



SWALLOW TALES

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

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Group Na trio – the elegantly moustached Simca Aronde of Rose leads Parisi's Vedette and Cox's A90 Westminster.- Just Cars



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*Historic Winton 2017

We always look forward to Historic Winton. This year of course we had two racing Simca's taking part in the Group NA division. Vince Parisi in his green Vedette and Geoff Rose in his blue 90A Aronde.



It was more special this year as after Winton we were heading north for our 2017 Simca National Rally. Saturday practice was fine and most of the divisions got through the day without much mishap. Sunday, race day, was another matter. There were intermittent showers all day, causing havoc. A gorgeous open wheeler Cooper clone, stuffed his car backwards into the concrete wall. Mangled transaxles for those don't come cheap. So it was all day. A Studebaker Lark was severely damaged, a very fast LJ XU1 clone, a write off, plus a Cooper S and others.

The racing between a red Comaro and a Silver E49 Charger was worth the admission alone. The Charger being the eventual victor. That is one mean Charger and boy can that guy drive. Similarly, in another division, there was unbelievably close racing between two Porsche 911's and an Alfa 105. An

Orange Porsche being the eventual victor. All these cars are now worth considerable sums of money, but no one told these guys.



Getting back to our two Simca racers, both cars were circulating as though on rails, testaments to the car setups and the drivers skills. Understandably Vince had the goods on Geoff all weekend until the final. Vince did have a problem with a leaking axle seal and had to top up the diff between races. Apart from that, both cars were going like trains.



The final. Second last race of the weekend. Down it came. There were a variety of stoppages, plus lots of damage. On the final restart Geoff had got past Vince and was flying in the wet. Vince had semi slicks on the car and Geoff had a racing radial, which thrived in the wet conditions. I heard people behind me saying, "Those Simca's handle, didn't know they went that well." What they didn't realise, they were looking at the only log booked Aronde and Vedette race cars in the world. So there it is, Geoff finally knocked off the

mighty Parisi. By the time we reached Tweed Heads, the story had expanded to a collection of Vedette door handles. Geoff I hope you have plenty of Aronde door handles. The mighty emisul hemi engine is on the water. Vince assured me the new engine will put out 180 brake horse power and combined with the 4 speed box, will be a real weapon.

There is a very quick electric blue FC Holden that is the target. FC you say, yep, around 180 bhp out of the old Grey motor and goes like scheisse off a shovel. Roll on next year!



Two club members discussing the odds. One owns an Aronde and one owns a Vedette.



Steve Maloney's 90A and a very tidy P60, non-Club member





Another view of the original P60 at Winton.



Didn't finish this way



Heading North, destination the Tweed.

For us the adventure was just beginning. As usual we had gone to Winton with our friends, Martin and Kaye Wilson. After knocking around together for over 20 years it is always good fun, we have worked out none of us are perfect. Except perhaps Kaye! Now Martin is one of those boys own dudes always looking for an adventure, me too, but I have had my wings clipped. He had arranged to do a deal with a classic car dealer in Sydney. The deal was, the dealer had a BK8 Austin Healey for sale, left hand drive, straight out of the container from the US. He had agreed to trade a MK 11 Jaguar, 3.4, manual from Martin. This being the case, Martin and Kaye had travelled to Winton in the Jag and we had followed in our trusty Peug 307 T/D.

Monday morning we left Benalla and headed north on the Hume. We reached



Mittagong that night and stayed the night. Setting off to reach our target, West Pennant Hills in Sydney by lunch time. Having duly arrived we met the vendor who had two magnificently restored Healey's, as well as the import. After some pleasant discussion, a deal was struck and Martin and Kaye headed south and we headed north.

As a post script, only someone slightly mad would head off on a 900k run in a car that had only driven a few yards out of a container. Apart from a missing rear window, a steering box that loved changing lanes for the fun of it, a collapsed seat and using 8 litres of oil, they made it home.

The world is full of boring people, they are not amongst them. We headed north and stayed at Ettalong, my old stamping ground. We had planned a two night stop over, however one was enough. Without boring everyone, I spent several years growing up in the area. I hadn't been back for 30 years. The old saying, "You can't go back" is so true. You can, but the memories of another time, are preferable to the area today. One bright spot in the area is the Gosford car museum.

The Gosford Car Museum

A gentleman of some means and passion has collected over 400 cars worth some 700 million. To house them all he purchased an empty Bunnings building. Believe me the entire interior is full of cars, as are the extremities. We pulled in with about an hour until closing, with the thought of having a quick tour. Well, quick being relative in my case. The very pleasant staff explained many people take a day to take it all in. We quickly revised our plans and agreed to turn up next morning at opening time at 8.30. Outside the entrance they have a restored airstream caravan serving as a café. Believe me they do the best egg and bacon rolls and coffee. Everything is immaculate.



Upon entering the museum it takes your breath away. The entire concrete floor



is epoxy polished with grey carpet walk ways. Everything is spotless. You can see from the photos the range of vehicles is mind blowing. One glaring omission, not a Simca in sight. There are several cousins outside, Skoda's, I have always admired these tough little Czech cars.

You could write pages about the exhibits, but I will let the photos

tell their story. A lot of the cars are for sale and I believe very reasonably priced. There are several E38 and E49 Chargers for sale. One is priced at around 270k, I can't get my head around that. Mind you who doesn't love them?

There were two cars I thought were bargains. The first was a Smokey and the Bandit 6.6l Trans am in black, complete with gold screaming Eagle. It was a lovely car and only 30k. You simply cannot go half way to restoring something out of a container for that.

The second car was a 1.5 litres Jag 1947 Mk 1V. 4cyl survivors of this model are very rare. A lovely little black car ready to go for only 38k. The sign said the car drove really well and was ready for rallying as is. Has to be a bargain. Beside it was big brother, a 3.5 litre, for similar money and once again stonking value.



The following photos are a small representation of the total display.







