



SWALLOW TALES



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



Historic Winton, May 30th and 31st, 2026 – that may be Ina in prime position!

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SIMCA CAR CLUB AUSTRALIA Inc

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

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

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

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

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

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FROM THE EDITOR'S DESK – *by David Reeves*

Greetings to all, and apologies for a slightly late run of the June quarter's edition of Swallow Tales – I am trying to keep things on track for quarterly editions (March, June, September and December) but sometimes circumstances dictate that I get held up, and don't quite manage it!

The main event that has occurred since the March edition, is Historic Winton, which was supported by Rob and Ina, Lesley and Joe, and Ian and Adele (I would like to say we have a famous and talented 'chanteuse' amongst our membership, but that is not quite the case...as far as I know...). Read their reviews of that event later in this magazine.

The other event frequented by some of our Queensland club-members is the Restored Vehicle Association of Dalby's annual rally over the Mothers' Day weekend. This year we were thrilled to have Kerry Ryan join us, so we had quite a showing from the club there – apart from Alice who is still not quite ready for the open road, although looking very promising for Yamba!

You will read about the consequences of having a 'Bad Hair Day' - I can sympathise, Meg, although I suspect my Bad Hair Day from August 2024 is still 'top of the list' – more on that in the Qld report! It seems Mavis is getting cranky at being left out in the cold, which can be pretty cold in Tassie, and we hope that is sorted sooner rather than later.



I do not know if the 90A which was "free to a good home" advertised in the last Swallow Tales is still available, I guess the big challenge is getting her from Penguin, Tas. to wherever 'homebase' is – and the bigger challenge is where to put her once home!! If you are interested, the contact for that 90A is:

Gareth 0428 197 211

Rob's daughter, Tracey, had an encounter with a famous racing car driver, Craig Lowndes, with a pic to prove it... or are cardboard cutouts becoming more sophisticated?? Read the SA report and see what you think!

Over 'The Ditch' Gerard reports on various days of machinery displays and what-not with some excellent pics, not to mention Yvette's tendency to remove various jams and herbs from food stalls (home-made and home-grown, I would say) and fill the car with them – legitimately of course! Gerard also shares sad news of Yvette's brothers, Warwick and Morris, who passed away recently. On behalf of the Club, our SIMCA family, I send our condolences to Yvette and her family.

Of course, Luke calls the AGM to be held in September, whilst in Yamba.

Looking forward to seeing you all (well, about 25 of you) in September.

David... and Alice

For Sale!! Diecast Models...

In the last edition, John Pickles (WA) advertised his collection of die-cast models. I am not sure if he has yet down-sized sufficiently, so if you are still interested contact him by phone: 0895 355 023 or email: jpickles3@bigpond.com

His collection was amassed over the past 75 years, so is (was?) quite substantial, being over 350 models of varying scales. Among them are 50 SIMCAs of 1:43 scale. Please refer to the March 2026 edition of Swallow Tales for pics of some of what has been on offer.

From the Facebook Page

- a) Mick Johnson in Tasmania is wanting to locate an engine Block to suit a Simca Vedette V8. Must be in usable condition with no cracks.
- b) Dave Goldsack is wanting to buy a SIMCA V8 as he and his brother used to own SIMCAs in the '60s. It is his brother who is after it.
- c) Terri Cooper has this badge (to the right) and is wondering if anyone would have any information about it, particularly its age.



- d) Steve Armor's father was one of the founding members of the Simca Car Club of Victoria. He has enclosed the following pics as he thought we might be interested.



If anyone has any information regarding the enquiries from Mick, Dave or Terry, please send me an email (dk_reeves@bigpond.com) with your contact details and I will pass that on to them.

If anyone knows anything of Steve Armor's father, or has history with the SIMCA Car Club of Victoria, I would be happy to pass that on to Steve as well. He is going through various papers and thought we would be interested.

PRESIDENT'S REPORT - by *Luke Huntly*

Hello Everyone,

The preparations for the rally are well on their way and David has a few things planned which will keep us busy for the week. The AGM is set for Sunday, 13th September which will get the business side of things over nice and early. Thank you to everyone who has kept the club running over the past year. Please consider if you would like to continue in your current position or have someone in mind that might be willing to take on a position. Remember, all positions are declared vacant at the AGM.

