting the extensive damage repaired, having several spins at Sydney Motor Sport Park in the wet. That was only this past winter. As a fellow racer, I believe a polite term, "Tightening of the freckle", would have been appropriate. I can relate to that.

We all know many people, have friends, some special, Geoffrey Athol Rose would be regarded as, "Limited Edition." RIP Mate.

The funeral arrangements are as follows:

It will be held at 12.00pm, Friday January 13th, at Broulee Memorial Gardens, 195 Broulee Road, Broulee. This is between Batemans Bay and Moruya

There will also be a function following the funeral at Club Tuross, 40 Monash Ave, Tuross Head. If you wish to attend please let me know via txt on 0403172258 or email jrose@tkda.com.au as Geoff's email is currently full.

As a result of the Zoom AGM, we ended up with the job of Secretary, as well as Editor. Thanks very much Doug! May one of the ten curses of Egypt be thrust upon you. The Locusts will do. They should make short work of your garden ☺. We shall endeavour to maintain the highest standards Doug and Zelda attained.

This brings us to the matter of Subs could all members please pay their Subs ASAP please.

In closing, we wish all members, the very best coming year possible and hope to catch up with as many as possible in March.

Iain and Leila Dyer
Editors

PRESIDENTS REPORT - *by Rob Stapley*

Hi all,

Although this won't be read until after Christmas we wish you all a happy Christmas and a safe and happy New Year. We are anticipating a good time at our split rally next March. Ina and I and Mike and Mary will travel Monday to Hay then to Dubbo Tuesday 16th. I guess the Western Plains Zoo will be a day trip and I think there will be a farmers market on Saturday morning, which leaves one day for seeing local tourist things. The way the year has flown past March will be here before we know it. I hope David's Alice is back on the road by then and a good line up of Simca's will be in attendance. So cheers for now, hoping to see a good roll up of fellow members in a couple of months. Cheers. Pres. Rob



SECRETARY'S REPORT - by Iain Dyer

SIMCA CAR CLUB AUSTRALIA INC.
 Financial Statement : 1st July 2022 to 5th Sept 2022

INCOME			
	Annual Subscriptions	\$	170.00
TOTAL		\$	170.00
EXPENDITURE			
	Secretary Exp. Newsletter (June) Simca Manual Fairtrading Keyrings Website Costs Bank/Paypal Fee	\$	276.44
TOTAL		\$	276.44
ASSETS	Cash at Bank	\$	7,733.32
LIABILITIES			
NET ASSETS		\$	7,733.32

BALANCE SHEET - 05.09.22

Balance brought forward 30.06.22	7839.76
Add Income Amount	170.00
Deduct Expenses Amount	276.44
Balance as at 05.09.22	7733.32

This is a copy of last editions statement of account. It has been more complicated than getting into Fort Knox, dealing with Bendigo Bank. Members have been paying their subs and the current balance is \$7811.62. Next Swallow Tales we will have the new format set up and be on display. Members will be relieved to know, that whilst we have a newly renovated bathroom, the above funds are still available to the club. 😊

QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone,

Well, Christmas is just about upon us and we are starting to make preparations to attend the Dubbo-Bathurst Rally in March.

Looking back over the last few months, the Huntly's have taken the Etoile to a couple of local events, along with the MG, one being a display at the Anglican Bazaar. This turned out to be a very lovely morning, even though it was a bit wet under foot, it looked like it was going to continue to rain from the day before. Leo always enjoys looking at the "broom broom" cars, as well as patting the puppies and playing in the cubby house with some friends from his day care.

The 2nd was a short run out to a property with a magnificent garden and views. (It is all relative to what you class a short run, as the trip was 44 klms one way). It was good to get out and stretch the legs of the Simca, and see how the crops were doing after a wet winter and spring. We don't get to take "Trixie" out as much as we should, well according to Leo. Last weekend (from Thursday 1st through to Tuesday the 6th December) we had five Christmas parties/events and Leo was asking, are we taking "Trixie", after the response of no, the question was then asked why not. He loves his cars. He will often go for a drive in the Simca (pretend of course) when Luke is out in the shed working. He will come up to the shed and get tools to fix the car as he has broken down somewhere on his drive. That is why Luke can't find some tools at times.