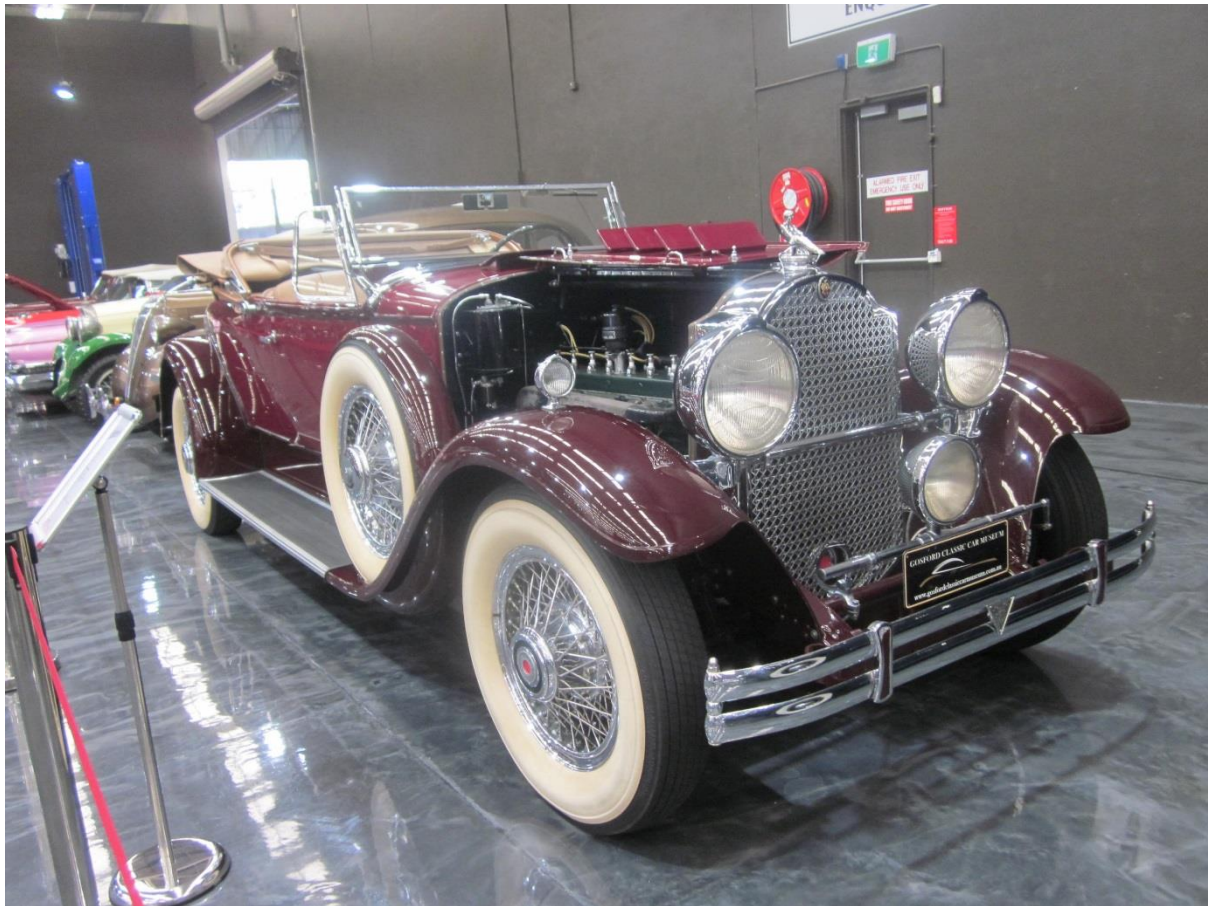












The entire staff are lovely helpful people and are all enthusiasts. Pity they don't have a Simca, perhaps Kerry can lend them one of his. That being said, I believe all the cars are owned, not consigned. The collection does not only favour top end cars but displays many original day to day drivers in their original condition. The collection is deemed the best in the southern hemisphere and I would say that would be undisputed. Put it on your list, you will not regret it.

If you need somewhere to stay, there is a Motel some 5 km's north on the Old Pacific H'way. It is run by some Indians, who could not be more helpful and only charged \$85.00 per night. The room was superb, the best value we found on the entire trip. Early next morning we hit the road again, ever heading north. Much further down the road, Woodburn in fact, we rounded a bend and came upon a surprising sight. In the distance we could see a blue Simca wagon and a Vedette on trailers, pulled up on the side of the road. It was of course, Rob and Ina and Mel and Gelske Rogers. They had stopped for a break and were feeling the miles. It's a long way from their starting point and I admire their tenacity. I don't want to upset the good people at Woodburn, but whatever you do, don't drink the coffee.

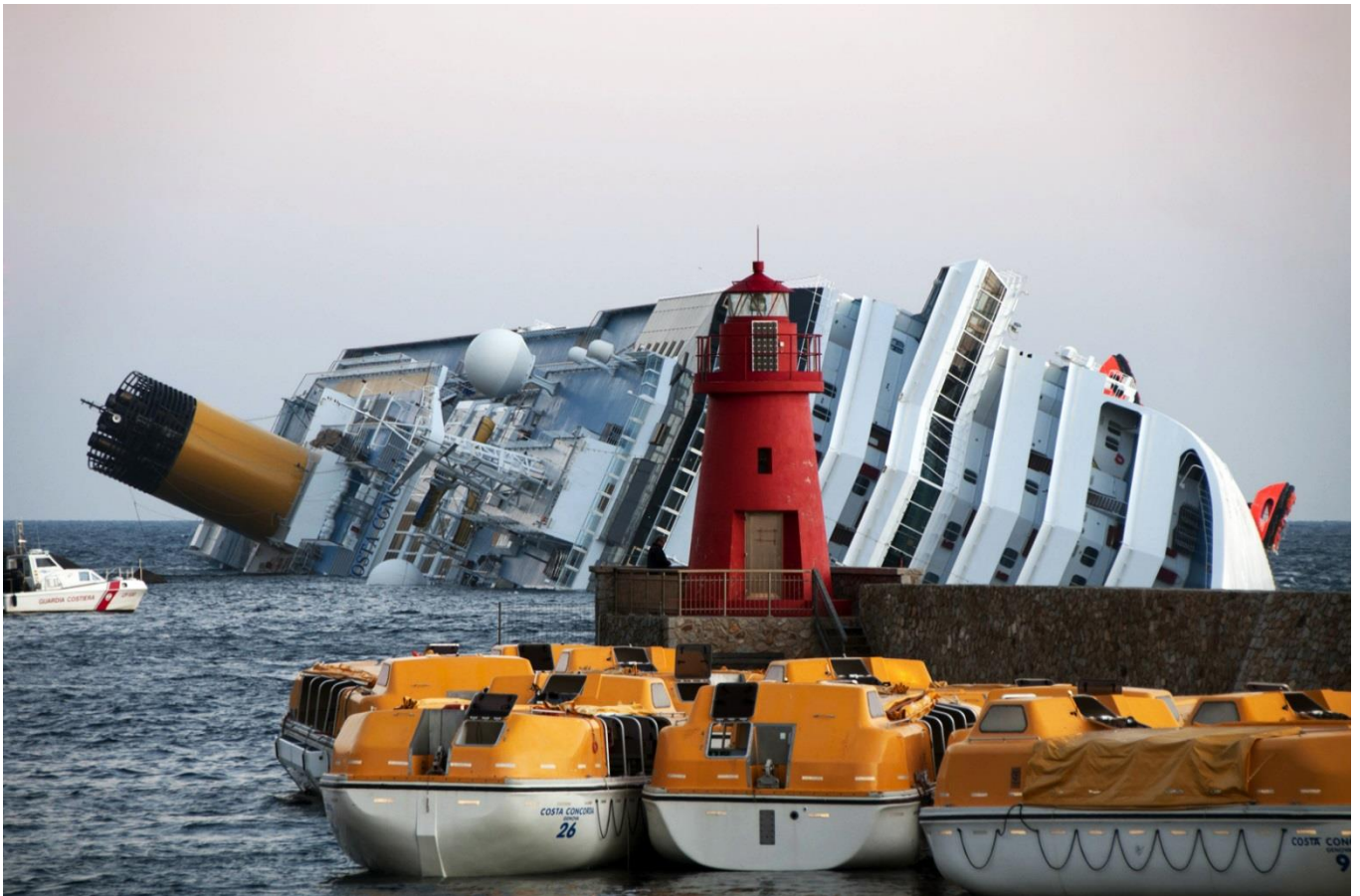
So on to the Tweed.



Having a break at
Woodburn

PRESIDENTS REPORT - by *Vince Parisi*

Our esteemed President is holidaying in Europe at present and as such cannot submit his report. Seems he is having a fabulous time, they even let him have a steer of the cruise ship!



Doesn't turn in as well as the Vedette Vince!

SECRETARY'S REPORT - *by Doug Murphy*

Hi Iain and hello Leila,

Here's the reports of the Secretary, Treasurer (and Membership Officer).

The Secretary's task is to record and report. Well, the *Minutes* and the contributions of many others, really tell the financial and real life stories.

Attached is the latest Income- Expenditure –Balances Statement. \$150 of Club income was received by BSB or cheque from members attending the National Meet; the \$50 per member was to offset the costs of hosting the Meet with purchases of food, printing, stationery and the like. Well, Skip is out of pocket to the tune of \$60. so we think he should be reimbursed with \$60.