It was great to catch up with some of the Queensland folk in May at the rally hosted by the Restored Vehicle Association of Dalby. We were able to have a quick meeting about the rally on the Saturday morning with Kerry, Skip, David, Michelle and myself while the other rally goers started out on the run to Crows Nest. It didn't take us long to catch up as there were quite a few vintage and veteran cars travelling in the convoy!

We caught up with David again last weekend who was in Roma to finish putting Alice back together. There is still a bit of tweaking to do but she is drivable again. David has become quite a part of the Huntly family, timing his visits with a couple of birthday celebrations and also came to watch Leo play a game of soccer much to his delight.

Bye for now.

Luke



Ed. This is what you might imagine the SIMCA Rejuvenation and Rehabilitation Centre in Roma looks like (left) but ...



... it looks more like this (left and right) 😊



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

SIMCA CAR CLUB AUSTRALIA INC

28th February 2026 to 30th May 2026

Balance \$5492.62

Subscriptions

210.00

Expenses

L. Laney, Simca Websit9

477.99

ASSETS Cash at Bank

\$5492.62

Memberships

210.00

Website costs

477.99

Balance at 30.05.2026

\$5224.63

QUEENSLAND REPORT - *by David Reeves*

In May, over the Mothers' Day weekend, the Huntlys, Skip, Kerry, Mark and I attended the Restored Vehicle Association of Dalby's annual rally. This year, it was great to have Kerry join us. Even though he did not bring a SIMCA, he did bring a beautiful Renault R10, which being French, is acceptable. Unfortunately, Trixie was the only

SIMCA in the pack with Skip bringing his VW Kombi (complete with fuel pump issues) in which he camped at the Pioneer Caravan Park outside mine and Mark's cabin (yes, he was spoiled with having a cup of tea brought to him in the mornings...); I brought my 'Modern Classic' (Monaro CV8Z) and Mark brought his Jaguar XJS.



SIMCA Club representation at Dalby (Skip, Kerry, David, Michelle, Luke and Leo – Mark was the photographer...

SWALLOW TALES



We cruised out to Crow's Nest and had an educational tour of the local soft drink company (remember when all small towns had their own soft drink companies?) and we also visited Cecil Plains Historical Museum, which has expanded since the last time we toured there a few years ago.

Mark's XJS

They have moved the original CWA hall to the precinct, and it was fascinating with its unusual floorboards. The main part of the precinct is the old train station, complete with sleeping car which not only had various displays set up in each of the compartments, it brought to mind various trips on the Sunlander from Brisbane – Cairns from my childhood and youth.



The Monaro and Skip's VW Kombi

There are some private residences nearby, and one somewhat peeved neighbour, who claimed that nobody had told her 'this was happening,' stood out the back of her property ensuring nobody parked there, thus preventing her from exiting her yard should she need to. Luke copped a cold, icy encounter as he drove Trixie in to the car park area, which I am fairly confident is not privately owned, certainly not by Madam



Kerry's R10 alongside Trixie, at Cecil Plains

Kafoops! He managed it well, as any president would (apart from one that springs to mind...no association with any SIMCA.)



All-in-all it was a fun weekend, with the only negative being that it always feels like a rush to leave on Sunday afternoons. I have decided that staying on Sunday night, thus employing a delightful drive back to Bilo on the Monday is preferable to getting in to Bilo after dark and having to be on extra-high alert due to kangaroos and other wildlife who may consider leaping in front of the vehicle without any warning!

Two beautiful cars: XJS and CV8Z...

SWALLOW TALES

Every year, there is a beautiful old, original, never been out of rego 48-215 holden. The woman who is custodian has a long-time association with the car, although I can't remember the story. It is great to see one of the few remaining genuine Q-plate registered vehicles in Queensland!

What? No number plate on the front? Doesn't require one, as Q-plates were single-issue and required to be displayed on the rear of the vehicle!

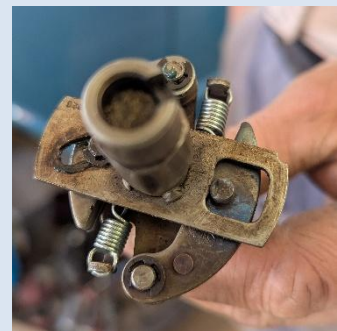


Look closely you will see the original Q-plate, mounted below the multi-purpose tail, brake and number-plate light.

