



SWALLOW TALES

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

VOLUME 24

NUMBER 3

SEPTEMBER 2017



The new first lady of Adelaide



SIMCA CAR CLUB AUSTRALIA Inc

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

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

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

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

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

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

Greetings all,

As we journey down the sometimes bumpy road of life. The first matter of business is a retraction.

Retraction

It was reported by me in the last Swallow Tales That Geoff Rose had beaten Vince Parisi in their last race at historic Winton,2017.Upon returning from his overseas holiday, I received a very irate phone call from Vince stating that this was not fact. He sent me the official results for the last two races and they do bear out his claim.[see scan of results].My conclusion that Geoff had beaten Vince came from three perspectives. 1.Geoff Rose himself,2,I was right there at the finishing line, with a group of people, who came to the same conclusion,3,a national magazine pronounced Geoff as leading and Vince did not pass Geoff. The front page of the last edition of Swallow Tales is in fact a scan from that magazine. It seemed an ideal opportunity to have a little fun with the classic David and Goliath parable.

Vince takes his racing very seriously and demanded an official retraction and apology in the next Swallow Tales. I spoke with Geoff last week alerting him as to the above and he is still of the belief that he beat Vince. In conclusion, he said it was all meant to be a bit of fun and he had far weightier matters on his mind. Indeed he does. I have apologised to Vince by phone and hear by print this retraction as requested.

Austin 7 2017 Historic Winton
WINTON MOTOR RACEWAY

Group N - Race 3

CLASS RESULTS

Event R41 8 Laps Page 1 Issue 1
Scheduled Start 15:28 Start Sun May 28 15:32
Elapsed Time 24:42

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Race Time	Fastest...Lap
Group N#									
1	77	Gordon Cox	Gordon Cox	'56 Austin A90 Westa 2600	NA	8	24:42.0084	8 1:30.2952*	
2	26	Vincent Parisi	Vincent Parisi	'58 Simca Vedette 2351	NA	8	24:43.6394	8 1:31.1498	
3	152	Geoffrey Rose	Geoffrey Rose (NSW)	'57 Simca Aronde 90A 1290	NA	7	24:42.5234	7 1:32.5270	
R=under lap record by greatest margin, r=under lap record, *=fastest lap time									
Group N#									
1	12	Richard Hill	Richard Hill	'64 Morris Cooper 'S 1299	NB	8	23:36.2587	8 1:17.2976	
2	33	Jeremy Bennett	Jeremy Bennett (TAS)	'64 Morris Cooper 'S 1293	NB	8	23:38.6218	6 1:17.5754	
3	31	Linda Devlin	Linda Devlin	'64 Morris Cooper 'S 1275	NB	8	23:39.2950	8 1:17.3641	
4	66	Nick Cascone	Nick Cascone	'63 Ford Cortina GT 1600	NB	8	23:41.5464	8 1:16.7938*	
5	88	Phil Shepherd	Phil Shepherd (TAS)	'63 Holden EH 2998	NB	8	23:46.1313	7 1:18.8317	
6	6	Adrian Read	Adrian Read	'64 Morris Cooper 'S 1293	NB	8	23:53.3067	8 1:19.6776	
7	42	Ted Brewster	Ted Brewster	'64 Morris Cooper 'S 1293	NB	8	23:55.4853	8 1:19.6690	
8	49	Kevin Brown	Kevin Brown	'64 Morris Cooper 'S 1293	NB	8	24:13.1182	7 1:23.1271	
9	17	Lindsay Siebler	Lindsay Siebler	'64 Morris Cooper 'S 1300	NB	8	24:14.3874	2 1:22.2119	
10	63	John Luxmoore	John Luxmoore	'63 Ford Cortina GT 1598	NB	8	24:31.6227	6 1:28.9895	
11	61	Michael Stupka	Michael Stupka	'64 Volvo 122S 1990	NB	8	24:39.2385	7 1:30.1086	
12	62	David Schofield	David Schofield	'63 Ford Cortina GT 1598	NB	8	24:39.8550	7 1:30.3847	
DNF	55	Robert Ford	Robert Ford (SA)	'64 Morris Cooper 'S 1299	NB	7	22:20.1728	7 1:17.8660	
DNF	170	David Forbes	David Forbes	'61 Ford MK Falcon 2900	NB	7	22:45.9411	7 1:22.0085	