The Club commenced the June Quarter with a balance of \$6323.24. During the quarter, there was an inflow of \$80 and expenditure of \$1556.29, thus reduce the closing balance to \$4996.95.

For the AGM, we will prepare annual Income and Expenditure Statement and Balance Sheet (as required by the constitution).

Doug Murphy

Secretary

Simca Car Club of Australia Inc.



Doug and Mel's Vedette's at Cooly Rocks

Simca Car Club of Australia Inc. Income Expenditure 01/04/17 - 30/06/17

Balance as at 1st April 2017 6323.24

Income

Membership Fees 80.00

Rally registrations (to be reimbursed to Skip) 150.00

230.00 230.00

6553.24

Expenses

Swallow Tales 101.53

Simca Logo Stickers 43.50

Torches 420.54

Keyrings 583.72

Lanyards 286.00

Wine for Rally Prizes 121.00

1556.29 1556.29

BALANCE AS AT 30/06/17 4,996.95



The man himself and his lovely P60

QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone,

Well, first of all we would like to say a big thank you to the organisers of the rally and also to those who made the trip to Queensland. We certainly had a busy week starting off with a Meet & Greet at the Billabong Camp Kitchen on Sunday evening to catch up with old friends and also giving us a chance to make some new ones. Who knew that the rally would also double as a honeymoon for NZ members, Ivan and Sarah who had been married not long before the rally? We wish them all the very best for the future.

Monday was a very relaxing day with an early lunch at the Currumbin RSL and then heading onto the wildlife sanctuary where we were able to get up close to some animals we would never see in their natural habitat.

On Tuesday we headed up to Mt Tambourine which also seemed to be the day of break downs. Luckily Doug had a spare coil which was able to get our Etoile running again. We also passed the Rogers having some trouble just before the steep climb to the top of the mountain. After reaching the top we came across Morrie & Margaret thinking they had chosen a bad spot to stop to doing some sightseeing. Little did we know that their vehicle had overheated and they were waiting for it to cool down!! This led to a late morning tea at the Artistree Gallery where we also met up with NZ members, the Crombie's who were joining us for the first time on the rally. We then enjoyed the Gallery Walk and the many shops it had to offer before meeting at the Brewery to head back down the mountain.

The next day we swapped our vehicles for a boat and had a delightful cruise along the Tweed River with a chance to stretch our legs at Tumbulgun before jumping on board again to enjoy a BBQ lunch on the way back. This left the afternoon free with many choosing to do repairs on their vehicles which was evident when we arrived back at the cabin with car doors and boots open and bonnets up.

Thursday for many of us was a day of taking the scenic route (or better known as getting lost) with our NZ and Adelaide contingents heading north instead of south, not to mention ourselves who although heading in the right direction missed a very well sign posted exit off the highway that was meant to take us to Murwillumbah. Thinking we were the only ones lost it was some consolation to know that others also had trouble navigating. A few phone calls here and there and David was able to pull us all together again meeting at the NSW/QLD

border to take some photos of the spectacular view then stopping at the Natural Arch Café for a well-deserved coffee break. We then headed onto Skip's place at Gilston to view his personal collection of vehicles and to enjoy a meal which he had prepared for us. Thank you Skip.

Being Queensland members it was decided that on Friday morning we were to be the lead vehicle on the first stretch of the run to Murwillumbah for morning tea. Being very conscientious at reading our directions it all started off really well until a left turn had completely thrown us off track. Pulling over and a quick chat with Morrie we realised that we should be heading in the other direction and did a U-Turn taking us onto Murwillumbah. We forgive you David for unknowingly putting a left turn instead of a right!! The observation run from Murwillumbah to Tyalgum proved another challenge!!

The rally culminated in a two day display at Cooly's Rocks On with Vince being able to secure prime position for us on Marine Parade at Coolangatta. The Simca's certainly generated plenty of interest with a lot of passing comments from people saying they hadn't seen a Simca for years and reminiscing about them or a family member owning one back in the day. Despite the rain it was a memorable weekend. It was also good to see Doug's vedette finally on the road after a lengthy restoration, driving it down from Wellington Point the day before especially for Cooly's.

The week wrapped up with a meeting on Sunday evening and a shared meal at the camp kitchen.

Thank you again to everyone who pitched in to make the rally a success and hope that everyone had a good trip home. We look forward to what Iain and Leila have in store for us at the 2019 Rally in Tasmania.

Apart from the rally we have also had the Simca out on a few runs with our local club. Each year we take the Simca in Easter in the Country parade which we also do as part of the rally which our local club holds every second year. The next Easter in the Country rally is being held in 2018 and it would be great to see some more Simca's. If you would be interesting in attending please let us know and we can send you some information. In May we joined in on the National Motoring Heritage day run around town and display at the Apex Park. The day generates a lot of interest by passers-by and the event seems to get bigger and better each year. The weekend after the Simca Rally we drove to Mungallala west of Roma for our monthly meeting with others members travelling from Charleville, St George and Injune. It has become an annual event on our calendar and gives us a chance to catch up with members who we don't very often.



Until next time.
Luke and Michelle Huntly

Grand Display of French Cars – Sunday 2 July 2017

Numbers seemed to be down at this year's Grand Display of French Cars – perhaps there was competition from Jeff Horn's boxing tournament. Difficult as it is to entertain the thought that some may prefer to watch a boxing match than wander enchantedly amongst a display of Citroens, Peugeots, Renaults and of course Simcas, it did seem to draw a lot of attention.

Skip Verhagen, Kerry Ryan and I attended the day, along with a couple of friends, Mark and Tony, for support. Skip displayed one of his Peugeots, Kerry his 1501 sedan, and I, the P60 wagon. Two humble Simcas parked on the paddock drew quite a bit of attention. One gentleman looked fondly at the P60 and reminisced upon how, as a 16 year old in Cairns, he worked on the pre-delivery, ensuring each new Aronde was clean, polished and spic and span, ready for its new owner. He also lamented that he didn't get to drive them (well, not outside the lot) as he did not have a licence. I have often found that people remember the "Glory Days of Simca in Australia" with fondness – of course followed by, "I haven't seen one of these in years!"

The 1501 drew questions such as, "Did we have these in Australia?", or "What is this one?"

Kerry and I joked that we were both in good positions to win the best P60 and best 1501! Later that day, one of the organisers came by and said they had certificates for French marques other than Renault, Citroen and Peugeot, and wanted to know what I thought should be on the certificates. I replied, "Best P60 wagon, and Best 1501 sedan!" So, to cut a long story short, both Kerry and I took out a "prize" for the day!

It was a terrific day, although I had thought, at 7:15 that morning, my wagon (Alice) wouldn't make it! She conked out around the corner from home. It seemed to be an earthing problem, and after a clean-up and tightening of some connections, all seemed well. Meeting Skip at Upper Coomera, off we hurtled, up the M1 to Murrarie. All was good, until later that night. The RACQ had to come to the rescue, in order for me to get back home to the Gold Coast – it seemed the fuel pump was the problem. After recharging my phone at my sister's I set off back down the M1, and made it home. Good old reliable "Alice" – when she does break down, she makes sure I am close to home, or family! A great day was had by all.

I look forward to next year's Grand Display of French Cars where I hope there might be a Vedette to join the P60s and other interesting Simcas that Kerry has.

By David Reeves



David Reeves P60 Wagon and Kerry Ryans Simca 1501



Luke and Michelle arriving at Skip Verhagen's

WESTERN WHISPERS – WA STATE REPRESENTATIVE'S REPORT –

*By John Pickles*WA Report Held Back Until Next Issue

THE SYDNEY ALL FRENCH CAR DAY IS ON NEXT SUNDAY 16TH JULY 2017 AT SILVERWATER PARK, SILVERWATER. [GOOGLE MAP LINK](#)

Hi to all Yes, I've sent this to everyone I could, never know who maybe visiting the Premier State.