Update on Alice:

Alice has been a long-term resident of the SIMCA rejuvenation and rehabilitation centre in Roma since her 'failure to proceed' out of Dubbo on her way home from Tasmania. I have spent a total of four weekends in Roma since her admission to 'the centre' and worked as Luke's apprentice SIMCA mechanic (and builder's labourer at my most recent visit).

The issue that caused her to 'cut out' and glide to a stop on the side of the Newell Highway was that the distributor shorted out, due to a spring which failed (at 60 years old, no surprise, really). Luke dismantled the distributor (I cleaned various parts) and manufactured two new springs, so I expect it will run for many more years to come – although I will look into an electronic version! Pic to the right shows two new springs fitted to the internal workings of Alice's distributor.



How could this require four weekends worth of work, I hear you ask? Well, we also noticed that she seemed to be losing coolant, and it was discovered that the leak was from a where the water pump and the block were no longer successfully sealed. Cause? A bolt for the bracket for the alternator had failed, resulting in its pushing the water pump away from the block. Alternator and pump removed.

"Hmmm..." comes from Luke – always an indication that something is not as it should be! The water pump had some play in it (it was reconditioned a couple of years ago) and there was too much gap between the impellers and the internal surface of the pump, and a bit of play which should not have been evident! (I hope I got that right, Luke!) So.... The pump had to be dismantled and rebuilt – Luke is amazing, especially



Ed. Alternator, water pump, thermostat housing removed.

Of course, Luke also noticed that the bottom bracket supporting the driver's side front shock absorber was broken (thank goodness for retrieving that P60 sedan on the way back from Moama in 2024, which also supplied a new speedo cable...), so that required attention.



Ed. Water pump and thermostat housing in place – I had mastered the torque wrench by this stage!

Not to mention that “Hmmmm...” was heard in reference to a drop of oil at the back of the gearbox, the wheel bearings, the brake cylinders... all resulting in some more attention lavished upon Alice! So, all the above were also removed, cleaned, and new parts (buckets and boots for brake cylinders...) were sourced. I put the brakes back together, and of course we flushed and bled the system, and Luke was happy with my efforts, so that is something!

When fitting the replacement speedo cable, it became obvious that the speedo itself was not working. In fact, it appeared to have seized – so my theory that the dreadful noise of an unleashed banshee I heard on the way to Tasmania had something to do with the speedo was proven correct (I am now a diagnostician) even though my cousin's mechanic in Tumut said it wouldn't have anything to do with the speedo. Of course, Alice did not let any notion of an inappropriate noise emanate whilst he and I drove around Tumut hoping to hear something. She was probably feeling a little shy!

We removed and dismantled the instrument cluster and applied copious amounts of oil which remained insitu between visits, but unfortunately, although at first it seemed the speedo was working again, she failed! I have an app on my phone which I can use to monitor speed and distance travelled, so that will be the main instrument until I sort out the speedo!

So, you see why she has remained at the SIMCA rejuvenation and rehabilitation centre in Roma for so long – oh, and not to mention the replacement of the front oil seal. The rear one was in good order, but at least I have a spare ready and waiting!

Last Monday morning was her first excursion. Luke and I accompanied her to Knight's panel beaters in Roma to obtain a quote for repairs to damage received from the incident with the rock in August, 2024. A friend and I had done some amateur panel work to get her drive-able and basically roadworthy, but if you have seen her, you will know she has some scars! That incident resulted in her being written off – no real

SWALLOW TALES

support received from the insurance company at that time. Both Alice and Norma-Jean (Monaro) are now insured with Enthusiasts Car Insurance, at much lessor rates than their previous insurance companies.

The quote came in at over \$9 000 less than the original quote which resulted in the write-off. I realise that this job, not being an insurance job, is highly likely to have influenced that price. It does mean that she will remain in Roma a little longer, but she should be 'good to go' come September!



Ed. Apprentice at work... not terribly flattering! But Alice appreciates it!

Ed. Radiator and hoses back in... getting close!



Ed. Front brakes, above, getting back together, rear brakes, right, coming apart.



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

“Baby Blue” comes to town

Recently we had a surprise southern guest at Northern Simca Respite care. “Baby Blue” made the journey to commiserate with “Mavis,” over a severe case of domestic violence.

Her carer Meg Heritage, had inflicted a very nasty dent in her driver’s door. Meg claims that she was having a “Bad Hair Day” and backed into the garage door. Now for those that suspect it might have been, “A too much alcohol day,” Meg doesn’t drink.



