



SWALLOW TALES

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

VOLUME 25

NUMBER 2

JUNE 2018



Ian and Mandys Rancho on route to the body shop.



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.

COMMITTEE OF MANAGEMENT (as elected at the 2017 AGM)

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

Greetings all,

The year has marched on and it is over a year since we were gathered at the rally in Tweed Heads. Seems unbelievable. These chilly winter days bring back memories of fun in the sun we had. Mind you, it wasn't so warm meeting at the gate at 5.30 a.m. in drizzling rain. We are not morning people and it was epic we even made it. It really was a fun trip with so many great memories with club members. I often think it is a pity we can't get together regularly, however we all live at the four corners and it isn't going to happen. The next rally, Tasmania, is coming up quickly. I must admit to being a little nervous, we have to top those Queenslanders and that aint going to be easy. They just did a great job.

Fortunately I have finished all treatments and am starting to feel more human. I only have regular scans in future and hope the horrible stuff doesn't come back. Not to dwell on health, I'm sure many members are dealing with issues, but we need to have Ruth and Geoff Rose in our thoughts. Ruth's condition has progressed to a more serious stage and she is about to start chemo to slow its progress. She is super positive and tough as old boots, but there is no ignoring the situation.

I have just realised we have been in the club 9 years and still haven't displayed our Simca. It's on the cards we will be displaying it soon, on a trailer, looking very crispy as a burnt out shell! I have gone on about the brakes previously. When you spend a grand on the whole system you would expect a good result. Every time we take it out the brakes gradually lock on. I spent last Sunday under the car taking the master cylinder out again. There has to be a problem with it. Morrie kindly sent me a P60 unit in good nic, which has gone to S.A. for sleeving etc. You have to change the brake switch set up, but that can't be rocket science. I also spent the rest of the Sunday pulling the steering box out. Unbelievably, the steering box let go, giving it enormous free play and jamming it on lock. We have a couple of spares and hope to be able to make a reco one out of them. On top of that, I pulled the distributor out and am sending it to ignition developments in Melbourne. They used to do my race cars and are brilliant. Against the grain, I will get them to convert it to electronic. Not a bad Sunday for a one armed spanner spinner, that needs a sky hook to get up off the ground.



We are really looking forward to catching up at Beechworth. We were rushing to try and get the car done, but decided to give it a miss. Winter here is not conducive to work in a tin garage. We will bring our trusty 307 diesel, at least we can still get into French day. We will get the Simca totally finished as it gets warmer and do heaps of trips around here. Once we are totally happy with it, expect to see it at a venue near you. My goal is to try and wear it out before the lights go out. At 71 next Saturday, I'm starting to realise, "we'll do that next year", might be better this year.

Simca's and Speedway. I have included a few grainy images of Simca's racing at speedway venue's. I can well remember seeing the Simca's racing at Liverpool raceway. It was more crash and bash in those days, but enthralling to watch. I remember vowing to give it a go one day and little did I know how many oval laps I would do, in a variety of cars. Bit of memory lane here, sorry to bore you, but here is the story of my first speedway car. I was pit crew on the Coca Cola race team Torana, 73-76 and we used to travel all over Australia. In those days the entry level was "Standard Production", which allowed you to take a standard road car and modify it, without any "go fast" bolt ons. I thought about a Simca, as one had been the car to beat some years ago. With the permissible mods they were too heavy to be competitive. I called the local Toyota dealer and bought a rather sweet grey and pink Anglia 105E. I drove it home, straight into the shed and stripped it out. I hired a pipe bender and barred it out doing all the preparation and welding myself. (Helped being a failed plumber.)

I had a trick up my sleeve, in that in Canada they released an "Anglia Super", this was still only 1200 cc but had a hot cam, headwork and a 28/32 DD Webber. I checked and yes I could build mine to this spec. A

local engineering firm was sponsoring me, so I was able to buy some good gear. There was a lot of good stuff available in those days. I purchased a GT Cortina motor complete with Webber and extractors. The older more knowledgeable member would comment, "the Cortina motor was 1500 cc". Correct. Would I cheat? Absolutely! I was lucky enough to purchase a set of genuine Cosworth rods, a set of forged pistons and set about building the motor. The problem was the Scrutineers wanted the engine number of the original motor to do their homework. The problem I had, was I had a block with the wrong engine number and about half an inch higher. I couldn't do anything about the second bit, but a solution presented itself for the first. I ground the engine number off the Cortina block and ran a strip of body filler in its place. I then took a scalpel and laboriously carved the original numbers. A couple of coats of green hammer tone and bingo you had a 1200 super motor. I screwed the whole lot together and it sang its heart out at 7000 rpm plus, for two years and it never missed a beat. Blowed if I know why we have to have three goes, at a simple Simca motor. A bit of a nervous moment at scrutineering, as they checked the engine number, but all good, the whole car passed first time. No one noticed the tall block. Cheat you say? Maybe, but I knew what everyone was up to.

As a humorous aside, one night going full noise three wide, I rolled right in front of the control tower. The car spun like a top on its roof and the commentator said, I think we will call him "Dizzy Dyer". The name stuck and even today people will call out "G'day Dizzy". The Smith family in New Zealand would appreciate the story, they have been involved in speedway for many years and would have lots of great stories.



For you horrified and shocked readers who are asking, “what has this got to do with Simcas?” Forty five years later I have that same 28/32 Webber sitting on the shelf in my shed. Unbelievably, I also have a manifold that has been fabricated for that carby to fit a Simca. It is a lovely piece of work and was part of John Pickles collection. I also have a Delorto 45 side draft carby and fabricated manifold to suit a Simca. A future plan is to build a nasty race motor out of a spare Rush I have, but will go with the gentler option first. As soon as we get the Simca totally reliable, I will fit the IDA along with the cam and some head work. Should perk it up without being too extreme. The real reason for the story, it’s a cold wet day and I just felt like having a ramble.

Best wishes to all
Iain and Leila.



David Reeves lovingly calls his car Alice. I might call ours Noel, after Noel Coward. I think it is scared of the traffic, it never wants to leave the shed!

PRESIDENTS REPORT - by *Morrie Barrett*

President's Comments.

Congratulations to Davis Reeves for his award at the recent All French Car Day in Brisbane where Simca's were well represented, unfortunately the Grand Large only made it to the Lennox Head turn off just south of Ballina when the oil feed to the rockers on the temp Rush motor failed so the GL was flat topped back home, the following day received a call from Rob Snesby Woolgoolga enquiring as to if it was my GL he saw on the Flat Top, you never know who is watching.

