



SWALLOW TALES

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

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Club Members at the Albury 2016 AGM



SIMCA CAR CLUB AUSTRALIA Inc

Dedicated to the preservation and restoration of SIMCA cars for the purpose of maintaining the Simca marquee 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.

COMMITTEE OF MANAGEMENT (as elected at the 2013 AGM)

President:

Vince Parisi Ph: (03) 94013966 Mobile: 0412867386
12 Paul Crescent
Epping Vic 3076
Email: vincp@optusnet.com.au

Secretary/Treasurer:

Doug Murphy Ph: (07) 3207 2457 Mobile 0402845925
PO Box 2151
Wellington Pt QLD 4160
Email doug@realres.com.au

Editor:

Iain and Leila Dyer Ph: (03) 63442601 Mobile: 0419353075
121 Penquite Road
Newstead Tas 7250
Email: sales@autocourt.com.au

Public Officer:

Margaret Barrett
54 Disraeli Road
WINSTON HILLS NSW 2153

State Representatives:

NEW SOUTH WALES

Morrie Barrett Ph: (02) 96869719 Mobile: 0429495003
Email: morriebarrett@optusnet.com.au

QUEENSLAND

Luke Huntly Ph: (07) 46223361 Mobile: 0439830117
Email: beitz@hwy54.com.au

SOUTH AUSTRALIA

Rob & Ina Stapley Ph: (08) 8389 6176
Email: inastapley123@hotmail.com

VICTORIA / TASMANIA

Chris Bailey Ph (03) 5243 6849 Mobile:
Email: christopherbailey74@gmail.com

**WESTERN AUSTRALIA
& Life Member**

John Pickles Ph: (08) 9535 5023
Email: jpickles3@bigpond.com

NEW ZEALAND

Colin Smith Ph: 0011 6468 440212
Email: lucol@clear.net.nz

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

Greetings all,

It was certainly worth delaying the magazine until the AGM. We were all blown away by the huge turn up. Members came from far and wide and one and all had a fabulous time. Our President, Vince Parisi, said it all when he described the club as “The best little Car Club in Australia.” There was a buzz in the air and most importantly we all had fun. For us, it began with an early start off the boat. We found a Macca’s for brekky and killed a bit of time. We had arranged to meet up with Vince in the Montlery around 10 am at the first big fuel stop. We duly waited at said stop and we got a phone call, “was in wrong lane, couldn’t pull in, see you at next.” We should have got the vibes then as to how the day was going to go. We duly pulled in at the next stop and there was Vince filling up the Monty. We chatted at the pump and I noticed most of the fuel was going on the ground. The rubber hose going into the tank had perished, Vince with some quick conjuring, with a very thin funnel, was able to get enough into the tank.



Prior to setting off, we decided to check the water. The radiator cap had no rubber seal and had let most of the water blow out. Vince rushed into the garage and bought a brand new cap. Lucky? Not! We then set off for Albury. Thinking we would have a leisurely 80-90k drive, I was surprised to regularly see 100-110k on the speedo. Considering “Monty” had been slumbering in a shed for numerous years, I was sure Vince would nurse her along.

Not so Vincent, Ascari, Andretti, Moss, Fangio, Parisi. The long Monica does not indicate there is some doubt as to who his father is, it’s just that anyone with an Italian heritage, behind the wheel, is slightly mad. My brother in law is Italian and if I ever feel the need of a laxative, I take a ride in his Porsche! Like the great Ronnie Corbett, I am getting away from the story.

We were chasing the blue relic down the highway, the driver obviously grappling at the controls, ducking and weaving all over his lane, when in the distance appeared a menacing sight. “Monty” was bearing down on a black HSV Clubsport, 5.7 V8, road eater. I said to Leila, “watch this.” Sure enough, “Monty” monsters its back bar, flicks right and blasts past. We followed showing 120k on speedo. Just past Seymour “Monty” starts to pull into the emergency lane. We had arranged that I would have a drive and I thought that was why Vince was pulling over. Just then some obvious smoke confirmed something was amiss. Upon lifting the bonnet it was obvious the car was very hot. When we could lift the cap, we noticed it was a 13lb cap. Obviously too high a poundage, which had gradually pumped the water out. The good news was, when cooled down, the engine ran fine but obviously had a blown head gasket.



We felt so sorry for Vince, he had put a lot of effort, in a very little time, to do something special for the Club. I begged him several times to let me tow him back to Melb, but he wouldn't hear of it. It cost him a cool \$500 to get it home on a tilt tray. Vince wanted to display the car the following weekend at French day. Do you think he had a chance? You betcha!



Going, gone, car and \$500 bucks

We continued on in our Peugeot 407, Turbo Diesel, in supreme comfort, getting around a 1000k's to the tank, I have been in the motor trade most of my life and these things blow me away, how good they are. French of course!

We called in and had lunch with Peter Gaggioni in Wangaratta. It was good to catch up with him, always a gentleman and a very talented man. There isn't much he can't do in his comprehensive workshop. His lovely, one owner, 90A is coming along and hopefully, ready next year. Peter assured us he was coming to the AGM, as indeed he did.



When we arrived at our Motel in Albury, The Hume Inn, most of the gang were there. It was great to meet up with members we hadn't met previously. In the first instance



our outgoing secretary and her husband, Lorraine and Richard Laney. Lorraine has done a superb job this past year, but takes no prisoners if you don't toe the line. Being the original "slacko", I was half expecting a portable gas chamber hitched up behind the Fairlane, with my name on it. A sort of lethal porta-a-loo! I couldn't have been more wrong, charming couple, inviting us to stay with them sometime.

Richard had organised a friend to take some professional photos and that was most appreciated. Another couple we hadn't met, had driven all the way from Whyalla. Mel and Gelske Rogers. As far as Simca's are concerned Mel has a variety of Vedettes, plus loads of parts. Apparently he has 52 Vedette doors. If you can find 13 Vedettes with no doors, he is your man. One of the nights there was loud partying and obvious lascivious goings on nearby. Next morning I accused them and asked why we hadn't been invited. They flatly denied it, but I hear they are a wild bunch up that way. We also met Ian Powell and his delightful partner Mandy. Ian runs a Matra (see photo) and apart from being very rare, is a lovely example. It is a striking green colour, a pity John Brown wasn't there with his red one. A sight you wouldn't see too often in Australia. Ian and Mandy are both aircraft nuts, as am I, so we had plenty to talk about. No doubt others will report on various runs. These included the Hume Weir and Beechworth, a lovely country town, with the biggest bakery I have ever seen.