It’s hard to get a bodyworks to even look at repair work on old cars these days. Its unbolt and replace only. I suggested to Meg that “Baby Blue” take a leisurely, trip up north. Upon viewing the damage, my long-time body man, said he would have a go at it.

Meg came up, stayed overnight and in the morning she and Leila took the car to our paint shop. They have the latest computer paint matching tool. It was difficult due to the fact that, that colour could not be found and the car had previously been painted. Whilst it was an excellent re-paint, it had been done in a cellulose or enamel. After several goes they were able to get it very close in acrylic.

They then took the car to Peter Wells my bodywork mate. It was a nasty dent with the radius of the dent having stretched the metal. Peter commented because the car was made with proper metal, he was able to shrink it back into shape. The paint is a tad

darker, but he didn't flush into the side in case the paint reacted with the enamel. It will fade slightly anyway.

She looks shiny and cheeky again 😊. Cost? \$460, including labour and all materials. Expensive "Bad Hair Day", but a bargain none the less.

Whilst here, it was discovered the clutch pedal was on the floor. It's amazing she made it up Spring Hill. Upon checking with father, Bill Heritage, the car has only had service items. Still the original clutch with 107 thousand miles on the clock. It was decided whilst Baby Blue was here we would attend to it. Meg was in Sydney and called into Morrie Barrett's, who gave her a good used clutch set. I have taken these to our local engineering firm, who are reconditioning them.

I am waiting for my mate Martin, to get a 1973, V12 Daimler off the hoist. The job has turned into a nightmare, it's lucky it didn't have a mysterious fire. They are known to burn ☹.



"Baby Blue" and "Mavis" are side by side under cover until then. I do hope "Mavis" doesn't pass on any of her bad attitudes. She hates E.V.'s and only just tolerates P.H.E.V's.

The reason "Mavis" is out in the cold, is because we had to put the "X Type" Jaguar in the garage. It's in mint condition with only 80k which I bought to flip. Leila liked it, so we decided to keep it a while. I bought a \$300 all-weather cover for it, as we had no garage space.

After various removals of the cover, I found slight rubbing of the paint. This came off by hand cutting, so much for the all-weather cover. As soon as it stops raining, I will give it a detail and move it on.

"Mavis" wants her garage back, otherwise she will be in a worse mood than normal. As soon as the weather improves, we will go E.V. hunting again. That cheers her up 😊 😊.



Jag resting in the shed wondering what electronic gremlin to throw up next ☹

SOUTH AUSTRALIA REPORT - by Rob Stapley

Hi all,

We hope our members are enjoying good health and enthusiasm to be out in the garage or shed. My major exercise now is reclaiming the wiring loom and any bits and pieces off the wagon from James Duggin's place in Clare. A little treasure was the pair of half-moons located in the column change assembly before conversion to floor change. If you know you know.

So, I will keep the diff and front suspension and steering box. I think the wagon diff is a different ratio. As well as all that, I want the body off the hoist so the blue wagon can replace it to prepare for the trip to Yamba later on. We plan to drag the tear-drop to the rally to maybe save some money on accommodation and fuel getting there and back. So, another adventure on the not-so-distant horizon. They say the enjoyment in travel is getting there and back, isn't that right David? *(Ed. Enjoyment, 'YES', and at times some other emotions – particularly when you're on the side of the Newell Highway outside Dubbo!)*

Of course, local club activities continue with coffee mornings and club runs to attend. It is good to get progress reports on David's Alice. With David's apprenticeship under Luke surely, he will be a qualified Simca mechanic, but don't get too excited David, there's a very limited demand for said mechanics! We also hope Iain's 90a is soon back on the road after some internal repairs.

SWALLOW TALES

Our daughter Tracey and husband Andrew travelled to Alice Springs _Finke to support their son (our grandson) Bailey who was racing in the Tatts Finke desert race. Quite a bit of planning and logistics are involved in such an exercise with fuel stops, running repairs, food and refreshments and accommodation to be organised.

To be successful you need a small army of family and mates. It is dangerous, as evidenced by the death of one of the competitors this year. Nowadays special riding suits can be worn which, if you come off your bike inflate like an airbag to offer some protection. Bailey did OK coming in the top third of bike riders.