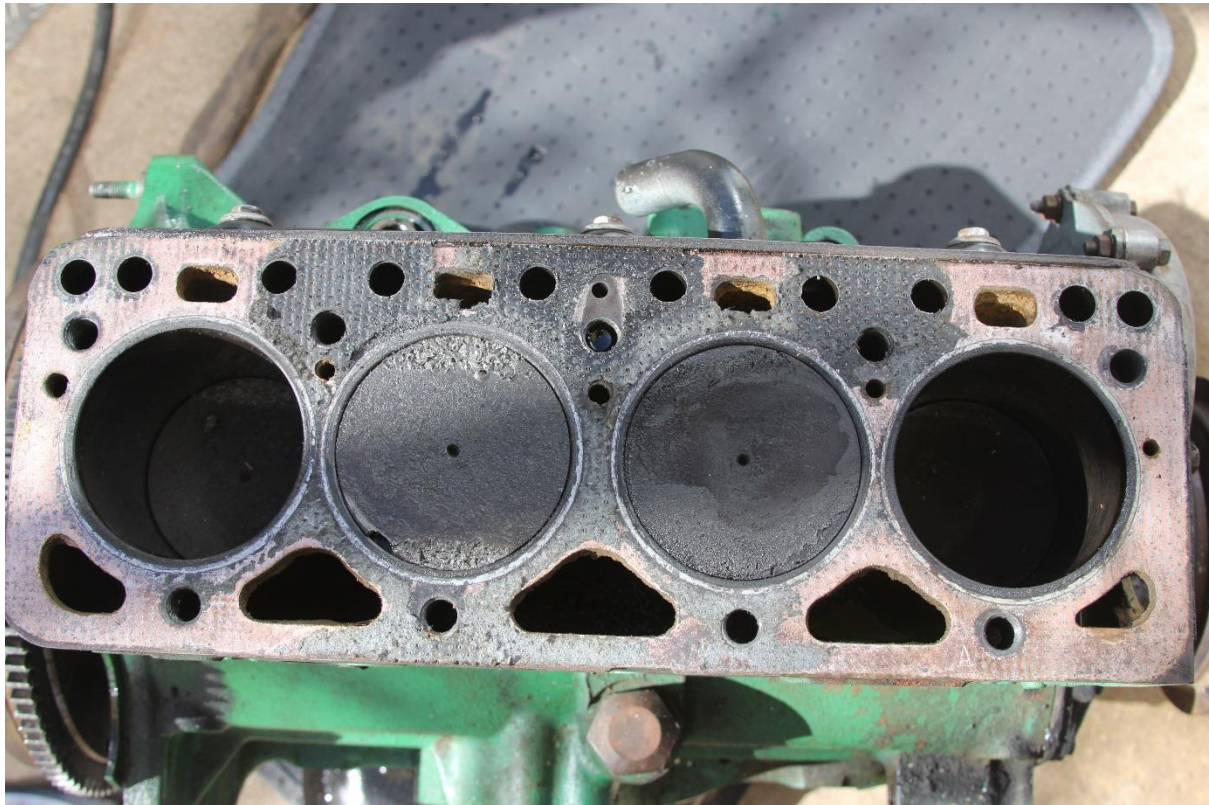
Original motor now rebuilt will be fitted next week so should have it run in for Beechworth, speaking of Beechworth have you made your bookings yet?



You won't see one of these on the side of the road everyday!



Sadly, the end of the road.



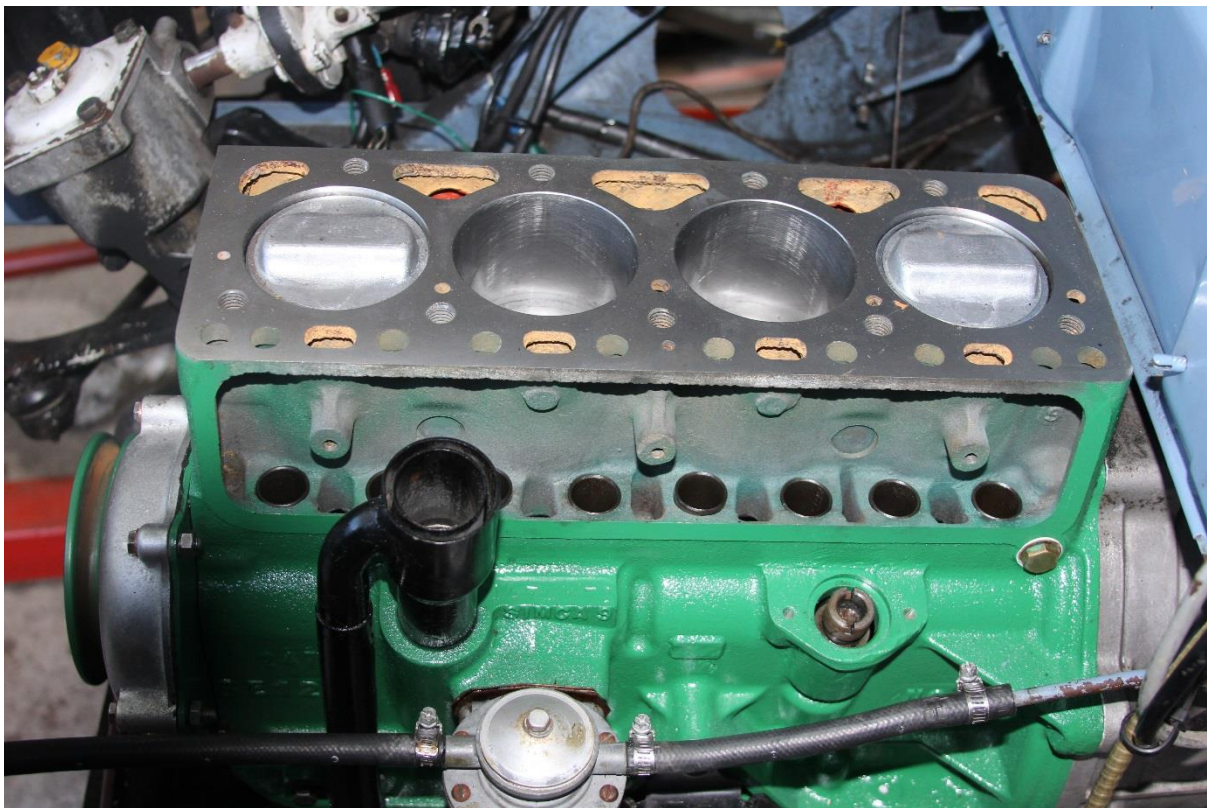
The culprit. Rush motor with hole in Piston. The darkened area in the two centre Pistons suggest a blown head gasket to me. That holed Piston has been very hot.



Fresh Flash engine being installed.



Lovely paint job Morrie



Fresh Flash motor with H/C Hepolite Pistons. Check out the loaf of bread cast into the Pistons. Morrie assures me the head will fit and be equivalent to a Flash special with about 10 BHP more.

SECRETARY'S REPORT - *by Doug Murphy*

Membership: At 30 June, the Club (SCCA Inc), had 47 financial members. The net decline over the year was 6 members, with 11 members deciding not to renew and 5 new (and v welcome) members joining. Our newest member is Peter Mayne of Bethania Queensland, with a 1960 Aronde sedan. Welcome Peter. There are now 11 members in each of Queensland and Victoria, 9 in NSW, 5 in NZ, 4 each in WA and SA and 2 in Tasmania.

Memberships were due for renewal on 1 January, and members who haven't paid their dues within 6 months ie by 30 June, are regarded as unfinancial and as past members. There a couple of members intending to pay but have yet to do so. Compared to the corresponding figure a year ago, our total membership is down by a net 6 members. Well that's unfortunate but it has to be expected, given that our 'average' age is climbing, and we're not being replaced by younger people. This is very widespread in clubs throughout Australia.

Treasurer's Report: The Financial Statement showing Income and Expenditure for the last two years, and the latest Balance Sheet is presented below. *lain- actually its in the attachment.*

The main changes have been; Revenue down a little, Expenditure way down (The 2017 Meet and AGM at Tweed Heads pushed expenditure up a lot). The good news- finishing on a high note, is that the Club's asset- cash at bank, has bounced back up.

Advance Notice of the AGM; the AGM is planned for Saturday morning 27 October in Beechworth. The exact time and venue will be confirmed in due course.