Morrie Barrett's Grande Large in the Beechworth Colonial Jail precinct. We all chipped in and posted bail!

As we were about to leave Morrie asked if I would like to drive his Grande Large back to the Motel. I had been hanging out for a drive, but decided a quiet drive upon our return would be more appropriate. So it was, comfortably ensconced in the Grande Large, I took to the road following Morrie and Margie in our Peugeot. Just settling into the stride of this lovely iconic car, thinking how easy to drive it was, splutter, cough, pop, no power. Fortunately some driveways appeared and I coasted into them off the highway.



Morrie came back and the long and the short of it, the new whizz bang fuel pump, electrical, had broken its mounting and fallen off the sub frame. Don't panic Captain Mannering, it can be fixed. Morrie promptly jacked up the car and made emergency repairs. I decided to give up the driving seat and we swapped back cars. Morrie's roadside service is very effective, the car making it back to Sydney in full stride.



Above: More shots of Beechworth

Three shots of members enjoying morning tea at the Hume Weir.



AGM Report: Full copy of proceedings in next Swallow Tales

The AGM was held in a very comfortable room kindly supplied by the Hume Inn, with only two changes to the Committee. It was universally agreed the Club had had a Stella year. Club finances were healthy with much warmth and friendship existing between members. As Lorraine had previously stated her position was vacant, which was filled by Doug Murphy. Thank you Lorraine for all your hard work and thank you Doug for accepting the position. The Victorian State Representative position, previously held by Stephen Maloney, was filled by new member Chris Bailey. Thank you Chris, who is also looking out for a roadable P60. Chris sails out of Geelong, so if you want a trip on the briny, look him up. Thank you also to Stephen Maloney who I know has a lot on his plate, for his input. The State Rally he orchestrated, was a cracker. It wasn't noted in the minutes, but I know that Committee salaries remained the same as last year.



Dinner at the Hume Motor Inn

The three days passed swiftly and it was time to, sadly, bid adieu and go our separate ways.



It must be said that some members who struggle with their health and travel far, we all have huge admiration.



Our travels continued, as we wanted to stay on the big Island until French Day the following weekend.

Cheers for now
Iain and Leila

PRESIDENTS REPORT - by *Vince Parisi*

Presidents Report.. Sept/Oct/Nov 2016

Well that's another Club year gone into history... let's hope for many more to come our way and lot's of years enjoyment with our Simca's... I hope this newsletter finds every body well and in good health as we prepare to attend our AGM in Albury on the second weekend of October, I am keen to catch up with Members and spend some time talking Simca and maybe even a laugh or two.

Well that was what I thought was going to go into our pre AGM Newsletter but instead I have revised as a post AGM report, So....

A absolutely fantastic turn up to our AGM in Albury with 28 members and friends attending, thank you to all that made the effort (you know who you are) and came from far and wide to spend some time together and attend our meeting... Thanks again for the support and electing me for your President and congratulations to our new Secretary Doug Murphy and Chris Bailey as our Victorian State Rep and of course great to have Morrie, John, Luke, Robert, Colin and Iain re-elected to their positions as combined they form the backbone of our club. A great big Thank You to Lorraine Laney for her great work in the Club and Doug has enormous boots to fill.....

I am looking forward to the next year and our 2017 Rally at Coolangatta sounds like it will be a massive event with lots of activities and displays

This past year we have seen many members travel overseas with The Smiths (NZ), The Murphys, The Roses, The Fisks, The Barretts and The Rogers (possibly more that I don't know about) all having overseas trips and from what I could see had a fantastic time, I'll look forward to some stories in our Newsletters.....

Of course Simca is on my lips every day and our Simca Club facebook page attracts much attention and it certainly keeps me busy especially the Brazilian interest in the Vedette, I have finally been able to locate and purchased a 4 speed gearbox for the Vedette and am currently reconditioning and fitting before the Sandown Historic meeting. It has been very frustrating and expensive but I hope it solves some drivability issues with the Vedette..... and yes it seems that I have been able to locate a EMISUL V8 and plans are under way to bring it to Australia, I just might have the quickest Vedette yet, here's hoping..If all goes to plan the Vedette will run at the Sandown Historics in November and also attend the Geelong Speed Trials in November.... So if you can come and find me, I'll be the one with the big grin.))

You may remember the Simca P60 that was for sale in the last issue where a friend of the owner had contacted me as he wanted to sell it for what was a big asking price..... well I'm happy to announce that I am the new owner after lots and lots of discussion, I had not seen the Aronde until it was delivered to me and was amazed to see a Montlhery badge on the rear guard upon delivery, so lots of phone calls and it seems that this may be a very rare Aronde indeed, upon further examination I found that it is fully imported and a Made in France

vehicle built for the right hand drive market some time in 1961 (as my French contact has advised), the vehicle is mostly original and very sound, I have a short time before the AGM but intend to drive it to Albury for a show and tell..... Well that was the plan, I did get to drive it about 25Kls past Seymour when a sudden loss of power (and a big headgasket blowout) got me a Tow Truck ride back home (yes there may be photos in this issue) and a drive up to Albury in a Subaru..

The Melbourne French Car Festival was held the next weekend where I managed to have the Monty repaired that week (Thank You John Pickles and John Brown for your advice and parts) and was able to drive it to the Festival, a great turn up with 6 Simcas on display (more detail this issue) with much interest in our Simcas..

Spring has sprung so get those Simca's dusted down, shined up, fueled up and out and about.....

Seeya Soon



“Monty having a rest!”

“Monty and friends at French Day”



SECRETARY'S REPORT - *by Lorraine Laney*

Full report and minutes of AGM in next Swallow Tales



Lorraine performing her final official duties as Secretary 2016



Richard and Lorraine bidding adieu to a rather well fed editor!