Speaking of Geoff and Ruth many will know of their recent horrific travel experience. Not long after the rally, they booked with some friends, to do Route66. Prior to departing, Ruth checked with her local health provider as to her fitness to travel. She was passed as ok to travel without due care. On the way to New York she experienced difficulty with breathing and upon landing was rushed to hospital. It was found she had a collapsed lung and doctors drained a litre of fluid. All told she was in and out of hospital for nearly a month with various procedures being performed. Fortunately the excellent doctors were able to get her stable enough to fly home. Geoff told me the whole exercise came to \$100k. Speaking to Geoff the problem is serious, being a form of Asbestosis. Apparently in her youth Ruth grew up in a town with a James Hardy Asbestos factory. Apart from particles of Asbestos floating around in the air, people used to use left overs as weed mats in their gardens. Safely back home and in good hands we all wish Ruth the best outcome, hopefully for years to come.

You can see why Geoff doesn't give a toss where he came at Winton. Perspective is a marvellous thing!

Speaking of ill health I have been in it up to my ears myself. Upon returning from the Rally, I have been diagnosed with aggressive stage 8 prostate cancer and also mouth cancer. I assure you all it's not a ploy to get out of the next rally. It's been a round of endless tests and scans in Hobart, a round trip of 400k. The doctors are still working out a plan, but feel they can get me through it. I have nothing but respect for the hospital system ,they are leaving no stone unturned. Talk about running over a Chinaman, I reckon I must have run over his whole bloody family!



As is obvious, Leila and I are missing from the group photo, French Day above. Its a great shame as we look forward to the day, not only to be with our Simca family, but to catch up with some old mates. For instance Peug 203,403,404,505,Reno R8,R10,R16 and others. All great cars I have owned and enjoyed all my life. Any of those cars would make good bed fellows with my 90a.

Obviously we missed the A.G.M. Not being armed with this information I sent out the usual requests to our state reps re:Swallow Tales. I sent one to Chris Bailey who replied he was no longer involved, someone else had the position and that he had not been contacted. Apart from making me look like pratt, which I don't need help with, Chis felt he was not wanted in the club and would not be renewing his membership. At the meeting at Tweed Heads Vince Parisi declined the Presidency, but agreed to take on Vic rep ,which he would hand ball to Chris Bailey. I confirmed this yesterday with Doug Murphy, who is of the same understanding.

I am very disappointed Chris was not given the courtesy of a phone call , to ascertain his intentions of continuing as Vic rep. It is obvious to me that was his intention. An apology should be made to Chris, from the committee ,for this lack of courtesy.

As we were not there to thank the state reps, I am aware most were not there, I will take this opportunity to do so. Without the effort of each and every one ,there is no Swallow Tales. All our salaries are not linked to G.D.P and are likely to remain frozen. To produce an interesting publication, we are very much dependant on each other.

As we enter a new club year, keep it coming guys. It does not have to relate to Simcas. Anything interesting from your areas.

I notice from the minutes of the meeting Vince Parisi is no longer a committee member. I would like to thank Vince for the large volume of material he has provided over the past three years. This material has gone a long way to enhance Swallow tales and given us an insight into the racing scene. Whilst we are handing out the accolades ,I would also like to suggest Vince has been an excellent President. Like everything Vince does, he has proceeded with verve and enthusiasm.

It's very heartening as we get older, we don't necessarily get smarter. On our last trip to Melbourne ,we bumped into Mandy at the airport ,who

informed us a certain gentleman had just purchased a Vedette. That gives Ian his Matra, Simca El Rancho (half share with Mandy) and now a Vedette. Mate, I don't think the police will have any reason to book you for loitering for the next couple of years! On the subject of Ian's Matra, Mandy told us of his lost oil filler cap saga. He had just had it serviced to take to Adelaide and they didn't fit the cap correctly. Just as well he had the El Rancho he could borrow one from. You just can't go into Super Cheap and pick up another one.