On the side. last Friday morning, I was driving along and the traffic lights changed to amber. So I slowly decelerated. Next thing a loud bang, the car bucked and it was pushed from behind across the intersection. I hopped out and waved to the line of cars, going in the opposite direction, stopped by the red light. A lady who saw it all, stopped and gave a witness account. I walked to the car behind, I was thinking fire and injury. It was surreal, the engine was running, with one headlight on and the two doors flung wide open. Nobody there. It was a hit run in a stolen car. The police subsequently arrested two 14 years old at the railway station awaiting the getaway train. My car is to be written off, largely because of damage to the rear spring hanger on the LHS.

You know the saying “ you never know what’s around the corner” well I’d add “ or what’s behind you”

SIMCA CAR CLUB AUSTRALIA INC.
Financial Statement : Year ending 30.6.18

	30.6.2017	30.6.2018
INCOME		
Annual Subscriptions	\$ 2,045.00	Annual Subs. 1915.00
Raffle	\$ -	Raffle -
Donations	\$ 10.14	Donations 10.00
Bearings & Tail Lights		Tail Lights
Rally	\$ 250.00	Rally
		Lenses
TOTAL	\$ 2,305.14	1925.00
EXPENDITURE		
Secretary Exp.	\$ 96.55	Secretary Exp./Postage 75.65
Newsletter	\$ 580.21	Newsletter 135.93
Namebadges	\$ 8.70	Namebadges
Fairtrading	\$ 44.00	Fairtrading 95.00
Stickers & Posters	\$ 97.60	Stickers & Posters
2017 Rally	\$ 2,277.35	2017 Rally
Keyrings & Torches	\$ 1,004.26	Keyrings & torches
Website Costs	\$ 176.94	Website Costs 163.98
		Bank/Paypal Fee 3.34
TOTAL	\$ 4,285.61	473.90
NET PROFIT / LOSS	-\$ 1,980.47	1451.10
ASSETS		
Cash at Bank	\$ 4,996.95	Cash at Bank 6448.05
LIABILITIES		0.00
NET ASSETS	\$ 4,996.95	6448.05

BALANCE SHEET - 30.06.18

Balance brought forward	4996.95
Add Income Amount	1925.00
Balance	6921.95
Deduct Expenses Amount	473.90
Balance as at 30.6.18	6448.05

Better Balance Sheet than most State Govt's!

Invitation to this Year's AGM at Beechworth and Melbourne Meet

Greetings All,

This year's National Meet has two components:

- the AGM and organised outings and get togethers at Beechworth – come and stay a few days, and
- the All French Day in Melbourne- Come for the day

The 2018 program is coming together, and you might like to consider coming to Beechworth and/or Melbourne in October.

If you're coming to the National Meet, a first step is to reserve your accommodation. Most members are staying at the Armour Motel in Beechworth. Members are free to choose wherever they want to stay, but the Armour will be the focus. Call Fiona, Armour Motor Inn 03 57281466. Address is 1 Camp St Beechworth. (By the way, she wants my credit card to charge in case anyone who books, does not turn up without the 24+ hours advise of cancellation). Saturday night tariffs may be increased.

So if you're planning to go, its time to book, and, if you're not on the list below, can you let me (Doug) know?

Members planning to attend include:

Morrie and Margaret

Luke and Michelle

Ruth and Geoff

Pat and John

Ian and Mandy

Rob Stapley

Kerry Ryan

Skip

Me (Doug)

Iaian and Leila

Andy Woodson (a new member who lives in Wangaratta -he purchased Wayne Yeo's car- says he might come along).

Gerard Scott who lives in Swan Hill, says he might also come.

Colin Smith from NZ may also be coming

The draft program is:

October

Wednesday 24 Arrival day. dinner out, venue yet to decided.

Thursday 25 A run, dine out or group catering

Friday 26 A run, dine out or group catering

Saturday 27 am AGM, pm Drive to Melbourne (or stay in Beechworth)

Suggested overnight accommodation, Best Western Plus Tudor Box Hill (again make your own booking). 03 98989581 1101 Whitehorse Rd (Maroondah Hwy) Box Hill

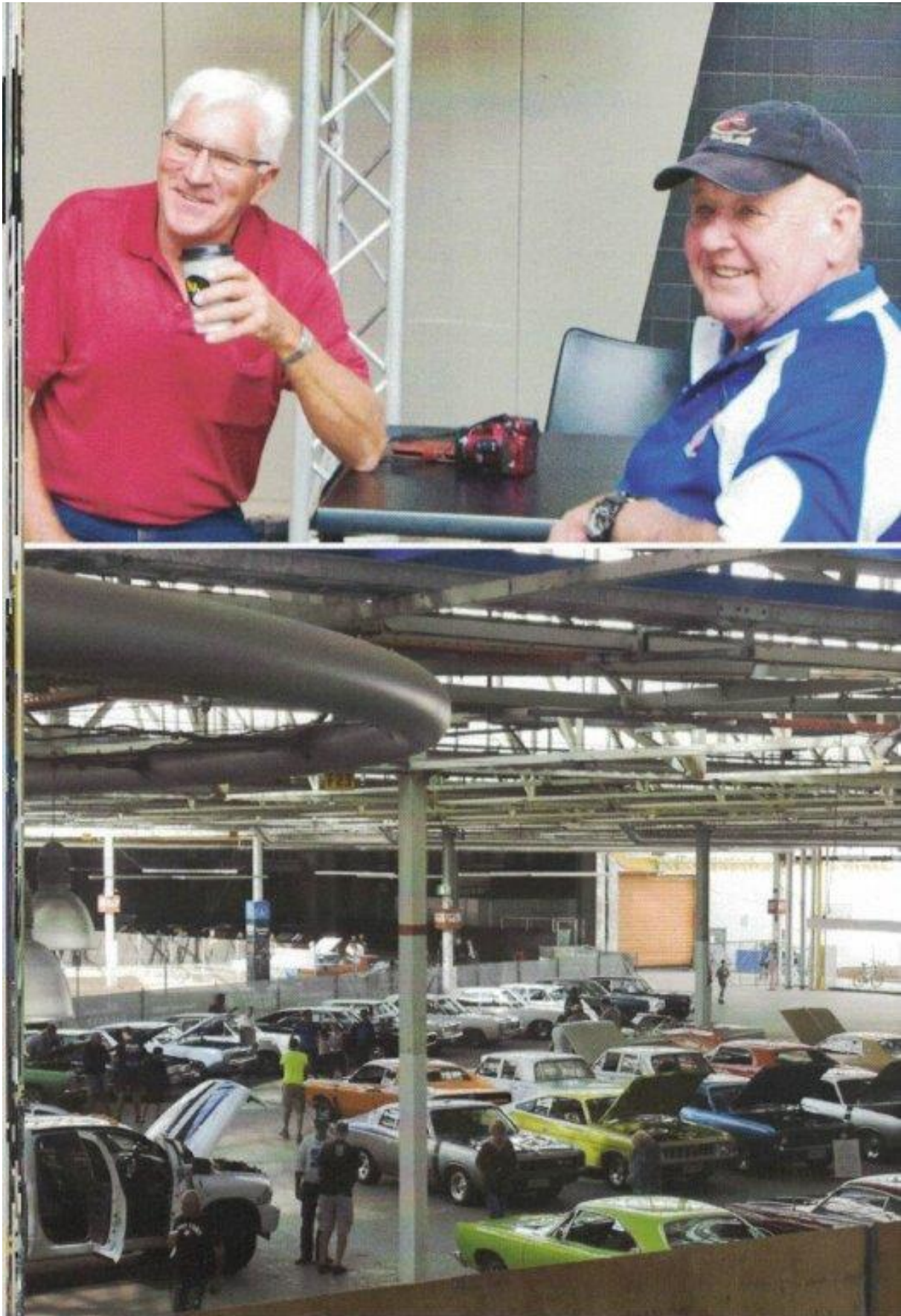
Sunday 28 All French Day. Other members, not going to Beechworth, might consider joining us. This one day event is being organised by the Citroen Car Club of Victoria. The venue is Markham Park, Victory Boulevard, Ashburton.