In November Luke attended the Annual Toy Run organised by a local motorbike enthusiast, John Finnigan who is also a member of our local club. This was the 11th year, unfortunately there wasn't as many turn up as last year but still a good number of 43 bikes and 1 Mustang car. This is for a good cause, as there are approximately 91 kids in foster care in the Roma area who will benefit from this event through Anglicare.

Speaking of Mr Finnigan, at one of the local meetings we attended, Leo had the opportunity to go for a ride in his Indian Sidecar which he enjoyed, but don't worry he hasn't converted from 4 wheels to 2, he still favours the old cars.

Skip attended the Qld French Car Day and being the only Simca there, he one won 'the best Simca' category. Congratulations Skip!!

Well, we hope everyone has a great Christmas and look forward to seeing you all in Dubbo.

Luke & Michelle





Greetings from Queensland from Kerry and Josephine Ryan

Hi everyone, just a quick update on some recent Simca activities from Brisbane.

Jo and I are really looking forward to March 2023 where hopefully we will be able to gather again as a group of enthusiasts at Dubbo and then on to Bathurst for a few days of socialising and talking things Simca.

Jo and I have recently hosted some friends from Alsace in France who are on a 6-month world tour of the USA, Australia, New Zealand, the South Pacific and SE Asia.

We met Yves and Papaye Heinrich at the International Simca, Matra, Talbot meeting in Lyss/ Berne in Switzerland in 2004 and have maintained close contact ever since.

We have stayed at their home and attended various meetings with them ever since including Belgium, France, Holland, and Czech Republic and we have plans to attend the National Simca meeting in Bordeaux, France in May 2023.

If you ever get a chance to attend the French Club national meetings, you will find out just how passionate the people are about Simca cars and their derivatives.

Before the couple joined their cruise to New Zealand on 5 December, Yves and I drove the green P60 out to one of my favourite local places which is around 2 Kilometres from my home. It is the Petrie Pioneer Village, and it is a place where many original buildings from the Moreton Bay Region have found a new home. The relocations have resulted in saving some of our classic buildings from demolition when properties were developed. In Queensland, properties are usually designed and built-in timber and so they are easily relocated in most situations.

The Village is picture perfect and it has become a great meeting place over the years for various car clubs and car enthusiasts to have a coffee and chat with Saturday mornings being particularly hectic out there. They hold markets there on a regular basis so it is well visited by the public.

The attached photos show my P60 in front of the main entry and in front of one of the mechanical workshops.

The yellow Matra belongs to Yves and it is normally garaged along with his other white Murena at their beautiful home near Colmar in the Alsace region of France. They live in a picture-perfect valley surrounded by snow capped mountains during the colder months of the year.

The yellow Matra is quite special as it is a Murena F3. There were only a small number of these built and they were recognised by the additional body kit add- on. I guess that they decided to make them a bit more aggressive looking. They go as well as they look as they are relatively light and agile. I hope to drive one of his Matra's to Bordeaux next year.

Best wishes to all for Christmas and the New Year and we hope to catch up with some of you in March 2023.





For Sale 1959 Simca Vedette Beaulieu

This rare car has undergone full and complete restoration in 2014 and 2015. The engine and gearbox have been rebuilt, car rewired, and rust cut out. Chrome and badges, Interior all been redone. Parts were imported from Canada, NZ and France. Car is as original as we can make it (without breaking the bank)

Comes with hard to get spare parts like windscreens and brake drums, spare engine and gearbox, windscreens, brake drums etc. Also manuals and literature.

Restoration made possible with support from SCCA members John Pickles and Mal Rogers

\$35000. Would consider a trade. Contact Doug Murphy doug@realres.com.au or 0402845925





WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –*By John Pickles*

WESTERN WHISPERS

WA State Representatives Report – Mitch Burnett

INTRODUCTION

I would firstly like to thank everybody for the opportunity to represent the Sandgropers in the group. I have been afforded invaluable assistance from John Pickles, having first approached him in 2004 when I was contemplating buying an Aronde advertised for sale near Geraldton WA, apparently owned by former club member, Eric Micke. That one got away from me unfortunately.