QUEENSLAND REPORT - *by Luke Huntly*

Queensland Report

Hi Everyone,

The AGM is over for another year and it was great to catch up with everyone in Albury. It was surprising to see so many members making the trip for the weekend. The weather was kind to us with a beautiful day on Saturday and a little colder on Sunday when we made a day trip to Beechworth. A very nice historic town with a very popular bakery and famous for its honey and also a prison which are just a few of the many attractions there. Geoff and Ruth kindly invited us to stay with them for a couple of days at Tuross Heads after the weekend as we were taking our time to get home. Iain and Leila had also made plans to spend time with Geoff and Ruth. Geoff took us for a drive down the coast to Bega showing us the sights along the way. One of the highlights was seeing a group of seals lazing on the rocks as well as taking Geoff's Mazda MX5 for a spin in turn with Iain and Leila.



The Queensland French Car Day was well attended back in July with five cars turning out for the Simca Club and included Kerry in his 1971 Simca 1501 Special Sedan, Doug in his Aronde, Luke's P60 Etoile, and Skip with two vehicles, the Aronde and Wagon. Congratulations to Kerry who won the award for the Best Simca. We also had a chance to catch up with our New Zealand members, the Crombie's who were visiting with family on the Gold Coast and Eddie Abrahams from Laidley who dropped by to say G'Day.



National Meet Report as at 19 September 2016

When contacted on 1st September, Billabong Caravan Park advised that tariffs which will apply at the 2017 National Meet still have not been posted, they think we can expect to be advised in the next month or two. The way the system works, Billabong will contact each Club member direct seeking a deposit. Note the most recent situation, who is seeking accommodation is presented below.

Skip will tell you he has been on car runs in northern NSW with the Peugeot Club and has assembled good ideas for runs our Club might do.

Wayne Yeo had approached *Cooly Rocks On* Management and has secured parking spaces for ten Simcas on Marine Parade Coolangatta - a premium position. COR Management is looking for variety in the cards displayed. Isn't that great? A display of the various Simcas at a premier East Coast event.

Mel Rogers asked if there was substance to rumours that changes might have to be made to historical vehicles to enter Queensland. I wrote to Standards Branch, Dept of Transport and Main Roads, and here is their reply:

- “1. All states and territories have mutual recognition of registration for visiting interstate vehicles. As such, as long as the vehicle's registration is current, all number plates and registration labels required are carried and displayed in the way required by that states law and the vehicle is operated in accordance with the conditions for use in that state, the Department of Transport and Main Roads (TMR) will recognise the vehicle's registration in Queensland. However, once a vehicle is permanently garaged in Queensland, it must be registered in Queensland, within 14 days.
2. The vehicles need to be in a roadworthy condition to be operated on the road or road related area in Queensland.

Hope this helps, if your need any further assistance please call vehicle standards on 3114 5844.”

Name	Confidence Level	How Many	Accommodation
Vince Parisi	Confident	2	Budget
Mel & Gelske Rogers	Confident	2	Budget
Richard & Lorraine Laney	Likely/Maybe	2	Budget
Luke & Michelle Huntly	Confident	2	Budget
Iain & Leila Dyer	Likely	2	Budget - Medium
Ian Powell	Likely	1	Budget - Premium
Geoff & Ruth Rose	Very Confident	2	Medium
Kerry & Josephine Ryan	Very Confident	2	Medium
Maggie and Doug Murphy	Very Confident	2	Medium
Morrie & Margaret Barrett	Confident	2	Premium
Colin & Lucy Smith, Ivan &	Likely/Maybe	4	
Gerard & Yvette Crombie	Very	2	Medium
Chris Buckner/Rob Verhagen	Very Confident	2	Budget
John Pickles/Ian Williams	Maybe	2	Medium

Rob & Ina Stapley	Confident	2	Budget
Pat & John Smith	Confident	2	

** Arrive Sunday 04 June & depart Monday 12 June 2017*

Note: Placing John Pickles and Ian Williams together is notional because both are ‘maybe coming’. John and Ian won’t know till shortly before June if they are coming. John and Ian can each be accommodated with other Club members.

Doug Murphy



Memories!



QLD French Day 20216

Doug Murphy's Vedette Restoration Update



Kind Regards,

Luke and Michelle Huntly
Queensland Reps

A question was raised at the AGM regarding load restraints for car trailers. Keep an eye out for this information in the next edition of Swallow Tales.

WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –

By John Pickles

WA State Representatives Report – By John Pickles

While an ever increasing number of Simcas are being discovered in the Eastern States, the Simca population of WA has been reduced by a third with the sale of John’s two Vedette’s and we are relying on the completion of the two project cars to boost the local numbers, but this is some time in the future.

“Oh What a Feeling Toyota”. Being left without an old car to tinker with, John was suffering from a bad case of withdrawal symptoms which was recognized by his friends in Mandurah. One good friend in the smash repair business who also pulls in cars for scraping put aside a very original rust free 1984 Toyota Corona that had cooked the motor and been abandoned. Enter John and next thing we find a Toyota in the shed and John with \$200 less in the pocket. A replacement engine is now sitting on the bench awaiting installation of the new timing belt and water pump before dropping into the car. Think a new “SIMOTA” badge will have to go on the bonnet.



When we heard that Vince Parisi was looking at buying an Aronde, we were very cool on the idea that he was paying out good money for a P60 Aronde sedan, that was until much to our surprise (and to Vince as well) it turned out to be a rare P60 “Montlhery” which from all reports was built in France for sale in Australia. Vince will no doubt give a report on this car but from our observations it differs from all other Montlhery we have seen reports of. Vince’s car doesn’t have the round over-riders, coil springs etc. of the normal French production cars and must have been built to a specification of Chrysler Australia.

And speaking of rare Simca’s I must share this article that I pulled from the internet.