More information to come as time gets closer.
cheers

Doug Murphy
Secretary
Simca Car Club Australia Inc.



Armour Motor Inn Beechworth



Smiling members at the Chrysler facility.

The Bay to Birdwood Run returns for 2018.

No Images? [Click here](#)

Polish Your Brass!

THE BAY TO BIRDWOOD RUN RETURNS FOR 2018

One of the world's great historic motoring events is back for 2018.

On Sunday 30 September citizen collectors of veteran, vintage and early classic vehicles will travel the streets of Adelaide.



Sunday 30 September

The 2018 Bay to Birdwood Run will be held on Sunday 30 September, which is the Labour Day long weekend and the start of South Australia's school holidays. If you are travelling for the event we recommend booking accommodation as soon as possible.

Entries open Monday 4 June

Motorcycles, cars, trucks, vans and commercial vehicles built on or before 31 December 1959 are invited to join this year's event. From Monday 4 June entries will be open online, or for a mail out contact the Entry Coordinator on (08) 8568 4000. **Vehicles: \$69. Motorcycles: \$55.**



Two starting lines

A new venture for the 2018 Bay to Birdwood is the alternative start at **Civic Park, Modbury**. Pre-1919 vehicles are invited to start the Run in Modbury. Military vehicles are also encouraged to begin in Modbury and create a commemorative display for the centenary of the Great War. The traditional start at Barratt Reserve, Adelaide Shores, West Beach will continue to be the start point for all other vehicles.

Shannons

Bay to Birdwood's valued sponsor Shannons are on board again for 2018. Shannons continued support of the event is greatly appreciated.

Since 1970 Shannons has pioneered innovative and flexible insurance policies for motor enthusiasts. They understand the passion, pride and sheer emotional attachment you have to your vehicle.



Bay to Birdwood
Shannon Street
Birdwood SA 5234

E: publicity@baytobirdwood.com.au  u
T: 8568 4000

 Forward

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QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone, since the last report we've had the pleasure of meeting up again with David and Skip at the Restored Vehicle Association of Dalby's 40th Anniversary Rally in May which you will get to read about in David's story. Along with a couple of friends they also brought along Mark who we feel is an adopted member of the Simca family. We think MG's are more Mark's style although he always seems to find a comfy spot in the back of a wagon for a snooze at the French Car Days.

Speaking of French Car Days we were able to make it along to the display on the 08 July in Brisbane, which this year was organised by the Peugeot Club who were also celebrating the 50th anniversary of the release of the Peugeot 504. While numbers seem to be down overall, there were six Simca's on display which is a great effort from the Queensland members.

Each marque was responsible for judging their own vehicles and with five categories up for grabs and Doug having to leave early in his P60 Aronde it was no surprise that each member was awarded a certificate. David graciously handed out certificates to each member with Wayne Yeo receiving the encouragement award for Skip's wagon which he drove up from the Gold Coast, Skip receiving the best original for his Aronde, Best Restoration going to David for his wagon, Best Simca Coupe to Kerry and last but not least the Huntly's receiving the Longest Distance Travelled.





It was a real shame that Morrie and Margaret didn't quite make it to Queensland with the Grand Large, breaking down along the way. Hopefully next year . . . It was great to see Geoff and Ruth who travelled up in their modern vehicle bringing along some parts for a potential new member and taking some time to visit Ruth's family along the way. We also got to catch up with another member, Eddie who came along to have look at the vehicles.

We nearly forgot to mention that Skip also received the best unrestored Peugeot 504 . . . he was just a little bit excited!!



Since the last report we have also taken the Etoile along to some local events in Roma, attending the National Motoring Heritage Day in May which included a run around town and a display at the Apex Park. We also attended the Plough Day which is run by the Roma Historical Precincts Inc who are raising funds to purchase some land and old buildings near the railway to open a museum.

While we displayed the Etoile at the Plough Day, Luke also got to share his other passion, tractors, showcasing his 1974 White 2270, taking it in the tractor pull just a 'few' times and winning two categories, the Local Tractor Pull and the Largest Tractor.



History: I purchased the tractor from Moree (NSW) in 2009 with the intention to do it up as a restoration project, as I purchased it with a gear box problem, but was drivable. After finding out its power it was decided that it could run a mower conditioner, so the gear box problem was fixed and the tractor was put to work, with only a 12 volt fan blowing hot air around as the air conditioner. After a couple of years a bearing failed, so while the cabin was off to rectify the fault I decided to fix the cabin and air conditioner up properly, 12 months later it was finally back together. Trouble is that's as far as the prettying up work has gone (as you can tell!, the rest of the tractor needs painting). The tractor is still used mainly for hay making and a few odd farm jobs.

Well, as the saying goes, that's all folks and we look forward to catching up with everyone at the AGM in Beechworth.

Luke & Michelle Huntly

WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –

By John Pickles

WA State Representatives Report – By John Pickles

G'DAY FROM WA.

Thank's to our skilled and creative editors Leila and Iain our newsletter is getting bigger and better with every issue, and of course this could not be achieved without the many contributions from our members. The first issue of "Swallow Tales" published in October 1994 consisted of fifteen pages and interesting enough the article on page three titled "*From the Desk*" proved to be as relevant today as it was twenty four years ago.

FROM THE DESK

Warm welcome to "SWALLOW TALES", the very first edition of our newsletter that we will bring to you each quarter in the year.

The mission of the SIMCA CAR CLUB OF W.A. is to foster through this newsletter a friendship of sharing among the genuine Simca enthusiasts throughout the world. The aim of this friendship is to establish and maintain the name SIMCA as a marque in the world history of motoring. Sharing of information, technical data, parts sourcing or just plain car talk will unite those of us with a common interest in the great SIMCA cars.

"SWALLOW TALES" will also enlist some of the people that are regarded as 'EXPERTS' for their input into the various features that we will present. These together with the regular old road tests, people profiles, club activities and classifieds will hopefully make interesting reading.

One of the most important objectives that we have set for ourselves with this newsletter is "FEEDBACK". We would like to hear from you with constructive comments and/or articles for publication, you do not have to be an expert on any subject, just share your thoughts or information which I am sure will be welcome by fellow enthusiasts. So with your feedback our efforts in producing this newsletter will be made a lot easier and the final winner will be YOU!!.

John Pickles
Secretary

The nostalgic article provided by John Brown in the last issue of “Swallow Tales” prompted me to look at the archives for a report on the first National Simca Rally that was held in Adelaide in 2001. Looking through the photographs taken 17 years ago with the Mitsubishi plant in the background reminded me of how the automobile manufacturing industry in Australia has diminished to the point of non-existence. Since the “Button Plan” was introduced we have lost **AMI, BMC, CHRYSLER, MITSUBISHI, FORD, HOLDEN and TOYOTA**. Fifty years or so ago we had manufactures assembling their vehicles in Australia which included the Alfa Romeo – Austin –Chrysler - Citroen – Datsun – Dodge - Ford – Hillman – Humber - Holden – Mercedes - MG – Morris – Peugeot – Rambler – Renault – Simca - Standard - Studebaker – Toyota - Triumph – Valiant - Vauxhall - Volkswagen – Volvo – Wolseley and perhaps many more for which I have forgotten, Today we have just one, with the Brabham Motors establishing a plant in South Australia to manufacture a super car costing \$1.8m, only 70 will be built.