You see, I grew up listening to my dad’s stories of him having purchased a brand-new Aronde P60 from Wentworth Motors on Stirling Highway in Claremont, at the ripe old age of 21. I was intrigued by his enthusiasm for the car, likening it to my love for cars that I had grown up with; like Ford Escorts, Datsun 1600’s and Mazda rotaries.

Over the years, life happens as we know and when on my 25th wedding anniversary in Dunsborough in mid-2021, I spied an Aronde in a house driveway - I had to approach the owner. I recognised the car as one previously advertised but removed from the market, made an offer to the lovely lady owner and am now the proud owner of a 1964 Aronde P60. As it turns out, it was the car previously owned by former club member Robert Lewis, one he had transported to Perth from Adelaide some years earlier and restored. As of this week, I’ve just replaced the front brake components and three leaking core plugs and we are back in the game. I then recently added to the Aronde stable, acquiring a 1962 P60 known to the club, previously owned and restored by Justin Walker. Dad now has that one in his driveway and is responsible for running it and for sitting in it for nostalgic therapy. He and John have caught up a couple of times and love reminiscing about the days of roaming the streets in their spritely Simca’s.



Dolly wheels - great for moving cars around in the garage

The second acquisition – 1962 model

It was interesting to hear the feedback from the article by Rogerio Ferraresi on the Vedette in Brazil and how they modified the original flat head to an OHV Hemi. It is a little known fact that the original Vedette engine was in itself a modified Ford V8-60 engine from the USA. Back in the 1930's the French government imposed large duties on imported vehicles and Ford having a presence in France felt the impact of being priced out of the market and began looking at assembling their vehicle locally.

It was fortunate for Ford that at this very time there was a man who once ran the fourth biggest car company in France, behind Citroen, Renault and Peugeot was looking for a partnership to make good use of his underutilized Strasbourg plant. This little known car manufacturer was Emile Mathis who at the time producing the Mathis car. In 1934 Mathis seemingly hit the jackpot when he reached an agreement with Henry Ford to assemble the Ford Model Y designed for the European Market. Mathis himself was an engineer and had in the past designed and produced his own makes of vehicles since 1904 when he was manufacturing cars under the Hermes brand. Ford invested a substantial amount of money in the plant and Ford owned 60% and Mathis the rest, by 1936 it was assembling localized vehicles under the Matford brand. During this time Mathis was given the opportunity to improve the Ford V8-60 and as a result he heavily modified the engine which became what we know as the "Aquillion",

very few parts are interchangeable between these two engines. The Matfords were produced until 1939, but Mathis was disappointed by the lower than expected sales and not being comfortable being the junior partner in the relationship to Henry Ford so in 1938 sold his shares in the joint venture.