About This Car

Ferrari, Maserati, and Alfa Romeo all built great cars, but sometimes the greatest cars ever built are a collaboration between several entities that work together in tandem. Certainly the Gordini –Simca was a collaboration that garnered great success of the race track as well as the Fiat 8V Zagato. Every so often several manufacturers come together, each with a specialty that creates a car that is special, and spectacular. Such is the case with the Simca-Abarth Supercharged Cabriolet. platform, styled by Stabilementi Farina, and performance by Abarth. The Simca Abarth is a high performance motorcar that has the look, feel, fit, and finish of perfection while enjoying the prestige of a rare diamond or a Rembrandt painting. The story of how this car came to be is perhaps as interesting as the car itself.

Simca or Société Industrielle de Mécanique et Carrosserie Automobile as they were known in their native France started building cars in 1934 when Henri-Theodore Pigozzi formed the company in order to build Fiats for the French car market. Business was good and the company even had a foray into racing successfully campaigning a Simca Huit in the 1939 Le Mans. After World War II Simca began building its own cars

The 1950 Simca Abarth Cabriolet offered here is a special car with a very special history. The story starts with the charismatic Roger Barlow, who owned an international car dealership in Los Angeles, California. Not only did Barlow deal in Rolls-Royce, Mercedes Benz, and Jaguar among others, but he also was the dealer for international sports cars to the stars. Clark Gable and Bing Crosby were his customers and the legendary Phil Hill was counted among one of his good friends. Barlow was also an accomplished racecar driver with wins at Sebring in 1952 and he also went on to found the California Sports Car Club. Clearly Barlow was a man that was always on the move, but he was also well-known for one other aspect of his life; in racing he always drove a blue Simca. Indeed, Barlow's racing antics behind the wheel of one of his blue Simcas' are the stories of legend. As a dealer in some of the best exotic sports cars in the world and with a talent for driving them, This car was one of Barlow's personal creations; the 1950 Simca Abarth Cabriolet offered here.

Everything about this amazing car is special. Barlow commissioned its construction in 1950 . Not satisfied with the standard drive train he had the engine, exhaust, and tuning reworked by Abarth, who also fitted the engine with a SCOT (supercharger of Torino) supercharger. A special Abarth high-performance head and a Weber sand cast two-barrel side draft carburettor managed the air intake and by the time it was finished, this was a Simca that was tuned like Barlow's track car. Aside from the performance enhancements, the final look of the engine compartment rivalled the beauty of the best cars from the classic era. Barlow was not content to just tune his Simca though, for in a move that created the stunning beauty that this car is today he contracted with Stabilementi Farina for the styling of his incredible creation. Indeed, the design cues on this Cabriolet are subtle, yet they give the body an air of distinction that makes it stand out in the crowd. The bumpers were custom built and vent ports were added on each side that give the body an air of distinction. A special side body trim was also added and a hood scoop feeds air directly into the engine. A special "extra lusso" or luxury interior was also built in rich leather that's befitting of the finest cars in the world. The Simca was also badged with all of its pedigreed prestige as it carries the Farina and Abarth emblems as well as the "Extra Lusso" emblem. Perhaps the most important badge of all is, that even after six decades, it still wears a large "B" on the back identifying that it was in fact built to the special taste and standards of Roger Barlow himself. He identified his personal cars with this "B." The car has been owned privately for the past 25 years and was found in New Rochelle New York where it was left in a garage for 20 years prior to its discovery. This Simca-Abarth has just received a full restoration that has returned it to factory new condition. Indeed, the appearance of this fine sports car is truly amazing with its Graphite shade of gray, a gorgeous red leather interior, and a black convertible top with red piping. All bright work has been expertly refurbished and the engine compartment is a masterpiece of engineering and beauty.

The rarity and special pedigree of this Cabriolet makes it a car like no other. With its fine restoration and its dedication to authenticity this is a car that is poised to redefine the concours show field. As the restoration was just finished, this special Simca has yet to make its debut, but its grand entrance to Amelia Island or Pebble Beach is sure to cause a stir. For the collector of the very best with an eye on the ultra-rare and exotic, this Simca Cabriolet represents a window of opportunity to acquire can be driven on Historic Rallies like the Colorado Grand or on the Lawn at Villa D`este. Prospective buyers should look this unique sports car over carefully in order to fully appreciate its importance in history and its dedication to Detail.

Best of Simca motoring

John Pickles
WA representative



Kerry Torpy with a Simca 8 during his trip to France last year.

**HOLDEN + FORD + SIMCA + RENAULT + ALL THE OTHER MAKES =
PEUGEOT**

By Kerry Torpy

I suppose it is an unusual title for this article but it is all about me and all of the cars that I have enjoyed, and my involvement with cars over 60 years of my life. My interest in automobiles started on the 24th December 1953 as a six year old. My Father had just arrived back home in Boulder in his brand new FJ Holden utility. It was the first utility in Kalgoorlie / Boulder of the new FJ model. He had ordered it through the local Holden Dealership, but had decided to pick his new utility up from the distributor, Sydney Atkinson Motors in Perth and "run it in" himself by driving it up to Kalgoorlie. At the time new cars were driven from Perth to Kalgoorlie by employees of the local dealership. My Father wasn't too keen about this. In later years the new cars arrived on rail wagons.

Not many people owned new cars in our street in 1953. Most of the cars that neighbours owned were older cars of the 1920's, 30's and 40's. At the time these cars seemed old to me compared to our new Holden, but in fact they were only about thirty years older and when I think about it today some twenty years younger than our Peugeot 404 which turned fifty last May.

Most of the cars I remember were American, or British built. One neighbour owned a new Austin A40. Another further up the street had a new British Bedford utility. At my age of six I did not know of any European cars other than my godparents beautiful black car. It had a strange gear lever that hung down out of the dashboard. It was called a Citroen Traction Avant, and it came from France. My interest in cars escalated rapidly. My Mother often said I knew local people by the make of car that they owned.

My Father was a keen cricketer, playing "A" grade cricket every Sunday at the local cricket ground during the summer cricket season. My older brother and I were not too interested in spending the day watching the cricket so we would spend most of the time checking out the cars and motor bikes parked at the cricket ground. These belonged to the players and spectators. It was fun looking through the air vent louvres in the side of the bonnet on some of the older cars. We could see the engine and feel the heat radiated out of the louvre from the hot engines bringing with it a strange oily smell. My Brother wasn't too interested in the cars, he liked motorbikes so he would gravitate towards them.