2001 NATIONAL SIMCA RALLY



OUTSIDE THE MISUBISHI ENGINE PLANT



HOLDEN HILL



NOTE THE RANCHO, SAME COLOUR AS IAN AND MANDY'S BUT NOT THE SAME CAR



THE OLD CHRYSLER PLANT



RAY- BRUCE- GEOFF



MIGHT TAKE IT HOME



PHIL – NANCY



SIMCA 8

1,425,329 The number of Simca Aronde built between 1951 and 1958



TROPHY BY COLIN SMITH



JOHN AND FRIENDS



RICHARD-KERRY



RICHARD-ROB-IVAN-JAMES





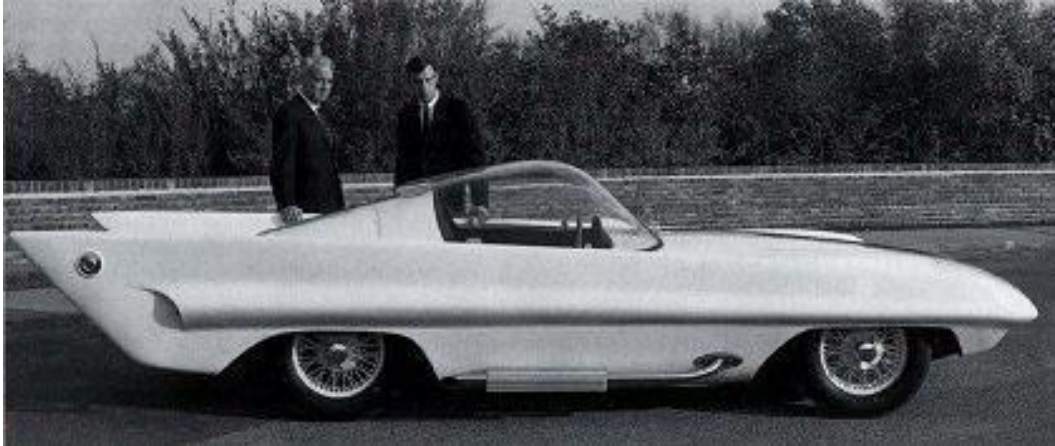
WENDY - RICHARD

WHY WE NEED TO SAVE THE NEWSPAPERS.....

Red Tape Holds Up New Bridges

You mean there's something stronger than duct tape

Virgil Exner Jr.



Exner Jr. designed the concept car as his version of an ideal sports car for his master's thesis while studying fine arts at the University of Notre Dame. While the design fulfilled its purpose – it earned Exner Jr. the University's Jacques Gold Medal of Fine Art and enabled him to earn his master's – Exner Jr. continued to work on the concept after graduation, turning it into a reality in fiberglass from 1956 to 1958. He based the car on a modified Fiat 1100 chassis, with power from a Simca Huit's 1.2-liter four-cylinder engine and drivetrain. The finned body originally used a clear plastic canopy over the two front seats, but SCCA racer Beau Hickory, who would own the Simca Special in two different stints over the next few

decades and prepare the car as a daily driver, removed the canopy in favor of a wraparound windshield and T-top system. Over the years, its original Simca engine was replaced with a Datsun four-cylinder engine, but the rest of the car retains much of Exner Jr.'s original styling cues.

Beau Hickory with the Simca Special



Ian Williams experienced more problems with the licensing authorities. After adapting the original steering column to take the auto transmission mechanism and at the same time retaining the originality of the Simca switch gear etc. which had the engineer's approval, the licensing authority have insisted on the installation of a collapsible steering column. Although it is a 1961 model car it has to meet current safety standards due to installing the bigger motor.

WORKSHOP MANUALS

I have about 13 Simca workshop manuals to give away free to members or at \$9.00 each to non-members.

ARONDE ELYSEE – RED BOOK (SCIENTIFIC X 2)

ARONDE ELYSEE - BLUE BOOK (SCIENTIFIC X 2)

SIMCA 1000 (AUTOBOOK X 2)

SIMCA 1000 (HAYNES)

SIMCA 1100 (AUTOBOOK)

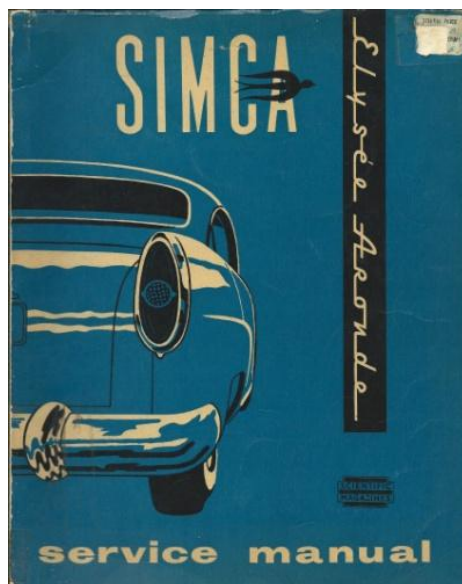
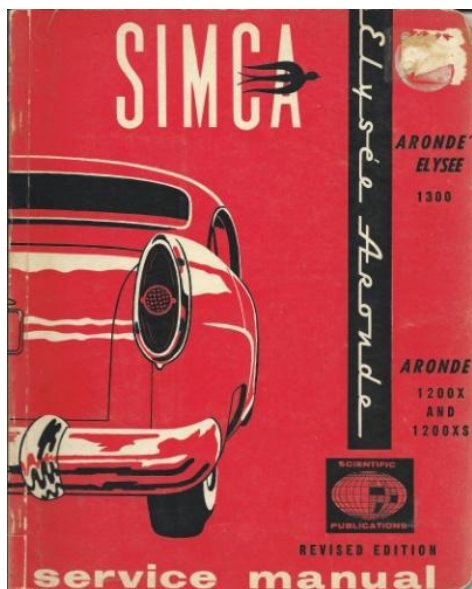
SIMCA 1100 (INTEREUROPE)