On the way up to Alice Springs Tracey and Andrew stopped in Glendambo and who should be there but Craig Lowndes who was also competing in the race, but in a Ute. Of course, not to pass up a photo opportunity Tracey had to pose and Andrew snapped. Then again in Alice Springs at scrutineers and briefing. Tracey assures me she wasn't stalking him. I would point out that flesh and blood is probably preferable to a cardboard cut-out

(Ed. Of course, Rob, not wanting to be outdone by any other members who may have had a photo with a cardboard cutout of Craig Lowndes managed to outdo the rest of us with the 'real deal'!)

They have been petrol heads since the first Adelaide Grand Prix and now with supercars in Adelaide and Bathurst.

So, in conclusion, keep focussed and we will hopefully see you in Yamba.

Cheers Rob and Ina.



Ed. Rob and Ina's wagon and tear-drop – will be great to see them in Yamba!

NEW ZEALAND REPORT - *by Gerard Crombie*

It's been a busy 3 months since the last report, some related to car club activities but a lot of family things and in the last month my usual annual indoor bowls competition trips.

Back in March, the Warkworth Museum had a "crank up" day for its old machinery including threshing machines, baling machines (hay press!), tractors, mowers, and various steam and diesel stationary engines. They also had a classic car display including a 1950's fire engine.



The 1948 Chev Fleetline had been repainted but otherwise, namely inside, is in its original condition.



Diesel stationary engines and a variety of mowers.



The fire engine needs no explanation. We know the siren works (heard it constantly) and the engine blows enough blue smoke to almost need a fire crew to control the oil fire.

SWALLOW TALES

The Mid West Rodders, have a monthly Coffee and Cars at Westgate that is close to home and often has interesting cars, and the Simca is always welcome. If we have a spare Sunday morning, we go to see anything of particular interest. The vehicle that



appeared recently was a 1912 model T. It was imported from the United States and the current holder says all the parts are original (apart from essential mechanical repairs) and he has all the original paperwork to prove it.

If all is true, then it's a rare and valuable little antique! Parked behind the Model T in the picture above is the Simca.



This month's yellow car taken earlier this year at the Elvis in the Park event is a 1934 Ford V8. It may not now be a genuine classic but at least its not been chopped! For me it looks great in yellow.

The last two years a school in the area has had a community day including a car display and one of our club members is on the organising committee so we have supported the event. It's an enjoyable afternoon with

food stalls from which jams and herbs seem to have found their way into our car before heading home (suspect = Yvette). The car below is one of three classic cars owned by the mechanic who currently does the repairs on my cars, caravan and trailers.



A 1966 Ford Thunderbird.

We recently visited one of the classic car parts suppliers in West Auckland who invited the club to view their product range. Part of the enticement was the offer of barbequed sausages for lunch, an offer the male members, myself included, could hardly turn down! The interesting demonstration they put on was of a rubber moulding machine (ex a car assembly supplier) for which they have several hundred moulds. The part they were moulding on the day was rubber brake pedal pads for a particular model Triumph. Unfortunately they can only make what they have moulds for and that's nothing specific to Simca.

The next arranged day was to be at the VCC clubrooms on the North Shore that was to include their parts storeroom. We planned to attend, however due to the extreme rain forecast for that weekend the event and many others got cancelled.

Recently family events have been a priority for us. In a five-week period Yvette's two brothers have both passed away. Yvette's older brother was Morris Chandler who was well known in New Zealand Motorsport particularly in rallying and establishing Rally New Zealand. He was also known Internationally being on the FIA's Rallies commission 1983 to 2006 and also the FIA World Rally Championship commission from 2002 to 2010, including serving as president from 2006 to 2010. His involvement in motorsport also included Formula 1 as he was on the FIA World Motorsport Council, was a Formula 1 Steward and ultimately became Vice President of the FIA in 2006, eventually retiring from the organisation in 2017. Morris died of terminal cancer.

Yvette's other brother Warwick had a fall in his independent living retirement village unit, broke his hip and was on the floor for several days before being found. He died from the subsequent complications. Warwick was also involved in motorsport through

SWALLOW TALES

organizing the NZ Targa Rally for a number of years. To lose both brothers in such a short time has been difficult for Yvette and as one brother lived in Nelson has necessitated a couple of quick trips for her to the South Island.