My Father wasn't at all mechanically minded, but he looked after the Holden very well. It was always serviced exactly as specified in the owners hand book. (I still have the hand book). When we went out the bush to get a load of wood which seemed to be every weekend, (and sometimes for two loads if it looked like rain was coming) hessian bags would be placed in the tray to prevent the wood scratching the paint or damaging the wheel arches.

My father's parents, lived in the sea side town of Esperance some 250 miles or more South of Kalgoorlie / Boulder. They had a block of six self-contained flats that were rented to families holidaying in Esperance from Kalgoorlie / Boulder. "Torpy's Flats" were very popular for families to spend the Christmas holidays away from the very hot temperatures in Kalgoorlie /

Boulder in Summertime. Eastertime was also a busy time, for my Grand Parents. Most families in the 1950`s travelled to Esperance by steam train. The road between Kalgoorlie and Esperance was unsealed and in many sections not much more than a track. It was extremely rough and corrugated. During winter it turned into a slippery mud patch. We visited our grandparents several times a year. My Father had to carry several bags of sand in the tray of the Holden to get traction to the rear wheels when the road was wet. During summer in many places the corrugations were so bad; my Mother had to hold the gear lever down to stop it from jumping out of top gear. Dad was too busy keeping the car on the road.

My Father had a canvas canopy made up for the tray and fitted it for our long trips to Esperance, Perth and as far away as to Geraldton. My older Brother and I rode in the tray, with all the luggage. Our younger sister rode in the front with Mum and Dad. I have many fond memories of our holidays touring in the back of the Holden ute.

As I grew older I became more interested in cars of all make. By now most of our neighbours had a new car. Holden`s were the most popular car, but many people owned a new Ford Zephyr Six, Consul, or Prefect. Even the large fancy Ford Customline`s, and Chevrolet`s were in large numbers. Many of the older cars had little resale value, some were scrapped, others cut up and made into a saw bench, set up in the back yard and the saw cut up the wood collected out the bush. Others were just left parked in the yard rusting away. My God Parents had traded the Citroen in on a lovely Sunbeam Talbot 90. It was painted metallic silver, with red leather trim. It had a sun roof and was fitted with headlights I had never seen on any car before. I was told that were called Lucas ‘Le Mans’ headlights. Other cars that were popular were the Vanguard, Vauxhall, and Morris Minor`s. One afternoon at the cricket I noticed a strange looking car, it was a new Rover, it had an extra headlight in the middle of the front. Some people called it the ‘Cyclops’ model. Other rare cars that appeared were Fiat, and Skoda. One of these Skoda`s was owned by people in the next Street. It was a very reliable car, and they owned it for many years. It looked much like the Peugeot 203. One of the men in my Dad`s cricket team owned a new Peugeot 203. I don`t think anyone could pronounce the word Peugeot correctly.

My Father`s sister and her Husband owned the Denver City Hotel in Coolgardie. My Uncle George was never interested in driving, so my Aunty decided she would get her driving licence. Soon she was driving around in a new little Volkswagen car sold to her by the VW dealer In Coolgardie Ben Prior. Something I found of interest to me, when we visited our Aunty and Uncle some Sundays, Ben Prior`s garage sold about seven different brands of petrol. All the bowsers were lined up along the footpath Plume, Shell, Neptune, BP etc, etc. The VW`S were a very popular car in the area. Dad said they sounded like a chaff cutter. When I was old enough I took over my brother`s morning job of riding my bike up to the local bake house to get the fresh bread for Mum to make our lunches for school.

One morning as I arrived at the bake house, parked out the front was the most amazing car I had ever seen. One of the bakers ‘Joe’ had purchased a new Triumph TR2 sports car. It was British Racing Green. I was sure that one day I would own a car like this. Often when driving in the Holden with Dad, Joe would fly past in the Sports car. My Dad said he was mad and that one day he would kill himself, but he never did.

On one of our visits to the flats in Esperance, parked out the front under the Norfolk Pine tree was a huge American car painted in gleaming black, it had the long bonnet up. The owner, Mr Hill was doing some maintenance on the engine. I had to see what was in there.

On either side of the fancy grille were the words "Buick Eight". It had a straight eight cylinder engine, this was the first time I had seen one of these engines. The air cleaner was off the engine and Mr Hill was pouring some oil down the carburettor very carefully. He told me it was called "Redex". This reminded me of the time a year prior to this in 1955 when our Dad had taken my older Brother and I into Kalgoorlie to see all the competitors in what was called "The Redex Trial" as they passed through Kalgoorlie heading to the eastern states. We went to the Holden dealers first and then across the street to the Ford Dealership. Some of the cars were being worked on out in the street, it was during the night time. I don't recall many of the cars except for the Holden's, Ford Consul's, Zephyr's, Customlines, Vanguard's and those funny little chaff cutter cars similar to the one my Auntie owned. They performed extremely well in the Redex Trials. I do not recall knowing anything about the Peugeot 203, in the trial

Many people owned motorcycles in Kalgoorlie / Boulder. The Eastern Goldfields Motor Cycle Club had a large following. Two main events held every year which drew huge crowds of spectators were the annual "Round The Town" road races, held on public roads which included Burt St Boulder's main street, and the "Goldfields Scramble" held at the Cavalier Hill circuit on the edge of town. The track included the ten metre high mine slime dumps that the riders had to climb up and descend down. Visiting riders from around the state were competing against the local riders. For many days after the road races had finished the odour of "Castrol R" oil used in the racing motor bikes hung in the air about the main street in Boulder. My Mother was keen on the motorbike racing, but we had to almost drag Dad the cricketer along to the events.

My Brother had saved up enough money to buy his first motor bike. It was called an autocycle. It was an Excelsior with a 98cc two stroke engine. My Brother stripped off its mudguards and lights, and soon the back yard of our Quarter acre block was made into a "scramble track". Dad just shook his head, but nothing was said, until my brother was apprehended riding the auto cycle on the road by the local police sergeant driving a Ford V8 Pilot police car. My Brother had to go to appear in court, had a fine against his name and was warned not to re - offend. When my Brother got his driver's licence a few years later I was given the Auto cycle but it gave a lot of trouble, the timing kept slipping, a common problem with the design of the flywheel. I lost interest in it quickly.