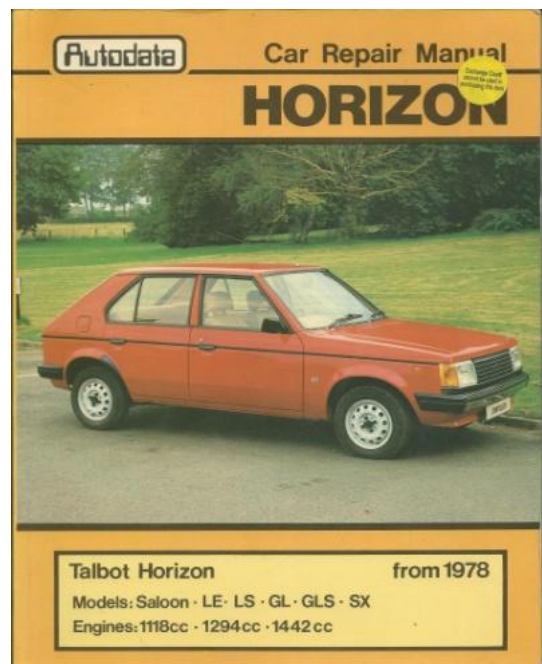
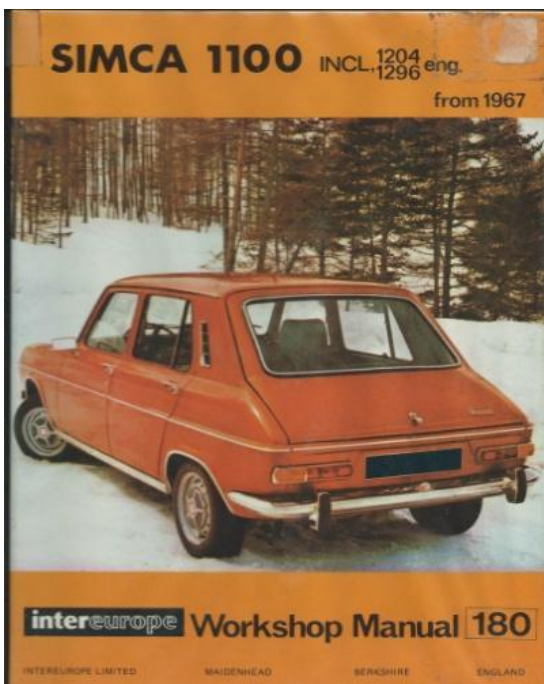
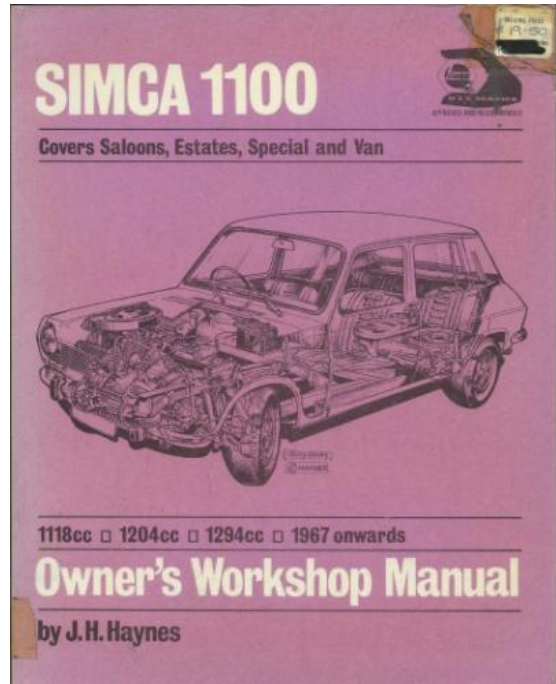
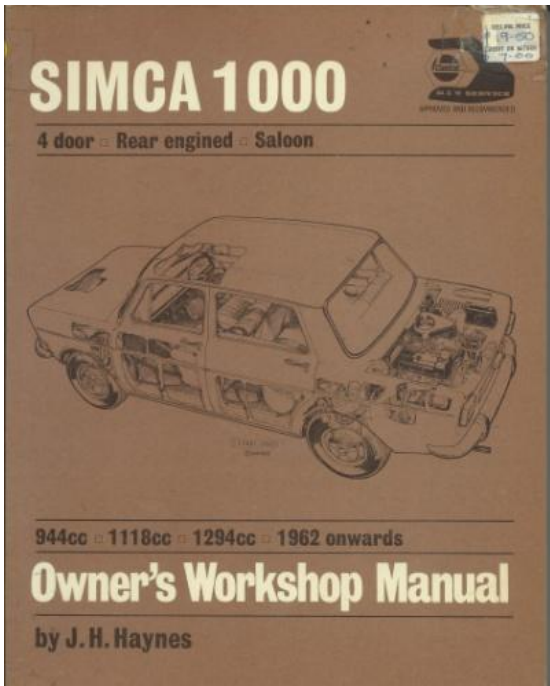
SIMCA 1300-1301-1500-1501 (AUTOBOOK X 2)

SIMCA 1300-1301-1500-1501 (AUTOBOOK 970)

TALBOT HORIZON (AUTODATA)

You are responsible for the postage costs. Email: jpickles@bigpond.com





Safe Simca Motoring

John Pickles.



VICTORIAN/ TASMANIA REPRESENTATIVES REPORT – *by Stephen Maloney*



Stephen apologised for missing the deadline, but he had a spot of bother on his latest fishing trip. Fortunately, he was rescued by the chaps in the rubber ducky!

We will look forward to his contribution next edition.

SOUTH AUSTRALIA REPRESENTATIVE'S REPORT - by Robert Stapley

Hi All,

Where ever you are I hope the weather is warmer than S.A. It has been cold and wet and Tuross Head isn't the only place to have frosts. We follow Ruth's posts on Facebook and are always most interested in what she and Geoff are doing. Seems like most club members I speak to are suffering old age aches and pains of some sort but get on with resolve and stoicism.

Our old cars are also getting older and when advertisers include in their adds vehicles need TLC we wonder whether its the owners or vehicles to which they are referring. However we fly the Simca flag whenever we can, most recently Bastille day Luncheon organized by Citroen club of S.A. We took the 90A (Ina's of course).With the lunch in the hills, preceded by a run through the hills past Mount Lofty to the Crafers Hotel, just off the south Eastern freeway, main road to Melbourne. Of course she behaved flawlessly (the A90 off course).Completing this run of about 100km without a hitch. Better than myself who was offered a model Vedette Marley wagon to admire while lunching and when I told Ina on the way home that I had it in my pocket she went right off at me explaining I was only meant to look at it not steal it. I thought these Citroen people were so generous.

Earlier in the winter the 90A has been on a couple of runs to Kapunda and beyond with my local club and these outings always mean a round trip of 150kms before any extra K's are added on. Our next club outing is to Balaklava in S.A's mid north about 100kms away and meeting at Kapunda at 9am on a Sat. Morning which is a bit early for me I think

Mel continues to fly the Simca flag from his place at Point Lowly although his prowess as a fisherman is hitting the headlines. He catches a years supply of meals in one hit in the form of young whales that just happen to wash up on his beach, However this time the S.A. museum stepped in and took the carcase away before Mel could grab a decent meal.

I guess that's life and we get on with it as best we can.

Cheers for now. See you at the AGM.

Robert and Ina

Gelske had mixed up a barrel of Tartare sauce too!



Another one coming to a beach near you!

NEW SOUTH WALES REPRESENTATIVE'S REPORT – *by Ian Powell*

NSW WINTER REPORT

July 2018

Greetings to all,

NSW happenings over the last few months have included:



The Sydney French Car Day on the 15 July where we had Don and Barbara's Simca and Ian's Bagheera on display with both cars receiving lots of enquiries and interest. Importantly in addition to the cars it was great to catch up with Don, Morrie, John Brown, and Keith Reddacliff who reminisced about owning a Vedette and their emerging popularity over the past years.

It's been a while since I've seen John so great to see him mobile and as always still talking Matras. John's Murena is still coming together with a plan to have it on the road with him enjoying the fruits of a long and technical project. Watch out for some possible news on John's lovely Bagheera.

*Morrie and Don giving the good oil.
FCD Sydney 2018*

What, Morrie without the Simca? Morrie explained an oil pressure issue on his way north to Brisbane Grand Display of French Cars the other week and a courtesy trip back on the flatbed by the NRMA, yes just why I have premium road side

assistance as well.... Morrie had left the old reliable engine in for the trip, saving his new engine for Beechworth... Luckily it appears no major damage by early spotting of the problem.

Geoff and Ruth Rose also made the trip north to Brisbane in their regular car and are now preparing for Beechworth, I'm sure in the P60!

The Sydney day was clear sunny and cold, a great day to view the array of cars, still like the 504 cabriolet, one of the nicest designs I know. Oh yes, we won a prize too, the Rotary Club's goodies basket... caught me for a raffle ticket while lining up for a coffee, a bit cheeky I thought, and then I had to eat my words!



*I offered a straight swap and he refused!
FCD Sydney 2018*

The Hunter Valley French Car Day August 2018 has been cancelled. Dom who organises the event has moved wineries and is now arranging a 2019 event at a new venue. A great day to wait a fair bit longer for.