The last three weeks we have been away for indoor bowls. We took the caravan away and left for New Plymouth at the end of May for a tournament there, spent a couple of nights in Wanganui and then went to the New Zealand Indoor Bowls Nationals in Palmerston North for the next 10 days. I enjoyed the competitions but, in the Nationals, didn't get beyond section play. I had the misfortune of playing either the subsequent winners or runner-up in singles, pairs and triples so that didn't enhance my chances for success in the events.

We are now booked for travel and accommodation for the Simca AGM in Yamba so will look forward to seeing some of you in not much more than a couple of month's time.



When BIG matters and petrol's cheap! 1963 Chrysler Imperial. (It's about 5.8 metres or 19 feet long) Pictured at the Henderson Valley Community Day.

2026 National SIMCA Rally

Dates: Saturday 12th September – Friday 18th September (Including AGM on Sunday 13th.)

Venue: Calypso Yamba Holiday Park (02 6646 8847)

I expect all those attending will have made their booking for accommodation. Looks like we will be a group of 25, so should be a wonderful time!



Historic Winton, May 2026 – by Ian Powell and Rob Stapley

From Ian:

We had a great weekend, 30th & 31st May, at Winton catching up with Rob, Ina & daughter Michelle, and Joe & Lesley.

Our travel to Winton started in April with a lightning one night trip to Hobart to drive & sail Camile- the green Vedette back to NSW via Winton. I had kept the car in Hobart at my daughter's since the National Rally in Ulverstone, the trip back to the mainland went without a hitch with a few bakery stops! (*Ed. Vanilla Slices perchance?*)

Then on to Mansfield Vic. for a garage until the Winton weekend. We picked up Camile and quickly met up with Rob and Ina.

Thanks to the club's pre-event contacts with the organisers we had a display spot in with all the demonstration lap cars meaning on both days we did about seven laps with many other classics.....the SIMCA brand raised the status of the display markedly from the Rolls, Ferrari, GT Falcons and a multitude of other makes. I actually enjoyed the Mini Mokes that were on display.



It was great to do a few laps and throw on the super charger for a bit more noise up the main strait, also handy on hills on the trip home. Rob and Ina scored a

place of honour for SIMCA being displayed in doors amongst the Austin 7s and some classic Commodore muscle. (*Ed. Commodore Muscle was obviously off 'flexing' when the pic was taken!*)



The Vedette created plenty of interest, both those knowing, and some checking they recognised it, and many who had no idea. The old French Ford Vedette to SIMCA to Chrysler with Adelaide manufacture and a flathead engine left many interested.

The trip home from Winton to Jervis Bay was completed over two days, saying farewell to the SIMCA team at Winton completing the demonstration laps on the Sunday and driving the 285km to Gundagai up the Hume before dark. The next day was another 320km up to Jervis Bay via Kangaroo Valley - a very picturesque run which I had thought was the flat route across to the coast...the last hill between Kangaroo Valley and Nowra was huge, and we watched the temp. gauge climb as it usually does. Fortunately the hill finished just where we had decided to stop for a cool down, so it was onward down

the hills using the 5 speed Toyota gearbox to brake the car wherever possible instead of the recently overhauled 67 year old brakes.

Problems were limited to one headlight low beam going out. Fortunately hi-beam isn't that bright and I replaced the old battery in the Mansfield break as the starter is poling, needs refurbishment and I wanted a stronger battery. The upgrades completed by Peter Walker are marvellous for the Vedette, MR1 Super charger, Celica gearbox, air conditioning and wire wheels (Triumph copy).



Ed. Camille on display, keeping good company!

Overall a great trip with fuel economy of around 11-12 l/100km. Fuel 98 Premium, no oil or coolant top up was required.

Hobart to Devonport 281km, ferry, Geelong to Mansfield 270km, Mansfield to Winton 72km, Winton to Gundagai 270km and Gundagai to Jervis Bay 320km. Total trip: 1,213km.

Thanks to my co-driver Adele...who doesn't know where the brakes are... or slow for corners...

Cheers and see you in Yamba!