A few years went past. A neighbour in our street Dwyer St, John Wilyman had been driving for a few years. My Brother and I spent a lot of time at John's house when he was working on his Austin Seven. This was replaced some time later by a Vauxhall convertible. Some of John's mates owned similar cars but one drove an MGTC. The owner Tony always drove with the hood down and the MG was fitted with a pair of "Aero Screens". It was a smart looking car, even if it was older looking than Joe the bakers TR2. The MG would be the first ride I was to have in a sports car. I didn't think anything could better this. I was hooked on sports cars for sure. The Vauxhall made way for John's next car, a fancy little yellow car. It's

shape appealed to me and it was a car I had never seen before. It was a Simca, built in France. I had many rides in the Simca, this is the car I mentioned in the July Lion. So this was the beginning of my involvement and love of French cars.

The Boulder Council then built a world class motor cycle speedway track around the perimeter of the grassed cricket ground that my Dad played his cricket on. By now he had retired from playing cricket. The promotor at the Claremont Speedway in Perth, held speedway meetings throughout the year at the track. Midget speedcars also visited with drivers from Claremont, the eastern states and overseas competing under lights. A hot rod club in Kalgoorlie / Boulder was formed. Many of the old cars that had been sitting in back yards were purchased and turned into hot rods. Cars such as Plymouth`s, Buick (straight eights), Ford V8 coupes, Chev coupes, Ford V8 sedans to name some. It seems a shame but these cars were of little value then. The early model Holden`s were of little value too back in the 1960/70`s either. John joined the hot rod club, and competed in his 1934 Plymouth sedan before purchasing a 1936 Ford V8 Coupe. Speedway meetings were held at the old TQ club track near the Boulder airport, until moving to the Boulder speedway circuit.

John sold the Simca 8 and purchased another later model Simca, a 90A Aronde. He did some modifications to it, it was lowered slightly, had wider wheels fitted. It looked a really ‘cool car’. In 1962 John entered the June 6 hour race at the Caversham circuit. He also entered the Simca again in the 1963 race and the Simca performed very well. By now I had become interested in the motor racing. I finished my schooling in December 1962 left and started my first job in 1963.

I was employed at the local Ford Dealers Westland Autos. I really wanted to be a mechanic like John was, however I was fortunate enough to get the job in the Spare Parts Department. Kalgoorlie was in decline, the future of Kalgoorlie was not looking good in the gold industry. Jobs were hard to find. At least I was working in a job involving cars and that made me very happy. John had purchased another car to use as the tow car for the racing 90A Simca. It was a car I thought was one of the prettiest cars ever. It was a P60 Simca Montlhery, it had a floor mounted gear lever, twin throat carburettor, sporty wheel trims and body mouldings

It would still be almost another year until I could get my driving licence so I had begun saving all my wages to get my first car. I had a sports car in mind but I knew I wouldn't have enough money saved to get the one I wanted. For some time I had been looking after the FJ Holden for my Dad, I mentioned earlier he wasn't mechanically minded, it was my job to wash and polish it. White wall tyres were all the style. You could buy white wall tyre paint. I purchased a tin and spent the whole day carefully painting the tyres. I thought it looked fantastic against the powder blue colour of the FJ. My Dad thought it was a waste of time. What would happen when we went out the bush for the next load of wood.

About six months before I was able get my driving licence Dad decided to update to a later model Holden. He said if I saved all my money I could buy the FJ at a good price. All I had to do was find him a good Holden if one was traded in at my work place. Soon my Dad was the proud owner of a beautiful low mileage FC Holden Station wagon. It was fitted with every accessory possible including wheel spats. I was the proud owner of the FJ ute.

I worked on my car for the next six months, stripping it out, sealing the floors against rust, I painted the underside also. It was in remarkable condition. The spray painter at Westland Autos repainted it for me in a darker blue than original, a Holden colour 'Skipper Blue'. I had Jim Stokes the trimmer who worked for the dealership fit a neat carpet in the ute for me. By the time I was 17, I was ready to sit for my licence and I couldn't wait for the day to arrive. For many years I had been driving the FJ in the bush when we went for loads of wood, or to my Dads weekend 'prospecting show' (small gold mine). I was very disappointed when the day arrived and Dad made me wait a few more weeks to get some more experience in case I had an accident. I got my licence without any problems soon after in November 1964.

The first lot of holidays came around in May of 1964 so I took a week off work in the June and went by train to Perth to the 6 hour race at Caversham. I then caught the train back home after the event. It was a great adventure for me.

I couldn't wait until the next 6 hour race at Caversham. June came and it was my first long drive in the FJ to Perth. By now the FJ had been lowered down but not modified in the engine, I didn't know enough about engines and I wanted a reliable car. I had the FJ parked in the car park at Caversham at the 6 hour. When I returned there was a note on the windscreen someone wanting to buy it. How tempted I was as I had been looking at the line-up of TR 2 and 3 sports cars parked near the entrance to the main straight. How I would like one of these. When I returned home I told my Dad I was going to buy a TR, and that because I needed to pay it off on hire purchase I would need him to go Guarantee for me. He said No Way, you pay cash for your car. I was disappointed at the time but appreciate him now as I have never purchased a car on hire purchase.

The racing at Caversham was amazing, how I would like to have a go at this I thought. One of the cars that performed well in the 6 hour race was a Mk 1 Cortina 2 door 1500 cc. It looked great and me working at the Ford Dealership I thought maybe I will think about getting one. I could pay cash for a good second hand one.



Dont Pro Street It: 1959 Simca Aronde Wagon in North Carolina

bringatrailer/Sep 27, 2016

Flip this into...LikeLeave a comment

Share on

This 1959 Simca Aronde is a seldom seen *Châteline* or estate model, and though in need of some brake work, it does reportedly run. It's a neat looking little thing, and appears to be in perfectly serviceable condition as-is—some might even prefer the patinated look. According to the seller, many spares are included as part of the sale, and despite the old California plates, the car is currently titled in North Carolina. Find it [here on Craigslist](#) in Lexington, North Carolina for \$4,500.