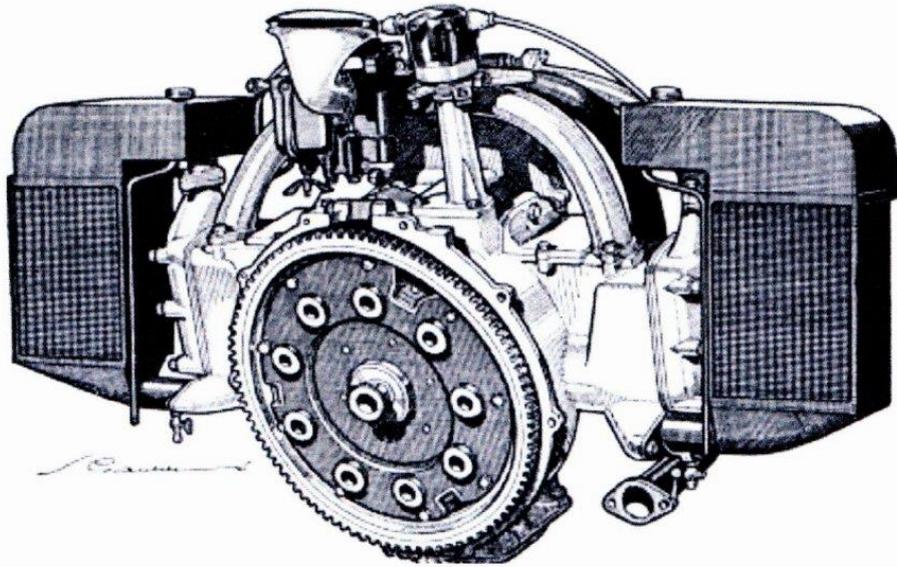
EMILE MATHIS

Was born 15 March 1880 and became a French businessman who founded the car firm Mathis in 1910. (Before the frontier moved in 1919, he would have considered himself a German businessman and the car firm was a German business.)

He was born in Strasbourg which at the time was in Germany. Between 1902 and 1904 he worked for the car firm Lorraine-Dietrich, with Ettore Bugatti. In 1904 Mathis and Bugatti designed the Hermes car, which for some reason was known as the "Burlington" when sold in England.

Following the outbreak of the Second World War, as the German army invaded France, Mathis escaped to America where he lived and worked throughout the war making marine engines using the Matam brand. In 1946 he returned to France to find his factory in Strasbourg had been mostly destroyed by the Allied bombing as it was used by the Germans to make munitions and engines for military vehicles. After rebuilding the factory he needed a car to build, what he came up with was quite advanced from an engineering standpoint, and while it never got beyond prototype stage, with only 10 examples being built, it was novel enough to give Mathis a place in automotive history. What Mathis came up with was the VEL 333, A LIGHT ECONOMICAL THREE WHEEL VEHICLE THAT CONSUMED THREE LITRES OF FUEL FOR EVERY 100 KILOMETRES. It seated three, had a unibody architecture, with the aluminium monocoque being electrically welded.

So there we have the history of the creator of the Vedette "Aquillion" engine.



The small flat twin engine with a radiator attached to each head and good for 115kph



VEL 333

Emile Mathis died in Geneva 3 August 1956

VALE

GEOFF ROSE



It was with a great deal of sadness to have received word on Sunday 18th December that our esteemed member and good friend Geoff had passed away after a relatively short illness.

Geoff was a dedicated Simca enthusiast and was responsible more than anyone for the promotion of the Simca in Australia through his racing exploits with the Aronde A90 which was very successful within its class.

Most importantly, Geoff who was one of our very early members of the Simca Car Club shared his enthusiasm and knowledge among what he classed as the Simca Family. Geoff attended every Simca Rally including that in Western Australia having driven the Simca P60 across Australia.

“Good Bye Good Friend Till We Meet Again”

John & Evelyn Pickles

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT *-by Andy Woodson*

A couple of places I visited recently. The annual Euroa Show and shine returned again this year after a couple of covid missing years, and also the Wangaratta swap meet also reappeared again. I've included a few pics of some interesting vehicles. The only Victorian news is that my friend and fellow Simca club member, Bernie from Macarthur here in Vic will hopefully do the bulk of the quarterly reports, with some of my contributions, as I am temporarily winding down. Anyway, all the best for the festive season . Andy.





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

Hi all from S.A..

Once again last October Ina's 90A got an outing to show off in the Bay to Birdwood. Not sure how many cars in total but up to 1750, if past years are the par. We left Ardrossan early and travelled with Mike and Mary in their Alvis. Although hopefully Mikes P60 will be on the road next year. We chose the alterative start point which avoided lots of traffic lights and holdups but not so good for displaying the cars to the public who line the route along the way through town. We had a great trouble free run through the hills to Birdwood. We left a very wet and soggy Birdwood about 2.30 pm and arrived home about 5.30,a good 12 hour day. The wagon I bought from James Duggin has been on the hoist since I got it and I have slowly worked from front to back removing all I can from underneath for cleaning and refurbishing. Engine rear seal replaced and new seals in each hub. New front wheel bearings and brake cylinders renewed with stainless steel \$140 per wheel cylinder and \$240 for master cylinder, its getting expensive. Last week I finally got to removing the fuel tank for cleaning and painting. Then I can start from back to front replacing bits. Slow work but satisfying to have everything nice and clean. It is sometimes difficult to find the urge to venture to the shed to be covered in dirt and detritus of 50 odd years,' raining down on oneself 'and it seems every nut and bolt wants to resist all the way. God knows who the owners prior to James were but every joint has copious amounts of solastic oozing out and in just to add to the adventure of dismantling .I am sure most members would have encountered the same with their restorations ,but each day brings new challenges and new victories. Just writing about it gives me a little bit of enthusiasm so