Just a quick reminder the Sydney French Car Day is on next Sunday 16 July at its regular venue in Silverwater Park. Car entry fee is \$10 per car. The day commences around 0900 but you can arrive later and still get in ok. Some limited catering and coffee available but suggest byo too. We can enter a car into the judging against all other marques for best car. Whether you can bring a car or not, it would be great to catch up. Future date: Hunter Valley French Car Day, Sunday 27 August 2017, Venue is at Nightingale Wines, Broke. Regards Ian Powell

SCCA NSW Rep in waiting...



VICTORIAN/ TASMANIA REPRESENTATIVES REPORT – *by Chris Bailey*

Victorian Report as follows . Well as we know winter has set in and in Victoria in May comes Historic Winton . This year the Simca Racing Team competed, that being Geoff and Vince . A large field of entrants this year competed and as i was only able to visit on the Sunday a great spectator crowd was on hand to again see just how popular our Simcas have become on the track, just as they were in the 60's in Vic with the Eiffel Tower Simca Team . Racing was completed in both dry and wet conditions and from what i gather over the two day meet both Drivers and Cars kept the dream alive . Im sure Vince will expand on the weekends activities in his Report . Very little has occurred in Victoria since our last Newsletter as i know some of you attended the Cooley Rocks event and on the 1st October in Melbourne is the All French Day in Balwyn and Historic Sandown in November where possibly a Simca could make an appearance , yet again . Regards from Victoria, Chris



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

Hi All,

The original S.A. State reps report was short and to the point, however with a deadline extension we have more time for a detailed report. The rally at Tweed Heads was as usual a well attended and well organised event. The South Australians Stapleys and the Rogers' travelled together up through Broken Hill and on from there. We arrived early and settled in on the Friday prior to the official start of proceedings. The Billabong Park was an excellent venue to use as a base camp and the weeks activities were well organised and interesting and at times entertaining.

I'm not quite sure how it happened but I managed to come home with Skip's lovely blue 90A. Evidently it had been on the market for some time but nobody showed any interest in buying it in Queensland. However it didn't come without its problems. The engine was making a very nasty rattling noise without an obvious cause. With Fred's help I removed most under bonnet fixtures and then removed the motor without the gearbox. On removal of the head it was discovered that No.4 piston was broken. We removed the sump and extracted said piston for examination. The top of the piston is broken and the ring is gone. Some damage is evident to the head at No.3 and No.4 due to bits of ring going up and down with the pistons. However no ring bits were evident anywhere in

the engine at all so what was making the rattling noise? There is also damage to the clutch pressure plate assembly but I think this is unrelated. So as it stands, things to do.

replacement piston and rings out of my spares, fits and 1 thou bigger than the original. replace bearing shells with standard from John Pickles spare parts (not yet got). Shave and recondition head and remove clutch assembly to renew rear engine seal. Then put it all back together and run after painting engine bay, engine and any bits that need beautifying. Should keep me occupied for a week or two. Hopefully finished by Sept 1st for Old Car Day and later in Sept. for the Bay to Birdwood.

Cheers Robert Stapley.





No use pulling faces Rob, we all told you not to rev it to 7 grand!





Four shots of Ina Stapleys new edition to the family.

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

New South Wales

Hi all I trust everyone enjoyed the Club's get together at Cooley Rocks On, from a NSW perspective another very successful event, made possible by the efforts of Queensland organising Committee with plenty of variety catering for everyone.

Blue skies prevailed for the organised Club events, unfortunately the rain arrived for the Cooley Rocks weekend however the show went on and then it was time to say goodbyes to all and head home.

Margaret and I accompanied by Ian and Leila travelled to Inverell to check on the Simca's and catch up with Bruce and Barbra Holder, all photographs taken have been forwarded to our editors.

We trust that we will meet up with NSW Members at the French Car Day at Silverwater on 16 July.



A crisp Inverell morning at Bruce and Barbara's farm. Doesn't seem to be affecting Morrie!





All these cars are for sale at a very attractive price and they are straight forward restoration projects. The 90A with the red stripe is fitted with an Oxenford head. The pale blue 90A, is superbly rust free and has been on a rotisserie, with the front end reconditioned. There is a large supply of parts to complete any restoration.

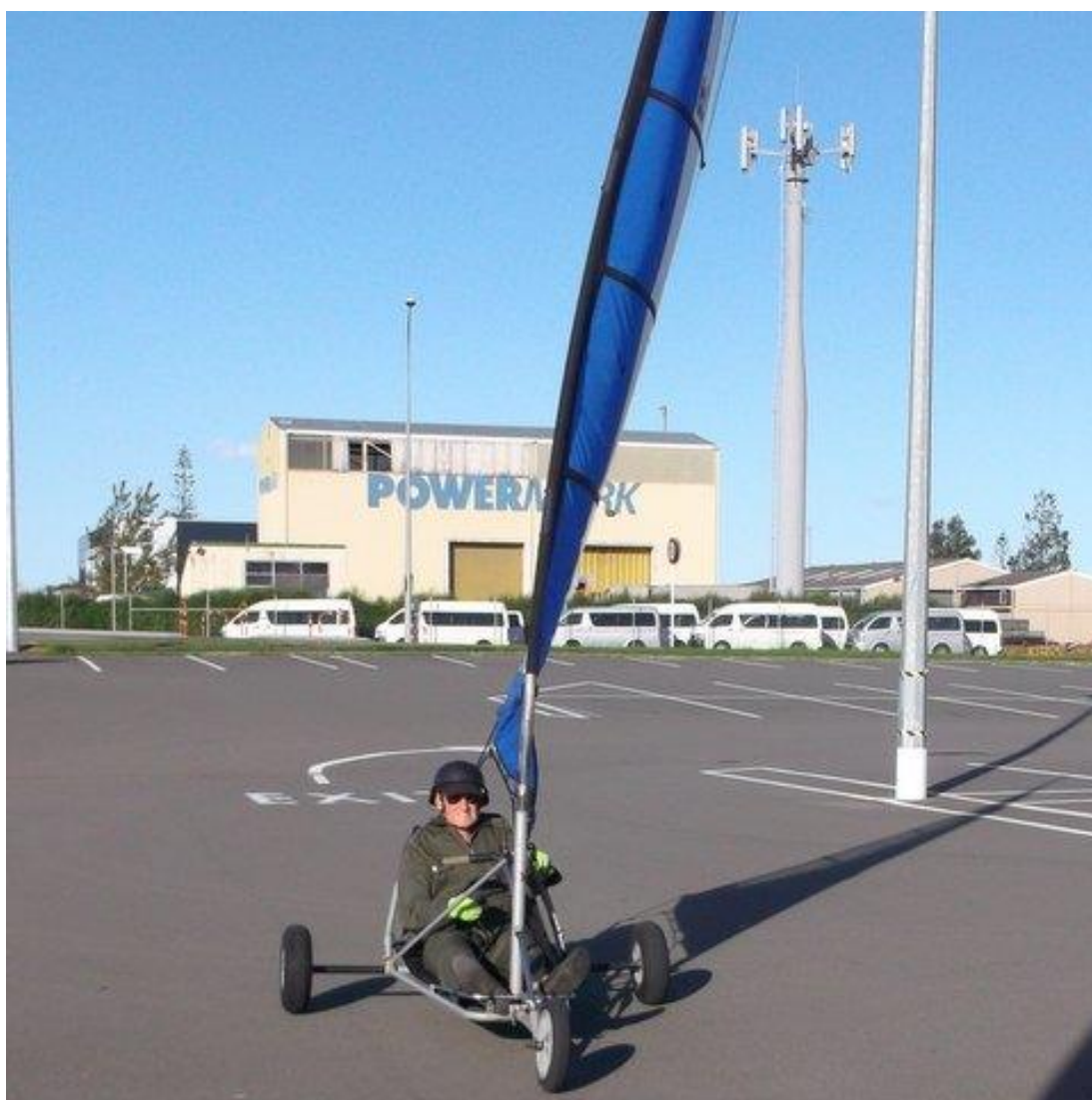
For enquiry: Ph Morrie Barrett 0429495003