The seller reports that the car has very good bodywork, and from what can be made out in photos, this seems to be a fair assessment. Rust could be hiding underneath, but topside things look mostly straight and solid, with almost entirely complete factory trim including glass and all four hub caps on cool cream colored steelies. One wiper arm does appear to be missing however, and the distinct “mustache” grille is pitted, though likely not beyond restoration.



Interior photos aren't included in the ad, but the cutaway below reveals a practical design with ample cargo and passenger space, maximizing available space. Among the spare parts listed as being included is a new radiator, new exhaust, another tailgate and a replacement dash—a spare water pump and a some additional engine parts are also mentioned.



VICTORIAN/ TASMANIA REPRESENTATIVES REPORT – *by* *Christopher Bailey*

All French Car Festival 2016

Williamstown ,Victoria .

For those who attended the Festival on Sunday 16.10.16 I feel that all would say it was a Great event and for our Simca Club a wonderful turn out of Vehicles . Morrie and Margaret having driven back to Sydney after the AGM a week before then drove back to Albury and on to Melbourne in the Grand Large which being first in a row of Simcas attracted some attention . Three other 90A Vehicles were present, Steve Maloney, Harsha and Harsha's Nephew,Danushka drove the '56 Aronde 1300/90A .Vince now has the P60 Montlhery up and running and together with Peter Walkers Vedette ,made for a good display of the Simca name . Ian and Leila who were over for the AGM stayed on and came for a visit also to this Event, a fine but windy day it became . John and Patricia Smith also attended and I hope I have not left anyone out as I had to leave at midday to attend another Event in the City .

Overall, a huge turn out of the French marque and again we thank the Renault Club for hosting this Event for us .

Also , if you are in Victoria on the 20th November the Festival of Wheels is on at Moorabin Airport and of course the Geelong

Revival will be held on the weekend of the 25/26 November.

Vince will keep us updated here on this one, im sure .

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

Hi everyone from a sunny but still soggy S.A. I am sure others will mention the 2016 AGM in their reports but what a great attendance we had in Albury and what a great chance to catch up with fellow club members. Not many changes to the committee except Doug Murphey is our new Sec/treasurer. Thank you to him for taking on this position and thank you to Lorraine Laney for her tremendous effort over past years.

At the AGM I brought members attention to the mystery of the trophy for best car at our Biennial rally. This is called the John Pickles perpetual trophy presented in 2009 to our late member Ross Fleming ,who sadly passed away last November. Coincidentally Ross's daughters are transferring his Simca to Sydney and I have been asked to assist. This necessitated a visit to Peggy Fleming who has very fond memories of rallies and events she and Ross attended in "Simca 1". I took this opportunity to enquire about the trophy in question and Peggy promptly found the trophy presentd to Ross but it is a replica. So if anyone knows the whereabouts of the original John Pickles perpetual trophy please contact the club so this award can be reinstated.

Some news from S.A. was presented at the AGM so I will desist fom further rambling apart from wishing everyone a MerryChristmas and see you all next year.

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

NSW REPS REPORT

The recent Annual General Meeting at Albury was without doubt one of the best attended meetings I have attended, the fellowship and interchange amongst our attending Members was outstanding.

Congratulations and thank you to all who have accepted to serve on our Committee, special welcome to Doug Murphy (Secretary) and Chris Bailey (Victorian Rep).

Our drive to Albury was pleasant except for the exhaust pipe partially fracturing and after removing when we returned home we were very fortunate that I did not completely come apart (more later), the GL was driven to and from out to the Hume Weir without incident and the next day to Beechworth, after returning to Albury Iain and Leila Dyer took the GL for a run however it was not long before the GL failed to proceed, due to the plastic lugs on the electric fuel pump giving way causing to fuel hose from the tank to the pump becoming detached, so thanks to cable ties and tools and encouragement from the bystanders (see photo) it was back on the road although a little temperamental with air in the line.

Margaret and I returned home on Monday without further incident repairs made to the exhaust and we were ready to head off the following weekend to the French Car Day at Docklands (Vic) a funny thing happened looking back was when we were at the 9 miles from Gundagai Service Centre, the wire rod linking the accelerator pedal to the throttle came adrift how fortunate can you be pushed the car back to fine it lying on the grass.

The NRMA Road Service was called and kindly provided the use of a trolley jack to raise the GL and enable me to reattach the wire, the rest of our trip was uneventful and it was great to catch up fellow Simca owners along with a number of Peugeot friends.

Prospective new Members Connie and Karl Teigesser called in at home on their way to Qld with the view of looking at the 90A's in at Inverell, will keep you posted.

Margaret and Morrie wish all Members the very best for the festive season and the coming New Year.



Margie, the sign said, "Drowsy? Take a power nap".



QLD has the Big Pineapple, Bermagui has The Big Hat!

A Photobomb of French Day 2016 Williamstown Waterfront























Editor's Choice







NEW ZEALAND REPRESENTATIVE'S REPORT

Greetings from Kiwi land, After the bay 2 Birdwood things seemed quiet over here we just boxed on with the repairs and maintenance of all the vehicles that live here. we are still waiting for the recon man to finish the heads for Ivan's v8

Visiting Gisborne one time I picked up a add from the fonebook dating back to 1967 for Williamson motors where I started my career with simca good or bad, several cars have come out of the wood work since then a red etoile in Auck another grandson owner. the latest one a Matra jet 6 under resto. The fire engine is demand for the xmas parade in Napier this November with a radio competion to find two little fairies to travel on it in the parade. We also did the father

xmas for the local vcc and have booked to do it again this year. Gerard Crombie and Evette attended the french car day in Brisbane while on a trip there for a family wedding. Our whole family spent Xmas day at Ivan and Sarah's place with her family and friends. we put on the usual display at Windsor park this year taking only the driveable ones the

Austin display won the best in show this time of witch the little red truck played a part. going to Hamilton was a bonus for us as we caught up with the 1501 that John Pickles saw back in 1999 on his visit to NZ.