I might be off to the shed, wire brush in one hand and paint can in the other, so see you in Dubbo.

Cheers Rob.



An article submitted by Brian Kuerschner from South Australia

Hi Rob,

Having read with much interest you 'Swallow Tales' Magazine on all things Simca I have a tale to tell if you're interested?

I once was a very satisfied owner of a P60 5 Door model Simca Aronde Wagon. At the time in the early 1960s I purchased it brand new from a Chrysler Dealer at Summertown named Murray G. Squiers Pty Ltd. if I remember correctly, I paid about £650 for it just prior to the change to decimal currency.

My wife and I were married in March of 1965 and took that little Gem on our Honeymoon travelling through the coast roads of Victoria and New South Wales for three magnificent weeks.

Firstly to Murray Bridge for our first night and onto Warracknabeal to visit Maureen's family members for a couple of nights. Through the Melbourne CBD the following day to Lakes Entrance and on through the forest area onto Orbost, Eden, Bega turning inland to Cooma. Seeing as how we were so close to the Kosciuszko National Park, to climb Mount Kosciuszko seemed like the way to go. It was after all mid-March with no serious threat of ice or snow preventing our continued ascent. Leaving, as was customary in the day our hand written message in the letter box provided at the mountain top we then made our way back to Jindabyne for a night.

Having circumnavigated Mount Kosciuszko we headed back to the coast into Bega through Narooma onto Bateman's Bay. I can quite honestly say that night in the Motel was quite the most frightening experience with a howling blustering wind all through the night rattling windows not quite blowing the handles off the outside door. Remaining on the Princes Highway we booked in then to a Motel in Wollongong for one night only.

Already the best part of our time away had gone by and being a motorcycle freak my eyes court sight of a large roadside sign advertising a major motorcycle road race event at Oran Park. I knew many of the competitors in the fields so had to stop by and say hello.

Without going all the way into Sydney CBD we made





our way through the outer burbs to Penrith from Picton and into the Blue Mountains. Making a left turn at Lithgow we found it necessary to stop off at the Jenolan Caves for a peak underground at the majestic stalactites, stalagmites and attempting to avoid setting off any

dangerous dynamites.

We had done pretty much all we needed to accomplish now heading back through the Hay Plains returning to Adelaide having had ourselves just the most fabulous honeymoon vacation. Have to say in the days before seatbelts our babies crib sat on the rear seat unattached.

Further to this story our little Gem was more than capable of achieving 100mph plus at times. Unfortunately the only ever time it let me down was towing a laden trailer with a racing speedway sidecar to Broken Hill. Bowling along at some 80mph the slightly modified engine began knocking, not violently but sufficient to stop at Manoora to check it out. Other mates offered to transport our machine and equipment to the Hill leaving Babe at Manoora to collect later in the week. No real drama although the cylinder head was removed to reveal a portion of piston from the top chipped off.

While taking part in the Bay to Birdwood one time I happened to notice on the road verge a most lookalike P60 to the one I once owned. I simply had to stop and avachat to the owners. Having been well satisfied with meeting the group I continued on my way to complete my B2B run.