Ph Geoff Rose 0439411160

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

HI, from over the ditch. First thanks to all those that helped make a wonderful trip for Ivan and Sarah, I think we might have converted Sarah to another follower of real cars. After a lot of toing and froing we finally got Ritchard's Versailles back into the system still on it's original plates, in April we had a cyclone come through causing a lot of damage around the district with trees down everywhere including on the hill at Peter, Kitty, and Quinns place one coming down over the car shed smashing through the roof lucky no one was hurt it just missed Quinn's 1501. Just to be different on Easter friday all shops were closed so the local blokart club went sailing in mitre 10's car park enjoying the leftover wind from the cylcone much fun. On the 7th may Lucy and I put on a show at the local swap meet also there was Stevan Fisk with his Simca powered Husky and teardrop camper. The first of June saw me back in hosp again to get my long awaited op for a hernia so am on slow time for a few weeks yea right on the 11th Lucy and I went to Ritchard's shed to check on progress for moving out of the shed to another closer to his home, not much. On the 18th June I brought the versaile back home as it was not running right also to make room to help the move. On Wed the 28th Ivan took the day off and we all went to Ritchard's and took a truck load to the new shed (see fotos) Bearing in mind that it is a 4hour trip each way to Featherston from here. Still waiting for the heads for Ivan's v8 One day!. Other wise things are quiet here I now have a 1948 Austin 10 to fix up so Austin runs will a bit more comfortable for us more senior people as it has front opening doors it's much more easy to climb into. Lucy AND I are thinking of attending the other meeting later in the year as we need to go to Mildura to see our good friend Jan as she has just lost her wonderful husband Curly (Rob& Ina we watched the service live) here. Cheers from way out east.





On the way down to Woollies to pick up some milk

From the Land of the Long White Cloud, to the Land of the CaneToads..

Sarah and I were fortunate enough to make it to the 2017 Simca Car Club, Australia Bi-Annual Rally in June. Now, im mindful that we all had similar adventures, but this is a tale of a Honeymoon as well.

Sarah and I were married May 20th in front of friends and family. We combined our honeymoon with the Rally. Lastyear, we were fortunate enough to win a holiday - yes - Win a holiday to certain places within New Zealand and Australia. Well, what do you know? We were able to access a hotel in Coolangatta for 7 nights - Free!!

Mum and Dad were coming with Us. They decided to let us have our fun and go alone. It was very, very sad initially - but if you know Mum and Dad once they make their minds up, thats That. Sarah and I made our plans. We found the Calypso Plaza Hotel in Coolangatta. Arrived June 2nd a few hours early. We decided to go and explore Coolangatta. What - a - beautiful place. We had a sunny warm day to explore.

On arrival to our hotel room, at the check -in Sarah had realised she didnt have her Visa card. It was still in New Zealand. The Plaza allowed us to use the numbers on the card without the card itself, to make the booking - thank goodness! However, without a physical card, we werent able to Rent a car, or do pretty much anything. I had my eftpos card only, and we had cash.

Did that stop Us? Not likely!! We had 2 days before we were to meet the Car Club at their lodgings at the lovely Billabong Tweed Heads for the introduction bbq. We had made contact with Doug Murphy, just to let him know we had arrived.

Friday 2nd and Saturday 3rd went by in a sunny haze of lazing in the spa pool, or taking Sarah across the road to the beach for a swim, or even just to do a bit of grocery shopping for the coming week.

Sunday 4th was apon us. My good friend Rick Hicks picked us up, and we were taken over to a lovely place called Labrador. Rick took us down to the beach there, where we were just in time for the Pelican feeding. He brought us back to the hotel a few hours later.

We prepared to find our way to the Camp Groud and bbq area - we found it by following Wayne Yeos Simca as he and his wife drove through the gates. The Camp Ground gates had the Simca Banner spread across it, which gave me a swell of pride.I was happy to see so many familiar faces. And some I had never met before - Skip, Doug and Dave.

A delicious bbq followed. As did very flash Simca Packs for the coming week, full to the brim with information on local areas the club would be seeing, Simca goodies too. My favourite was the Simca matches.

As Sarah and I had Honeymoon adventures to do, and Sarah had family and friends she wanted to catch up with, we didnt see the Club again until the next night at the next bbq.

Tuesday 6th, the Club went on their River Cruise. Sarah and I decided to explore the beaches of Coolangatta. We met a lizard and some Bush Turkeys. We had packed a simple lunch accompanied by my bottle of coke with a splash of bourbon, Sarahs bottle of juice with a splash of vodka, and a game of Last Card or two on the warm sand.

Wednesday 7thThe Club had Fish n Chip/ Quiz Night, where we finally got to meet up with Gerard and Yvette Crombie, our fellow Kiwi Club members.

Sarah and I had decided we wanted to spend the Thursday with the Club on a Run up to an area called the Natural Arch, and then on to Skips home for a bbq.

David texed Us later that night, to let us know Skip would be letting Us drive his P60 Wagon.

Thursday 8th, Yvette and Gerard came to our Hotel to collect Us. As Sarah and I had not gone on any runs yet, we were blown away watching the Simcas gather at the bbq area at the Camping Grounds.

I got to drive Skips P60, and it became the Team Kiwi Car. Needless to say - at the first merge from highway to highway, we got lost. But we didnt know we were lost. Mel in his Vedette followed us, and so did Ina and Rob in their P60. We thought we were fine. Untill Sarah got out her Google Maps, and we found we were going in the opposite direction! We pulled off to regroup with Ina and Rob. Mel had passed us and taken off up the Highway. A phonecall later found Mel had exited the Highway, then got back on it heading the RIGHT way. Team Kiwi called Command (David) and informed him of our position. We had agreed to follow Ina and Rob who had GPS in their car, to the Rally point to meet up with the rest of the Club. We made our way through the beautiful countryside, until at last we got to the bridge that would connect us to Murwullumbah where the Club was waiting. David called ahead to say the Club were heading to the next point, so for Us to keep going to the Tearooms and we would meet them there. We passed the bridge to Murwullumbah, and before we knew it we were at the head of a line of Simcas that seemingly came out of nowhere! After travelling so long just the 2 cars, it was great to see company! We got to the Border crossing, and connected with the rest of the Club who had gone ahead. High in the mountains and wonderful scenery.

A short visit at the Natural Arch Tearooms. The Club was full of anticipation, heading off together to Skips home - and Boy were we not disappointed!!

A sweeping entrance in a grove of gum trees, with a 2-storey home sitting on top of a grassy area, with Simcas lined up to meet Us. Video cameras were going, cameras taking pics. And that was the end of the adventure for Team Kiwi. The smell of bbq cooking, birds in the trees behind shed after shed of classic cars. And behind all that, a Car Graveyard.

We didnt get to drive the P60 Wagon back to town, as it would stay there with Skip. Gerard and Yvette were asked to drive Dougs commodore back to Coolangatta, so Sarah and I got a ride back with them.