I spoke with Alan on the fone 2 days ago it's not on the road yet and all the 1501 parts we brought back sure will help out in the future,

Ivan and Sarah put on a show at the Meeanee swap meet while Lucy and I were having a ball in the Netherlands with Peter and Kitty and their two boys ther we met up with Kerry Ryan a long way to go compered with Brisbane? this was definitely the highlight of our time with Simcas if any one of you get the chance to attend these European meetings do so it will open a whole new world of simcas. By the time this report comes out we will have had a suprise birthday party for Ivan put on his fiancee Sarah with a little help from Lucy and I.





Happy Birthday from us all Ivan. Many more to come mate.



Wow? Where has this car been hiding? A rare Matra Jet 6 being beautifully restored in NZ.



Travel Logue – by Iain and Leila Dyer

Leila and I had arrived at Albury with no fixed plans for the following week. With French day and our Clubs contribution the following Sunday, we had a few days to spare. Morrie and Margie Barrett drove down from Sydney, did the three days at Albury, returned to Sydney and then drove down to Melbourne for French day. Obviously, they had to drive home again. Margie did some of the driving, guys, you are legends!

We had something more leisurely in mind and discussed this around dinner one night. Luke and Michelle Huntly were on the same plan and we agreed it would be fun to head to the NSW coast and spend some time with Geoff and Ruth Rose (Tuross Head). Now Geoff and Ruth were within earshot and for some reason we were talking much louder than normal, heard of our plans. They immediately invited the four of us to spend a few days with them. Phew, they heard. I had heard much about Geoff and Ruth’s place and the area in general, but didn’t quite expect the paradise that awaited.

So it was, we left Albury following Geoff and Ruth in their indomitable P60 followed by Luke and Michelle in their Corolla, with us as tail end Charlie in the 407.



The girls getting a hug. Takes a load off Geoff and me!

It’s a good day’s drive to Geoff’s from Albury, including coffee stops and other stops. Geoff calls Tuross Head, “God’s waiting room”. Apart for the obvious connection to retirees, it is also one of God’s better creations. Upon arriving we were confronted by a magnificent house set in two and half acres of botanical gardens, edging a huge salt water lake. I half expected to see a royal crest and a couple of Corgi’s walking around.



We were glad to get out of the cars and we were made most welcome. As to the house and surroundings I will let the photos tell their stories. The magnificent gardens were all Ruth’s work and it’s beyond me how she could have achieved all this in so short a time. Leila and Ruth managed to garner together a huge variety of cuttings, some not found in Tasmania. Leila had to tell a little lie when asked at the boat, as to whether she had any plant material to declare. Oh well, sin on Monday repent on Sunday.





The following day we set off in our 407 and Geoff's Mazda MX5. Geoff has had the MX5



since almost new and is a 1989 model, the very first. This model is known as a short nosed crank NA and is now quite collectable. As many will know, Leila and I had an MX5 for some years and they are just the best fun. Ruth was having a series of tests done over a few days, so needed time resting. Fortunately before we left, the results were all good.

Off we set, with Geoff in the 407 and us following in the MX5.

During the day we swapped with

Luke and Michelle and miraculously Luke fitted in the car. Geoff showed us all the small towns along the coast and some inland, you will not find unless you were local. We ended up doing over 200k for the day. The highlight of the day for me was the visit to Narooma. Because of its topography Narooma has largely escaped high rise development and is largely unspoilt. Geoff and a syndicate of mates, bought from Bermagui, a lovely old carvel fishing boat. It wasn't lovely when they bought it, the team restoring it in the boat house in the photos.



Geoff during the restoration had tapped it on his dad, that if he changed the name of the boat to his mother's name, would he pay for a new engine? Geoff's father, a real character, was an ex-naval man and stumped up for a new 2 cylinder Yanmar diesel. The boat was officially re-named "Dulcie Rose", his wife's name. The old boat house and slipway are hugely atmospheric, being over a hundred years old. You can just imagine the trawlers and launches that have been built and repaired there, over those years. These treasures of marine history are all but gone, as boardwalks and café's replace them. Moored nearby is a small classic ferry of absolutely classic lines. From her finely laid stem to her fantale stern. These small ferries were the lifeblood of the lakes. Growing up at Ettalong NSW, I well remember them slipping along the Hawksbury.



Every inch a Lady!



Another Lady, of more ample proportions!

The next day, Wednesday, Luke and Michelle left early as they were heading up Canberra way, Upon returning home, they sent an email saying, they had covered over 4,000k for the trip.



We spent a further couple of very pleasant days in the area, with Geoff and Ruth. We left their place Friday morning visiting various spots along the way, including Coila Creek. We eventually ended up at Lakes Entrance for the night. Lakes is a lovely area and we could easily have spent a few days exploring. Regretfully we had to press on to Melbourne.

Leila's first landing at Coila Creek airport. Trouble is they don't have one!

On the way down to Melbourne we had a frightening experience. Leila was driving, following a B-double, fortunately in a dual lane area. She moved over to pass him and all of a sudden there was a massive explosion and our car was covered in debris and dust. A rear tyre had exploded just as we approached, we were sure the screen and side of the car was taken out, but when we pulled over there was no damage. We were both shaken, in fact Leila had chest pains all the way to Melbourne. I must say the truck driver could not have been more concerned or courteous. We continued into Melbourne ready for French day Sunday. So ended our little holiday and back to reality Monday.

P60 Simca Aronde for Sale in custody of Geoff Rose.

This car represents an amazing opportunity for someone seeking a light restoration. The car was dry stored from 1974, the interior is in amazing original condition as is the body. The engine has been overhauled, see photo as has been the front suspension and brakes. Geoff is only asking \$2000 which will go some ways to recouping what he has already spent. Geoff Rose can be contacted on 0439411160






Motor and gearbox are included in the sale of the P60



Possibility 90A race car may soon be tearing up tracks in the UK



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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

Geoff Rose has had a strong inquiry as to purchasing his 90A race car. If it transpires it will be sad to see it go but life moves on.



**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

Contact Details: **Home:** -----

Mobile: -----

Email: -----

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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Fees may also be paid be EFT to SCCA Inc.A/C:
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