As for the appearance of my little Gem, I purchased it in Light Pastel Green, unsure of the original colour code. I eventually fitted several accessories to include a sun shade above the front windscreen. Had the top painted a lovely cream, fitted white wall rubbers to the tyres, fitted mud spats to the rear of the front wheel arches, rubber rear mud flaps and painted a Red Dot to the centre of the hub caps and a tow bar fitted. Maureen made some lovely curtains and fitted to the rear windows. Took .010" off the cylinder head, had an aluminium rocker cover fitted and extractors specially made. Could it go? **You betcha**

Ina and I were saddened at the news of the passing of Geoff Rose. Geoff was a stalwart of our club and a real supporter of the Simca marque. We were lucky enough to visit Geoff and Ruth some few years ago and Geoff was happy to show off his racing Simca and other cars in his tidy and well appointed garage, and Ruth took joy in showing us their beautiful garden. Geoff's enthusiasm for Simca's was contagious, he flew the flag whenever he could and was quite successful on the racetrack. He will be missed there. He supported our rallies from 2001 and never missed an opportunity to attend and I think he was at most of them. We were anticipating catching up at Dubbo but sadly will not be. Rest in peace Geoff. We will miss you.

NEW SOUTH WALES REPRESENTATIVE'S REPORT – *by Morrie Barrett***NEW SOUTH WALES REPORT**

It is with great sadness we record the passing of Geoff Rose, 1943- 2022, Geoff was a foundation Member of our club attending the inaugural meeting in Adelaide in 2001.

Geoff was always the life at our rallies, ready to give assistance/advice where needed, he maintained a good stock of spares which he generously gave to Members.

Geoff had no knowledge of Simca's until his brother John gave him the 90A which Geoff raced the car was offered to John as payment for work done, we all know the story from here Geoff persevered with and slowly developed the 90A into as competitive as it could be competing in many events in NSW and Victoria.

I first met Geoff at the second meeting of the Simca Car Club at Dubbo 2003, organised by Rob Verhaegen, from there our friendship grew, at the time neither of us had a P60 Geoff located his sedan in Victoria for which he paid about \$80 and with his brothers worked on the car including a respray.

Margaret and I located a P 60 wagon and both vehicles were completed in time to enter the in the 2006 rerun of 1956 (Ampol Trial) organised by the Victorian Peugeot Car Club of Victoria where many lasting friendships were made including Hank Verwort who organised many trips around Australia on which Geoff and I shared many a McGuigan's red.





NEW ZEALAND REPRESENTATIVE'S REPORT – by Gerard Crombie**New Zealand Report**

Reviewing the last three months for this report we have been busier than I had realized. We've had a trip to Nelson, in the South Island, a trip to Wanganui and also one to Brisbane. Some of these had a dual purpose, in Nelson for example we planned to visit Yvette's brother but also had in mind to visit Kaikoura parts of which were devastated by an earthquake in November 2016 and in some areas the ground rose several metres out of the water. This is the main route through the top part of the South Island and the Kaikoura section had to be completely rebuilt following the earthquake. We also wanted to visit a classic car museum in Nelson as we had heard good reports about it. Our trip to Wanganui was again dual purpose. It was our grandson's 18th birthday and also over the long Labour Day weekend was the Wanganui Heritage Weekend with a classic car parade and static car show the following day. Our stay in Wanganui took an unfortunate turn on the Monday of the Labour Day holiday when I woke up in the early hours of the morning with severe abdominal pains. During the morning I was admitted to Wanganui hospital where the cause was determined as a gallstone the size of a golf ball. The next day my gangrenous gall bladder was removed along with the gallstones but during which the gallbladder disintegrated and needed additional irrigation of my intestines. This not only resulted in a prolonged stay in Wanganui but a reorganised trip home since I couldn't drive and while I accepted no heavy lifting for six weeks the shock was when heavy lifting was defined as 5 kg. You quickly find how limiting that sort of weight limit can be.

The roading reconstruction undertaken around Kaikoura following the 2016 earthquake is most impressive while the scenic attractions in the area, have also been enhanced. Around the coast are seal colonies and Kaikoura itself is recognised for its whale watching infrastructure and boats. I took a whale watching trip but Yvette elected to stay on dry land and avoid the rough water. While we only saw one whale, the trip was still worthwhile. We have seen whales in Alaska and also in Queensland and Western Australia but never as close up as this trip got to whales.

The Nelson Classic Car Museum has 150 "immaculate" cars, and while that's their words I totally agree.