Friday 9th we were graciously offered Luke and Michelles Landcruiser so we could accompany the Club on their Scavenger Rally. However, Sarah and I had to exit our Hotel, and check into the backpackers we had found 2 blocks up. We saw more classic cars coming into Coolangatta for the Cooly Rocks Car Display happening Saturday and Sunday. And we liked our backpackers as it overlooked the street where the cars were to be parked on Saturday and Sunday.

Once again, Yvette and Gerard collected us from our hotel - and Sarah wants to add how thankful we were for all the help and friendship they gave us. We dont know what we would have done without them.

We all once again gathered at the BBQ area, this time I drove a Landcruiser. We were all instructed to follow Luke - and we surely did. Every one of Us. We followed him all the way to Murwillumbah, where a lovely morning tea was prepared for the Club. We all enjoyed our food and the last day of Sun there was to be for Sarah and I for the rest of our time in Gold Coast. Then it was time for the Scavenger Rally!

One by one David let us go. We all had different times to keep to, and this time Sarah had her Google maps as well as the instructions from our Pack. Off we all went to find the items listed by our organisers. Oh how much fun Sarah and I had. No one really wanted to follow Us. Im not sure why...

The end of the Rally was a fantastic little cafe/tearoom/restaurant/magical area called Flutterbies. It was only lunchtime by then. And that ended our little adventure for the day. We took the truck back to the backpackers, unpacked our bags and organised ourselves to return again to the Camp Ground for the AGM type meeting.

Vince had arrived.

Saturday 10th - brought a day of rain, then sun, then rain again. The Club had decided to assemble very early and get to their display spots and miss the rush. Sarah and I slept in, and made ourselves some breakfast of Eggs Benedict on the verandah. We watched some cars parking for the display. We also noticed the wet roads. By lunch, there was a deluge, that was to be the first of many. It rained so much during the day and night that by Sunday 11th, the Cooly Rocks committee intructed the popup tents to close down. With rain, and electricity to the tents it was too dangerous.

There were a lot less cars on that Sunday.

That was also the day Sarah and I said our Goodbyes to the Club. I never thought it would be this hard. Sharing the love of Simcas we all had, and all the hard work which had gone into ensuring the Club had a fun and informative time - became a moment of pride and sadness

for Me. After lots of group pics, hand shakes and hugs - Sarah and I walked away into the crowd waving goodbye to our Simca family.

Our next, and final, adventure would be to Nerang, staying with Sarahs' eldest brother. We knew we wouldnt be able to make it back to Coolangatta from where we were going. We heard from Gerard and Yvette that we were given keepsakes at the final meal the Club had together, which we have now received.

Walking away from the Club, and back to the backpackers - not an hour later Sarahs brother had come to collect Us. The rain never stopped after that. Sarahs brother dropped us at his home, and Sarah and I went on a walk around Nerang. We were surprised at the amount of birdlife there was in the area. Just at the end of the drive were Magpies squawking for food. A bit further a tree with red berries that housed a group of rainbow lorikeets, and if you stood still, like I did, you could get close enough to feed them.

Across the River was a park area full of huge black Crows. We walked past them, waiting patiently beside a car that was feeding them bread. We did our shopping for the grandchildren and our own shopping for our return home. We spent a quiet night listening to the rain on the roof.

Monday 12th - Sarahs friend wanted to catch up with her. We walked back to the shopping centre, again passing the park. This time, it was absolutely full of Cockatoos! The rain had caused earthworms to come to the surface, and they were gorging on them. After Sarahs reunion with her friend, Sarahs brother picked us up, and took us to Mermaid Waters for a lovely lunch at Sizzlers. We were starving by then. We then spent a quiet afternoon spending time with Sarahs brother. We packed our bags, prepared our travel documents. I could tell that by then Sarah had had enough and wanted to go home.

Tuesday 13th came. We were driven to the airport in the rain. We waited with everyone else boarding planes. Finally boarded our flight for home. Arrived in Auckland - where a shuttle transferred us to the hotel and our car. We didnt stay however. Sarah and I were determined to travel through the night to get home. We arrived in the early morning of Weds 14th to a quiet freezing home, and our family.

We would like to thank the organisers, the sandwich makers, the money collectors, the information sharing members and those who showed Sarah and I friendship and help in our time with you in Australia. We will surely never forget this experience, and wait happily for the next time we get to see you all again.

Ivan and Sarah Smith



Cool getaway car Ivan, looks like a fun wedding.



COOLY ROCKS – Gerard Crombie

For me as a Kiwi member of the Car Club the most significant event in the last few months was attending the national meet at Tweed Heads and Cooly Rocks On. We picked up a rental car (modern) in Brisbane and headed to Mt. Tamborine on Tuesday morning to wait the arrivals of the Simcas' for morning tea. Some of the cars were late & tired from the hill climb but the crews were ready for morning tea and a visit to "Gallery Walk" (we bought cheese and fudge, which didn't last long), followed by the run to check in at Billabong Park for the rest of the week.

There were many highlights of the week, the first (having arrived Tuesday) being the cruise on the Tweed river. In the wetlands were pelicans, osprey, hawks and eagles to name just some of the bird life, we passed older river-side housing and new housing with their own canals and moorings, until we reached Tumbulgum for a short stop before the return trip and lunch on the boat to be followed by a lovely group dinner fish & salad in the evening and then a quiz night.

The next three days were given to runs in the Queensland hinterland, during one of which the Kiwi team, using Skip's Simca, went north instead of south on the M1, (we blame the Aussie pace notes!) We were fortunately followed by two other cars so we all enjoyed the extras kms until we finally met up with the rest of the group again. We would have got the prize for the most distance travelled had there been one. The others who followed us were from Victoria and South Australia so like us were in somewhat unfamiliar territory. Thursday lunch was not just the great food at Skip's place but the feast of his fine car collection located on his private rural property.

We had previously met more than half of those at the event and it was a pleasure to meet those who were new to us. The organising group worked solidly to ensure the success of the week and David was always on hand to make sure everyone was enjoying themselves. Linking the national meet to "Cooly Rocks On" for the weekend was a brilliant plan and it was great to see the Simcas' holding their own amongst the shiny and expensive machinery on display. The rain over the weekend tried unsuccessfully to dampen the spirits of what was a superb week. Those we spoken to in NZ, who know about Cooly Rocks, were envious that we have been to it & they haven't!



The 2017 National Simca Rally held at Tweed Heads



Leila and I had gone to Brisbane to spend a couple of nights with my Mother, prior to the rally. The meet and greet was Sunday night, so we planned to leave my Mothers place early afternoon. We had arranged to go to Church with her on Sunday morning. We got up early Sunday morning and were surprised to hear a faint voice calling for help. Mum had sat on one of those revolving office chairs, fallen off, banged her head and had been unconscious for a few minutes. We quickly got an Ambulance and she was admitted to Hospital. We got a call during the afternoon to say she was ok and we could pick her up. She is 89 and tuff as old boots, but we decided to stay another night to make sure she was ok. Needless to say, next morning she was chirpy as a cricket and we eventually set off for the Tweed. That is why we missed out on the meet and greet and also my Church excursion, which I probably needed more.

We finally arrived at the Caravan Park mid-afternoon with many Club members still cruising around after the wildlife visit. It was great to catch up with everyone again and to see everyone in good health and spirits. Out of the 32 participants the only couple we had not met were Doug Murphy and his charming partner Maggie. Doug of course has been secretary since taking over from Lorraine Bailey at the last AGM. There has been discussion amongst

some members, including the President and myself, the Club was being taken down an overly officious route, not commensurate with the spirit of the Club. My depiction of Doug as the Grim Reaper was a light hearted dig, re-the above. I do know Doug took offence at this and so at our first meeting, was ready for some candid conversation. It is the measure of the man he simply smiled, shook hands, said "You made your point" and i also returned "He had made his", in other words, keep it simple, but also pay your subs on time. I must say I found Doug a very interesting man with a great sense of humour, quirky at times and also a very trusting man.