From Rob:

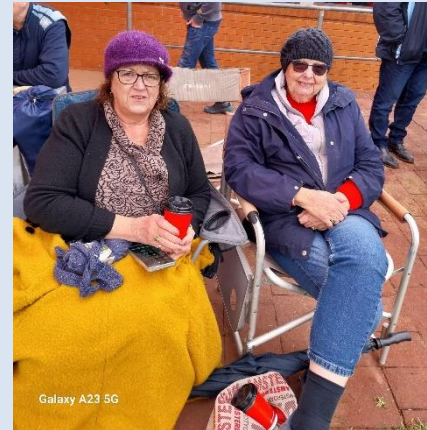
After months of planning, we set off heading to Mildura - halfway to Benalla and Winton Historic race meet. In Mildura we shared a 3-bedroom cabin in Apex Park with my sister Lesley and her husband Joe. We departed early the next morning in the Territory with the brown p60 on trailer. Lesley and Joe did some sightseeing in Mildura including Woodsies Gem Shop which some of you might remember from previous visits. We found our accommodation in Benalla once again sharing with Lesley and Joe. This time in a 3-bedroom cottage.

Next morning, an early start again and we arrived at track at about 9.00. Cars were already on the track despite the wet, misty and cold conditions. I unloaded the SIMCA, parked the trailer and Territory and proceeded to find somewhere for the Simca. I ended up in an area with Austin 7 Club signage all around so assumed I was in the display area set aside for invited marques - wrong I was!

However, I walked up the ramp into a lovely big display area with carpet on the floor, a vast front glass window with lawned area in front for viewing the racetrack and protected from the weather. 'Perfect', I thought. A helpful member of the Austin7 club directed me into position, and we left confident that the car was well-situated.

We then walked up through the pits and made camp in front of the canteen, a bit protected from the weather, good viewing of the racetrack and close to food and coffee. (Ed. Pic shows Lesley and Ina guarding their space in front of the canteen...coffee in hand!)

I remembered I had with me an original Oxenford conversion rocker cover with a little plaque advertising Oxenford and tappet clearances (6 and 6) which I was planning to display in the SIMCA. It was still in the Territory so had to retrieve said cover and back to the SIMCA I went.



On arrival at the display shed, I noticed a group of people at the SIMCA. I placed the rocker cover on the dash and shut the door. One of the gentlemen asked if it was my car and of course, I answered in the affirmative. He said, "This area is reserved for Austin Sevens and the 'simcar' should not be where it is."



Ed. The 'cat amongst the pigeons'...

I pleaded ignorance (easy) as I only parked where I was told. He wanted the 'simcar' out as he was expecting about 30 Austin 7s later in the day. I said that if the SIMCA was in the wrong place I was happy to move it (no I wasn't) but pointed out I had parked it where I was directed. After some friendly discussion he decided to call in the 'big guns' and phoned the director of

operations.

This very friendly gentleman turned up, couldn't see a problem with where the SIMCA was and it could stay, prime position and dry and safe. I suggested to the Austin 7 Club rep as he walked away that before he embarrassed himself there is no "r" on the end of SIMCA, and it's pronounced '**sim**-ca' not 'sim**car**'. He didn't reply. (Ed. He was probably scared due to Rob's standing up to him. Go Rob!!)



Ed. And here is the classic Commodore muscle mentioned by Ian, also up with the Austin 7s!

The rest of the weekend proceeded without mishap for us. Joan Hoey arrived with her family to join in with the spectators, something she had done often with Geoff I presume so a bit of nostalgia for her.

Next day, Saturday, Ian Powell arrived with Adele to display the beautiful Vedette. On Saturday and Sunday display cars were allowed on the track to do a few laps.

SWALLOW TALES

The commentators commenting on various cars as they passed “and here comes Vince in the Vedette – oh, correction. It’s not Vince, it’s Ian in a nice Vedette.” Vince must be a regular attendee.

Overall, a great weekend. The weather wasn’t flash but a bit of water on the track kept the racers on their toes and when on Sunday one of the cars dropped a heap of oil onto the track a couple of spin-outs and detours into the wet infield added to the excitement!

Good racing and sometimes exciting. Some of these cars are seriously fast, like scary fast on a relatively small track of about 3 kilometres with plenty of twists and turns.

We, as a club, were left to our own devices as there was no designated area set aside for invited marques as obviously there was with the Austin 7s. Anyway, no complaints and we arrived home Tuesday evening via Mildura again. There is a great little bakery in Robinvale main street with the best selection of cream cakes etc. and good coffee (*Ed. And Vanilla Slices??*).

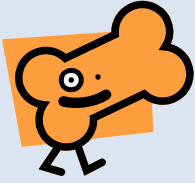
Cheers Rob.