Mandy and I took the Bagheera for a trip to the 'Lost in the Fifties' American car museum in Newcastle the other week, it's just announced its closing, possibly only one more chance to view before they auction the lot. Given the size of these chromed yank tanks, I'm not sure I'd fit one in my garage – they're great to view along with the memorabilia, all owned by one person, incredible.

My report for Swallow Tales was late today as Mandy and I got the Rancho started and took it for a quick trip around the yard, minus all the rear body work, no brakes, a dodgy gear selector and a trail of rust... finally off to the welders to see what he can do.



Almost a SIMCA ute, Rancho naked.



Quality Matra rust proofing.

Looking forward to catching up with everyone in Beechworth.

Ian

Going to France – The Matra Museum

Part two

Matra the beginning

What's the best way to get into the car industry? Take over another car business, - Matra used to make panels for the Rene Bonnet Djet, which morphed into the Matra Djet when business got tough. All body moulds were produced in the same factory, which was owned by Matra, even before they took over the Rene Bonnet company.



Open Wheelers

From 1965 Matra commenced its run of Formula 3, 2 and 1 cars. Formula 1 used Ford Cosworth V8 engines to start and then moved to their own V12 engines. They also experimented with a 4wd open wheeler, the MS84.

Jackie Stewart was world F1 Champion driving a Matra car – managed by Tyrrell Racing.



There was also an Australian guy who drove for Matra in the 1970 World Sports Car Championship.

Le Mans

Matra ran sports cars at Le Mans from 1966 to 1974, initially using Ford engines and then their own developed engines.

Matra wins Le Mans, 1972 Matra 1st and 2nd. 1973 Matra 1st, Ferrari 2nd. 1974 Matra 1st, Porsche 2nd.



Industrial art

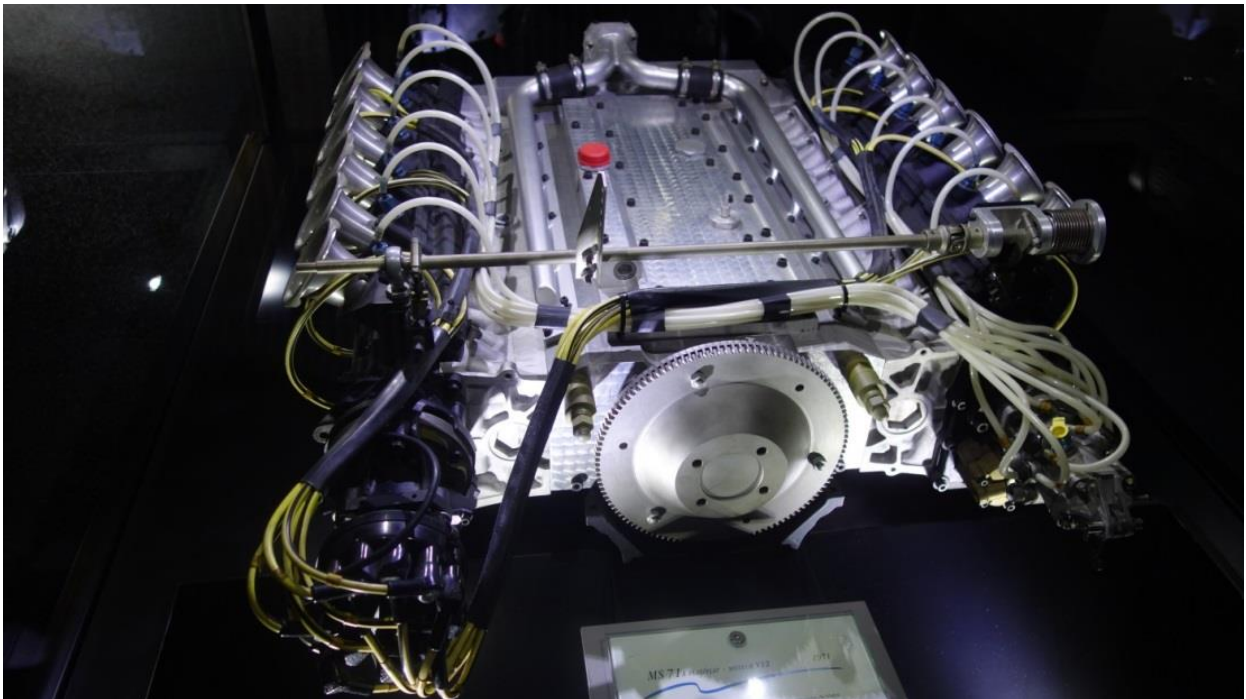
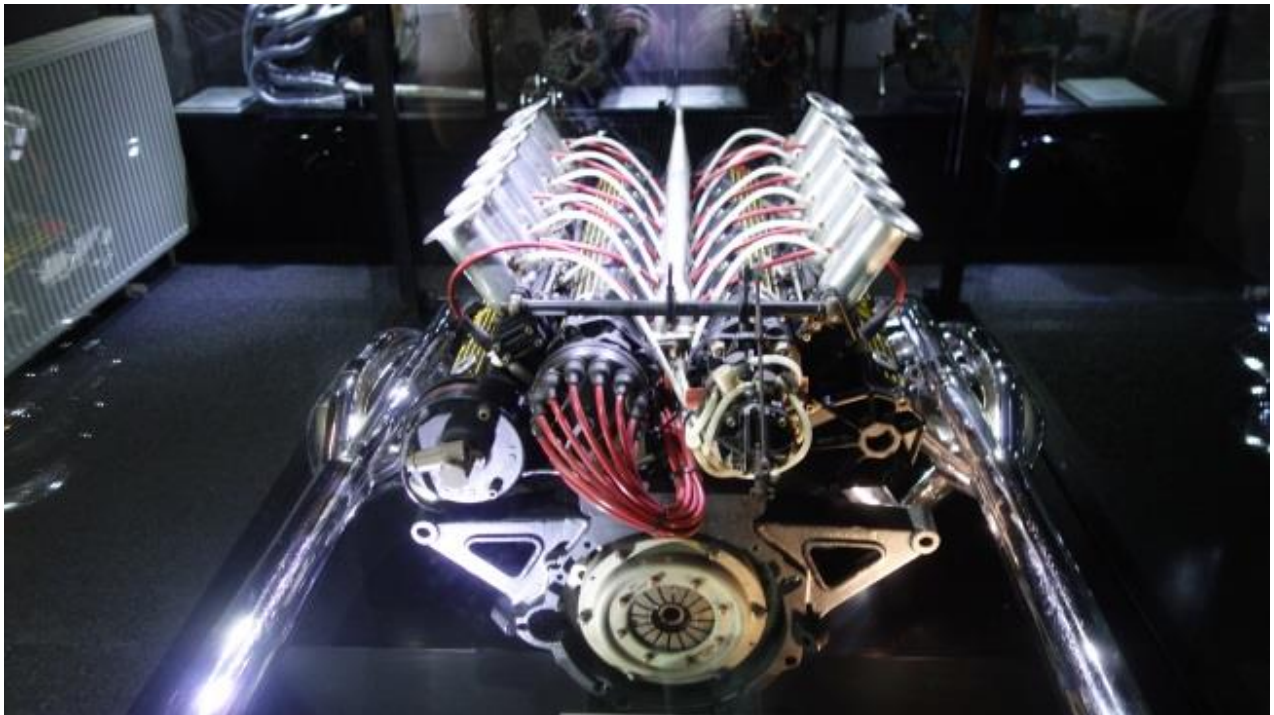
The race engine displays are phenomenal, V12 and flat 12. Nothing sounds as good as a Matra race engine.