He entrusted us with his lovely P60 to display both days, at the Cooly Rocks show. It drives as tight as a drum, apart from some carby problems everyone seemed to be experiencing. Between Don, Rob and Morrie everyone got running smoothly. That night we had a BBQ at the park. The facility is the best I have ever seen. The cooking facilities area, able to be closed in, are superb. It's built on the

edge of a saltwater lake that is swarming with Bream. We tossed some bread in and the resulting feeding frenzy, was reminiscent of Piranas in the Amazon.



John Smith did some fishing and caught a good size flathead, which he let go. The left over cheese platter from the night before, combined with the BBQ and salads whipped up by the ladies made for a great evening. The night set the scene for fun times ahead.





Day 2

It must be said, the organisers did a hugely professional job with the rally packs, making it almost impossible to get lost. Ha ha! The most challenging job was left up to David Reeves as daily events director. (Check shirt previous photo). Now David is a very precise person and getting that many people, in old cars, through a day was exhausting. He certainly looked it, either that or he is a jolly good actor. Day two the weather was fine again, if not a little chilly early. Just as well it did warm up, for the days destination was Mt Tamborine. The elevation makes it a welcome relief from the coast in summer.



One of our best mates had a house on Mt Tamborine and many years ago we spent a week up there. That mate was none other than John Allan Nougher, otherwise known as Jack Eiffeltower. Back in the day he owned Eiffeltower motors in Victoria and raced under the pseudonym, “Jack Eiffeltower”. He is

well known for his exploits in Simca's. He and I had various business dealings together and spent some wild times together. In a previous century he would have been a buccaneer. We took the scenic route to the mountain through some very steep and twisty bits. We were with Geoff and Ruth Rose, so that saved us a fortune, enabling us to take the Monte Carlo rally off our bucket list.





The steep climb was a bit much for Morrie's Grand Large which over heated a little. Like any classy lady she cooled down after a rest and we moved on. Arriving at the gallery we met up with owner Madeline and inspected the art display. A brilliant idea, Madeline provides an atmospheric display area for artists to display their works for sale. As there

is huge demand for hanging space, the work has a set time limit to sell. As various works sell, she takes a commission. Madeline then provided us with a scrumptious morning tea, for only \$10 p/h. The area is normally alive with hang gliders using the steep escarpments and accompanying up drafts as a playground. Unusually there wasn't much going on.



We all then cruised around taking in the sights and fitted in some more coffee and cake. Time to face the big hill heading back to the park. Big hill meaning, “Very Steep Mountain”. You see all types of youths walking around with t-shirts declaring “No Fear”. Now Geoff Rose, if he were to wear one and he wouldn’t, would be a bona fide owner. We went whizzing down the mountain and Geoff declares, “Brake pedal disappearing”, cooked brake smell wafting in the windows, err....we were only half way down! No problem, lightning quick change down to third, off the brakes to allow them to cool, go faster, finally make it to the bottom. Speaking of bottoms it is a well-known fact that fishes bottoms clang that tight that they are water tight. Change my middle name to Mullet!

We wended our way back to the park and socialised for the rest of the day. That evening we all went for our evening meal at the Tweed Bowls Club. I must say for me the experience was underwhelming, with my meal being very ordinary. We were scattered around the Club, not making for a normal club experience. That being said it would be pretty hard to top the facilities offered by the park and our own BBQ’s. Before I get something that bites mailed in the post from Skip and David, it hasn’t ruined our lives.

Day 3

Day three was a cruise up the mighty Tweed. Mighty, in that the history of the river is fantastic. It has been a vital life line for the area for over 100 years. Sugar cane, farm produce, livestock, fishing and recreational fun.



The cruise departed at 9.00 am, so we all lined up at the gate at 8.15 and made our way over to the Marina. Our ferry for the day the Golden Swan, was an old Sydney ferry, converted for the tourist trade. Inspecting her from the pier she had a stout hardwood hull and in the clear water you could see she drew plenty, too much as it turned out. I was fascinated to see in the clear water, hundreds of bream swarming around the hull. All aboard, they fired up the mighty Scania and we were off. The turnaround point was Tumbulgum where we were to stop for three quarters of an hour. A very fascinating river with lots of varied bird life. A fascinating story is of an 800lb Groper they caught in early days and displayed at the Tumbulgum fair. It is said to have been the size of a VW beetle. They hauled it to the fair and charged sixpence to view the behemoth. Unfortunately even packing it with ice, the smell brought the venture to an end.

After grounding a couple of times we made it to Tumbulgum. We headed down the main street to a historic coffee shop. I saw Pat Smith in the distance on her walking stick and thought I will round her up, it didn't happen, she beat me.



Back on board we were treated to a lovely lunch including steak and prawns. I forgot to mention on the way up we were treated to cakes and coffee. How much? \$52p/h. Great trip, lovely people, great food, proper ferry not plastic and three hours of the Tweed. Absolute bargain I say. There is always a low point though. Ina Stapley got more than her share of prawns!



There's always one that gets a little over excited!



We just chilled back at the park and really enjoyed our evening meal. Skip had recovered from his mal de mer. He had gone to some trouble to procure some lovely fresh Perch and didn't it taste great. \$10p/h, another bargain.



Day 4

This was a very scenic drive. I must admit I am not a big fan of Qld. Its often stinking hot and humid, traffic, mosquito's the size of Lancaster's, nearly everything bites or stings you and some of the things that bite, have a lot of teeth indeed. This being said I found the entire Tweed area quite charming. The drive we did today and the next, showcased the many faces of the area.



The morning tea was a bit frantic as we were due at Skip Verhagen's for lunch. Unfortunately quite a few of us had got lost and it took David a while to round us all up. Skip had very generously made his five acre property available and put on a carvery lunch. All of us were really looking forward to visiting

Skip's property and his car collection. His property is in a stunning bush location. As you drive up the drive you come to the main shed which was open for inspection, as were all the others.

Skip did have 35 cars in his collection but recently has been thinning them down. Skip's main interest in classic cars apart from Simcas, are Peugeot's. A sentiment I fairly passionately agree with. Among the cars on display was "The", not a replica, Peugeot 203 support wagon for the 1954 round Australia redex trial. Still totally original. Beside it is a car I would kill for. Not Skip, you would have to dig too big a hole! A gorgeous 203 sedan. Besides that probably the best Peug 604 in Australia, an emitably usable 403 wagon and an original 403 sedan. In the corner is a lovely white 404, tucked away in another corner was a stunning 90A Aronde.



A certain Club member fell in love with it and went over it several times. To cut a short story shorter, it was acknowledged the motor had a noise and a very fair price was agreed upon. Ina Stapley is now the proud owner and the car now resides in South Australia. See photos in South Australia report.



Inside another shed sits a totally original 203 ambulance, ex WA, which is for sale, also for sale is a 404 wagon, which is a project. Kerry Ryan has a very tidy Black P60 which has been disassembled and now getting put back together. Also Kerry has a rare Simca convertible, which has been fitted with Toyota running gear. A very restorable car, but how much puff have we all got left.



Skip declared lunch was ready and you can see on the faces from the photos, everyone was having a good time. The best afternoon.



Down the back was the bone yard, interesting, but QLD red backs are twice as big as ours. Many thanks to Skip for all the effort put into the day, and enjoyed by us all.