We visited the museum on NZ's public holiday commemorating the death of the Queen. One of the cars used for NZ royal visits in the 1950's was on display out front. This is a 1956 Austin used for a 1958 royal visit to NZ.



Lots of cars in the museum impressed me and although I'm not a big American car fan I was impressed by the 1929/1930 Cadillacs, especially their sheer size and assumed weight. They are magnificent big beasts!

There is also an interesting presentation of a NZ Mini that holds a class record from Bonneville Flats. In 2012 the 1964 mini set an unofficial class record of 146.6mph (236kph) in one run and in 2016 an official record of 144mph on petrol and 156mph on methanol. The car is on display in the Nelson Museum.

While I like the idea of racing a little classic mini, the thought of 236kph or more in one is a bit scary! If you think the car below is a Holden you need to think again, it's actually a Mazda rotary.





Produced between 1975 and 1977 in an arrangement between GM and Mazda. It had a 1.3litre rotary engine, was underpowered and did about 10 miles per gallon.

I was amazed by the presentation of the cars and the workshop and the efforts to maintain the Nelson Museum facility – long may it survive. There is a tour available on the website <https://nelsonclassiccarmuseum.nz/> Not that the website does the actual museum justice!

I had thought I might have seen a Simca there but unfortunately not so. On to Wanganui! There lots to be said for people enjoying their cars and everyday classics and that's what Wanganui had in spades over Nelson.

Ours cars are meant to be used and enjoyed!

Like this smiling couple, but you would be hard pressed not to enjoy motoring around in this lovely car on a fine day!



A good thing about going to car shows in different parts of the country is the variety you see. Here's a six cylinder mini, one with 2 front ends, an



very cute coupe and a matching trailer.

If you would like a car that's a bit of everything then this must be it. It looks sturdy and has a great paint job even if the top and roof design seems a little square.



Motor, gearbox & diff Holden
Chassis Datsun
Mudguards Citroen
Tail lights VW

I was in contact with Ivan Smith just very recently. He tells me after several years the V8

motor and gearbox is back in the orange Simca and the motor turns over. Once the carburettor and water pump are rebuilt the car will be ready to roll.

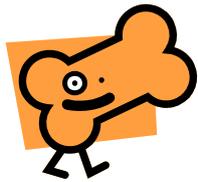


Here is this years Xmas parade photo from Colin Smith of himself and Lucy in their fire engine. Colin tells me that due to his current limited mobility he's waiting on government funding for a new more transportable mobility scooter. Also with the cost of diesel he is now using the Simca 1000 as their daily runner in preference to the Peugeot.



Yvette and I got to Brisbane in mid November for the first time in three years to visit our son Conrad and his partner Andie. We had an early Christmas celebration with them and a very enjoyable visit. Since they work from home, to give them space to work we went to the Sunshine Coast from Tuesday to Friday and enjoyed Mooloolaba and Maroochydore for a few days before returning to Brisbane for the weekend.

A merry Christmas and a Happy New Year from Yvette and I in New Zealand. Hopefully we get better weather over Christmas than we are having at present because by the time you read this we hope to be at the beach for a couple of weeks.



Funny Bones

NOT APPROPRIATE THIS ISSUE



ADIOS AMIGO



SHARE THE PASSION

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INSURANCE FOR MOTORING ENTHUSIASTS

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SH02984 29/04/11 A

PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

The 2023 renewal of membership is due on January 1st 2023. 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

I must apologise for the lateness of this edition. I have had another hosp. Trip with strict recovery period.
Editor.



SIMCA CAR CLUB AUSTRALIA Inc.

CLUB MEMBERSHIP APPLICATION/ RENEWAL
January – December 2023

Please print all names for family/joint membership

Surname: _____ Given Name/s: _____ and

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: _____ [checkbox]

Mobile: _____ [checkbox]

Email: _____ [checkbox]

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

Facebook [checkbox] Website [checkbox] Word of Mouth [checkbox] Other [checkbox] Details.....

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

First Application - Do you own a Simca/s? YES [checkbox] NO [checkbox] 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.

PayPal: simcaaustralia@gmail.com