All engines are immaculately presented in display cases. Miles apart from the Simca engines we all run, it's great what some advertising dollars will do, linking these engines and cars to the Simca name!

If in France make the trip to visit the Matra Museum, it's a great day in a town worth exploring as well.

Ian Powell



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

HI from Kiwi land, Good news I still have my drivers licence though I've lost my heavy truck and all the extras that I held, Ritchard's Versailles has gone back at last, We attended the annual Meeanee swap meet in June still a lot of interest in the herd that we had on show. we had a good turnout for my 80th birthday at the local RSA (RSL) to you followed a week later for Lucys birthday. Peter has restarted the resto work on his 90a, I have spoken with Keith Marshal in Dunedin who also has some health issues and he is thinking of selling his Versailles and spare car some of you folk might like to make contact with him as there wont be a market here for it. On the home front I've been making marker bouys for the blokart track with kind donation of 10 buckets from Mitre 10 store and have reconditioned a small trailer to carry these and other goods for the new sailing track, I have got the ride on mower ready so we keep the grounds tidy as part of the lease from the city council. Back in the last century (1946) at age 12 I sat on Wanganui's new dennis fire engine as in the foto in the 100yr parade my neighbour Terry who used to drive



it went back to wanganui earlier this year to see it come back from out of nowhere to be restored as it is the only one left in nz there is one in Melbourne i believe and two in the UK, I have sent a picture of me back on it after all these years. also a foto of 4 generations taken at my birthday Lucy and I son Ivan on the left with greatgrand daughter his daughter Kristy on the right. On the 2nd of June Lucy and I went to Otaki to take part in their fire brigade's 100 year parade first time i've done this on a main state highway and holding up the normal traffic flow. Ivan's v8 is still in limbo the manifold is now fitted, little blue 1,000 has developed a engine problem may have to do some heart surgery so it is layed up, the 1501 has lost its clutch, after i've finished the stuff for the blokart the p60 gets a brake o/haul. even though I can't drive at the moment due to eye not fixed and my two knees not fixed there is still work to be done. Still hopeful we can get to the gathering though it does not look good at this time.

Bet wishes to you all from way out east

Colin/Lucy



meeting long lost brother at Danneberg's show



hooking up on new tow dolly





myself & neighbour Terry
he used to drive it only 4 left



back in its old station 6cyl 13ltr RR



Hey Colin, I think we get the idea. No need to put the sign there, we know Lucy is reserved. You put your dibs in way back!









ritchards car on the way back



(Where's the little fire truck?)

*Happy 80th Birthday
Colin from all of us
in the club.*

*Many thanks for your
tireless efforts in
supporting our club.*

*Kindest regards to
yourself and Lucy
and family.*

Matakohe Kauri Museum NZ - Gerard Crombie

The weather either side of the run day was wet and miserable but Sunday 20th May was one out of the box, blue sky and sun shine. The run of 275km was somewhat longer than normal for a day run, giving plenty of opportunity to blow the cob-webs out of the cars. It was also an early start so we had a Burger King muffin breakfast & coffee waiting for the group to gather off the northern motorway on Auckland’s North Shore at Silverdale. It was a joint run for the Humber Car Club and The Early Model Holden Club, a total of fourteen cars. We made our way to Matakohe via the Kaipara harbour, an alternative secondary route north,



and had a leisurely scenic cruise to Wellsford and then to Matakohe. The six cylinder Holden’s seemed to be happy to cruise with the mainly four cylinder Humber’s & Simca.

The Kauri Museum has expanded massively over time and we moved from building to building viewing early history through interesting working displays, large kauri logs and longitudinal slices of logs, giving an appreciation of the size of these giants of the forest. A room full of kauri gum is beautifully presented



with appropriate lighting to show its translucence and colour. One of the things I learnt was that most kauri gum, shed from the trees, was historic found in the ground not taken from or around the trees. Outside are historic buildings moved from the local area and when we needed a break and lunch the café had plenty of food options,

especially considering it was not a busy day.

While Yvette hadn't initially seen a car club run as the way to spend our 47th wedding anniversary, it was one of the best one day car club runs we have been on.



Happy Anniversary

Love brought
you together
As husband
and wife,
And gave
each of
you, A best
friend for life.



Funny ~ Good Morning ~ Images ~ Quizzes

Happy 47th
Anniversary
Gerard and
Yvette. May you
have many more.

Many thanks
also for your
valuable
contributions to
Swallow Tales.





TRAFFIC AT PIT CORNER!

—Photo: J. Brannigan

C. Head (J56), L. Darcy (J39), J. Connolly (J51) and R. Brown (J41)

Sandown 1962 90A outside pole followed by a P60, another 90A in the distance and a Dauphine running high wide and handsome.

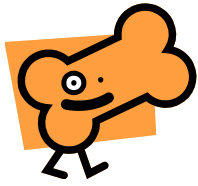


A rather battered 90A that had obviously been on its roof in an early Mobil Rally. Following is a small window 36 hp VW Beetle. These did rather well in early Rallies.



Liverpool Speedway in the 60's. Poor old 90A number 14 looks a bit battered and seems to become even more so. Shame to see the 203 getting battered not so sorry about the Oxford and Standard 10. In the next shot a 90A is leading with a Cambridge in hot pursuit. Check out the drivers helmet coming out the front screen on the rolling Standard 10!





Funny Bones

Three Irishmen are sitting in the pub window seat, idly chatting and watching the front door of the brothel across the road.

They see their local Baptist pastor appear, knock on the brothel door and quickly go inside.

"Look at that!" exclaims the first Irishman. "Didn't I always say what a bunch of hypocrites those Baptists are?"

No sooner are the words out of his mouth than a Rabbi appears at the brothel door, knocks, and also disappears inside.

The second Irishman says "Dere's another one trying to fool everyone with pious preaching and silly hats!"

They continue drinking, while roundly condemning the pastor and the rabbi, when they see their local Catholic priest knock on the brothel door.

"Ah, now dat's sad," says the third Irishman, "One of the brothel girls must have died."

**For Heaven's Sake
Will Someone Tell Her
It's A Mushroom**



For several years, a man was having an affair with an Italian woman. One night, she confided in him that she was pregnant. Not wanting to ruin his reputation or his marriage, he said he would pay her a large sum of money if she would go to Italy to secretly have the child. Furthermore, if she stayed in Italy to raise the child, he would also provide child support until the child turned 18.

She agreed, but asked how he would know when the baby was born. To keep it discreet, he told her to simply mail him a post card, and write 'Spaghetti' on the back. He would then arrange for the child support payments to begin.

One day, about 9 months later, he came home to his confused wife.


'Honey, she said, 'you received a very strange post card today.'

'Oh, Let me see' he said. The wife did and watched as her husband read the card, turned white, and fainted.

*On the card was written:
Spaghetti, Spaghetti, Spaghetti, Spaghetti, Spaghetti.*

Three with meatballs, two without.

Send extra sauce



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PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

The 2018 renewal of membership is due on January 1st 2018. 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

Well not quite news yet, baby
Huntly is about to make an
appearance at any time.
Exciting time for Luke and Michelle,
We all look forward to the news!



**SIMCA CAR CLUB AUSTRALIA Inc.
CLUB MEMBERSHIP RENEWAL**

Jan – Dec. 2018

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

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:

**Secretary/Treasurer S.C.C.A. Inc.
Doug Murphy
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Fees may also be paid be EFT to SCCA Inc.A/C:
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