Ed. Camille in a line-up, two cars down from a SIGMA Scorpion – how many times have we all had to explain 'I have a SIMCA, NOT a SIGMA!'



SIMCA 9 Arondes



Funny Bones



**This morning
I tripped over a
box of Kleenex
and thought
I injured myself.**

**Turns out
it was just
tissue damage.**

I was in Woolies the other day, looking for pudding, but I couldn't see the top shelf. Along came this Viking guy and he picked me up, put me on his shoulders and rode up and down the aisle until I had selected all the puddings I wanted.

I asked him his name to thank him, but he said he had no name.

It seems I had been riding through the desserts on a Norse with no name!

I misplaced Dwayne Johnson's cutting tool for the origami workshop.

I can't believe I lost the Rock's Paper Scissors...

Walking home late last night I passed a hot fudge sundae, a lemon cheesecake and a slice of apple pie.

I thought to myself... "The streets are strangely desserted tonight!"

I found a \$20 note in the carpark, and I thought to myself, "What would Jesus do?"

So.... I turned it into wine!

The longer my wife and I are married, the more annoying she says I am... and the more crime TV she watches.

Hopefully, that is just a coincidence.

Perks of being 60 years old (or more)

1. Kidnappers are not very interested in you.

2. In a hostage situation, you are likely to be released first.
3. No-one expects you to run anywhere.
4. People call at 8pm and ask, "Did I wake you?"
5. People no longer view you as a hyperchondriac.
6. There is nothing left to be learned 'the hard way'.
7. Things you buy now probably won't wear out.
8. You can eat dinner at 4:30pm, and nobody questions it.
9. You can live without sex, but not your glasses.

Studies show that people with high IQs tend to be lazy... or something like that.

I didn't read the whole article.

What did our parents do to kill boredom before the internet?

I asked my 15 brothers and sisters, and they didn't know either.

I'd like to give a BIG shout-out to the person who invented the over-cooked steak – VERY WELL DONE!



SHARE THE PASSION

SHANNONS INSURANCE FOR CAR ENTHUSIASTS

INSURANCE FOR MOTORING ENTHUSIASTS

PS - From the Editor...

Please remember any contributions / suggestions welcome.

Reminders:

The 2026 renewal of membership was due on January 1st 2026. 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.

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Unit B, 12 Frederick Street, St Leonards 2065

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Hidden Valley Motor Sports Park,
Hidden Valley Road, Berrimah 0828

QUEENSLAND
Unit 5, 305 Montague Road, West End 4101

SOUTH AUSTRALIA
863-865 South Road, Clarence Gardens 5039

TASMANIA
337-341 Argyle Street, North Hobart 7000

VICTORIA
321 Warrigal Road, Cheltenham 3192

WESTERN AUSTRALIA
152 Burswood Road, Burswood 6100

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SH02984 29/04/11 A



Breaking News

2026 National SIMCA Rally will be held from Saturday 12.09 – Friday 18.09.2026.

Based out of Yamba, NSW.

Any insights you may have feel free to email: dk_reeves@bigpond.com

SIMCA CAR CLUB AUSTRALIA Inc.



**CLUB MEMBERSHIP APPLICATION/
RENEWAL January – December 2026**

Please **print all names** for family/joint membership

Surname: _____ **GivenName/s** _____

Postal Address

_____ **State** _____ **Postcode** _____

○ Please indicate (x) in the boxes for any personal information you do not wish to be published by the Simca Car Club Australia Inc.

Contact Details: Home/Work Phone: _____

Mobile: _____

Email: _____

☐
☐
☐

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

Facebook ☐ Website ☐ Word of Mouth Other
Details.....

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

First Application - Do you own a Simca/s? YES NO Please provide details below. **Renewing Application** – Any changes to your existing cars from last year? (No., type, condition, etc)

ANNUAL MEMBERSHIP SUBSCRIPTIONS

Simca Car Club Australia Inc. membership operates from: 1st January to 31st December each year. All Membership Fees are due and payable each Year on: 1st January

Annual Subscriptions are currently: Single \$40

Family/Joint: \$45

Signature/s: _____

Date: _____ (Both signatures required for Family/joint membership)

Please pay by EFT or Cheque to Simca Car Club Australia Inc. & return this form to:

Secretary/Treasurer S.C.C.A. Inc.

Iain Dyer

121 Penquite Road

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