Day 5

The Observation run. This is one of our longest runs and provided plenty of amusement with people getting lost. We went with the Stapley's in their Falcon. The photo shows some of us waiting for the rest of the group to turn up. Now David, tour director, openly admitted to some confusing course notes. No one cared, as he and Skip were providing morning tea at this lovely park on the river.





The boys had thought of everything. They even provided an evangelical preacher for the great unwashed. Actually, it was David explaining how everything had gone pear shaped.

Once everything was sorted we got on with the run, travelling through much varied countryside. Two things got us. The truck with two horns. We came across an old relic with bits of wood on the roof. We backed up and drove down the guys road. No one said you couldn't. We surmised from the old flathead V8 with Canada stamped on it, it was a Ford. We did work out further down the road, it was a Kenworth we were looking for. The last clue was the colour of the two bikes on Route 66. Blowed if the four of us could find it. We ended up in a picturesque country town bakery for lunch. I was sitting opposite Luke who ordered the country chicken pie. You may ask how do you remember what Luke had for lunch? How many



in the club have heard Luke say “I am full I will be lucky to finish this!” There are Stella moments in your life when you realise an event has occurred, that won’t happen again. Sorry Luke.



At the end of the day Luke and Michelle won the day and received a bottle of wine for their efforts. Well done guys. We all then proceeded back to the park to get ready for the AGM. Vince had arrived by then. The AGM being a “Claytons AGM”, to be ratified at a further meeting, around the same time as Vic French day. October. The main changes were Vince standing down as President and Morrie Barrett accepting the position. Ian Powell agreed to be NSW state rep, whilst Vince agreed to work with our current Vic rep, Chris Bailey. The next rally was unanimously voted to take place in Tasmania. A few of us found ourselves on Vinces verandah eating Pizza quite late at night. Low and behold Ian Powell turned up with more Pizza later still. McGuigan levels were at a critical stage. By this time the Ladies had long gone to bed. Some of us got frosty receptions when we finally got home. Sorry girls, but where do you get men like us? Don’t ask!

Day 6

Cooly Rocks on show day, up to 1300 cars on display, each with their own designated spot you pay \$120 for. This covers both days. David suggested an early start, as it becomes absolute mayhem trying to get into the venue. The time decided we should leave the park in convoy was 5.15am. This meant a get out of bed time at 4.00am. Now 4.00am is no problem for me, I'm often up at 4.00am. A quick flush and back to bed like a jet. This time we had to stay up. I was driving Doug's P60 I was not familiar with, it was pitch black and it was raining.



I soon had Doug's car sorted out, what a sweet heart and we dually arrived at our designated spots. It was still pitch black, cold, raining and nice and warm in the car. What would you do? Same as me, stay in the car. Leila went off and found a brave café open and brought back coffee and egg and bacon rolls. Just the ticket. After a while the area filled up with just about any creation that had wheels. In the quiet of the morning there was in the distance a nasty blap blap snarl noise coming our way. I thought good old QLD, something else that bites, a swarm of wasps. It was however Wayne Yeo in his 90A race car, blapping down the Esplanade. It has a very distinctive note, with Wayne showing me his very interesting manifold. It certainly sounded good at 7500 rpm on the laptop he had set up.









The parades were certainly spectacular with all manner of cars and fancy dress. A parade of Goggomobiles went past, I didn't know that many were still on the road. At various intervals Shannon's fired up their drag car, it sounded like a whip cracking around the buildings.

One guy I thought should have won a prize, arrived in a white Panther Excalibar SSK replica, complete with huge white wall tyres. He was an older dude dressed entirely in white leather, from his cowboy boots to his cowboy hat. I must say I admired him he was making his own statement. The day passed quickly, a great bit of organising from Skip and David, the portaloos were right behind us.

We packed up around 3.30 and headed back to the park with surprisingly little difficulty. Back there we warmed up and had a nap. An early night was in order and we had tea with the Stapleys. Why the Stapleys? 1. They were next door, not far to walk. 2. They were only charging \$5 p/h. 3. Rob had a bottle of Fred Strodes homemade whisky. Three out of three aint bad. Off to bed early, we had to do it all again the next day.

Day 7

Last day of the Rally. We decided to gather at 6.15 which was still early enough. Today it rained. In the Tweed when it rains, it is like someone sitting on a cloud with a fire hose. Upon arriving we were still nice and early, the streets largely empty. We decided to make a dash for it and found a café doing a Cooly special bacon and eggs for \$10.



A heap of us had a go at it and it was really good. After a couple of coffees the rain eased. The pause didn't last, following with frequent heavy downpours. Health and safety closed down most of the outdoor stalls, food vendors and trade outlets. This effectively closed off the day.

The crowds were thin and frankly by lunch time I was over it. Certainly an experience in the rich fabric of life. We all headed back to the park a bit earlier to dry off.













Two photos just arrived from Luke and Michelle Huntly
(Sorry Morrie you will have to give her back)

The decision was taken to have a farewell dinner instead of a farewell breakfast, as some wished to get away early. The ladies pitched in making a variety of dishes and salads, including potato bakes. Skip organised hot cooked chickens which were cut up into portions. For sweets we had fruit salad, ice cream, cakes which I believe Josie baked. By the way, Josie makes the best spring rolls you will ever taste. The night got away with speeches and antidotes and lots of laughter.



It was cold and wet so we filled up the inside of the kitchen with outdoor furniture and closed all the doors. The room was packed with only two other couples apart from us. As the frivolities went on and speeches were made, a gentleman from the other group got up and made an impromptu speech. The gist of which was this, "I don't know any of you, you are mostly of the same age group, whatever you have going as a club, keep doing it, you will all live a long time," to which we all cheered. At the end of the night when all the hugs and kisses were done, the usual drunks hung on. I seem to remember, strange, because that must mean I was there, Doug, Skip, Morrie, Geoff and Rob, the women having deserted us. Except for Leila. I am proud to say until every bottle was squeezed dry. The last thing I remember was Geoff Rose turning into a human semaphore, as he once again regaled us with how he had vanquished the mighty Parisi. His next act was to go ten rounds with his jumper

trying to get it on. Amidst peals of laughter, we all declared the match a draw. As he zig zagged off I noticed my walking stick needed a wheel alignment as well.
















Previous photo is the semaphore in full swing, much to everyone's amusement. The photo on this page, the beginning of the bout with the jumper. You can tell by the look on the challenges face, he was well hydrated with McGuigans.

Post Script

Many thanks must go to the organisers of the rally. The whole event was marked by quality planning and well thought out events. Most of us in the Club are not wealthy people and I feel the level of attractions and quality of the food provided outstanding and most affordable. For Leila and I the highlights of our trip were the times we had back at the park. The quality time we spent with each other, are the best memories we take away. One thing I did forget, was our quiz. It was great fun and won of course by Ian and Mandy. All members arrived home safely to their respective homes.

Thank you QLD, you did one heck of a job.
Iain and Leila Dyer

Morrie Barrett sent us hundreds of photos on two discs. Unfortunately our computer wouldn't recognise them. He is putting them on a USB stick. Morrie's photos are always superb and if any member would like them emailed I will be happy to do so. Just give me a call or email us.



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PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

The 2017 renewal of membership is due on January 1st 2017. 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

Ian Powell has purchased a driveable Simca Rancho.
I believe his partner Mandy is involved in the deal.
Watch these pages.



SIMCA CAR CLUB AUSTRALIA Inc. CLUB MEMBERSHIP RENEWAL

Jan – Dec. 2017

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

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

Address: Please print full postal address

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

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

Annual Membership Subscriptions

Simca Car Club Australia Inc. membership operates from:

1st January to 31st December each year.

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

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

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

(Both signatures required for Family/joint membership)

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

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Doug Murphy
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