The big news for me, well the cars are big, is our Western Australian representative, formerly known as John Pickles, now known as "Boss Hog"! John has gone and bought a 88 Lincoln. I know from talking to John he virtually stole the car. I'm in the trade and John is a better cruncher than me. We will follow this with interest. I reckon Luke could find a nice set of Steer horns we could mount on the bonnet. I would be happy to donate a white Stetson. Good health and have fun with it John.

Well, some days are diamonds and some days are stones. I really hope all our members find plenty of glitter amongst the stones, as we face each day.

Kindest regards to all,
Iain and Leila Dyer

Welcome New Member

Gerard Scott, 43 Donnington Street, Swan Hill, Vic.
1962 Aronde P60 + 1960 Aronde spares car.

(I wonder if this is the very tidy and original P60 I often see at Winton. I've always been going to leave a note under the wiper but haven't got around to it.)

PRESIDENTS REPORT - by *Morrie Barrett*

New South Wales Report

Some Members who attended the Cooley Rocks On will have heard that Margaret and I met Rob Snesby at Coffs Harbour who advised that he had raced Simca's in the 50's recently rob forwarded a letter and some photographs of his Simca 90A along with a couple of photographs of the Head he had modified for his car, a copy of the his letter and photographs will be published in the next Swallow Tales.

The all French Car Day in Sydney was attended by Geoff and Ruth Rose, Don and Barbra Scanes, Ian Powell and Mandy Margaret and I, again the Simca's drew much attention and a pleasant day was enjoyed.

See photo over page

Ian Powell, Mandy, Belinda and Mike Platt, Margaret and I also attended the all French Car Day at Broke in the Hunter Region in the Hunter Region Ian's Bagehera won best Simca at the event.

See photo over page

Melbourne French Car Day Sunday 1/10/17

Unfortunately only two Simca's made it to the event, Members present included Doug Murphy, Robbie Verhagan, Harsha, Peter Walker, Ian Powell and Mandy, Megan Heritage and her partner Mary and Margaret and Morrie.

See Group Photo over page

Former Member and Vedette owner Phil McCumisky was at the event with his Peugeot 404 see photo over page

French Day Sydney





(Notice the north Richmond picker)

French day Hunter Valley.







French Day Melbourne









Skip wearing his “make my day” persona!

Continued NSW Report.....

Some will be aware that Geoff and Ruth travelled to the USA to take part in an organised tour of Route 66 unfortunately Ruth was hospitalised on arriving and was diagnosed as suffering from exposure to asbestos. They have returned home and Ruth is now in consultations with Specialists in Sydney and sends their apologies for the Meeting.

Further Ruth underwent surgery at the Royal North Shore Hospital on Tuesday and the surgeons were reasonably happy with the outcome.

Ian and Leila Dyer also send their apologies as Ian has to be in Hobart on Monday for an appointment with a Specialist.

We wish all the very best to both Geoff and Ruth Ian and Leila trusting for a positive outcome for all.

I take this opportunity to thank the FY 17 Committee for their combined efforts for the Simca Car Club Inc, in particular our outgoing President for his efforts in regard to the Club's exposure on social media, his long awaited engine has now arrived so should not be long before we see the Vedette on the race track.



Some of our extended family basking in the Hunter Valley sunshine

These superb model P60 wagons are available for sale by order only. I believe they were models of Morrie Barrett's car, now living up north and named "Alice".



Contact: Bob Boscoe at bobr@topgear.com.au or Free call Top Gear 1800 635 508.



SECRETARY'S REPORT - *by Doug Murphy*

SIMCA CAR CLUB AUSTRALIA INC.

Minutes of Annual General Meeting

Held 30 September 2017, Blackburn Hotel Melbourne

Meeting Opened 3.15pm

Members in Attendance: 7 members. There were no visitors and 14 apologies (Refer the Attendance Record Sheets).

Minutes of the 2016 Annual General Meeting (held at Albury) and the Special General Meeting (held at Tweed Heads), were read.

Business Arising: At the Special General Meeting in June, nominations for positions were called and acceptances made, with confirmation of these elections to follow at this AGM.

Acceptance of the Minutes: Moved Doug Murphy, seconded Skip Verhagen, Carried.

Correspondence Inwards (since the Special General Meeting of 11 June at Tweed Heads): Nancy Hodge says she can't get involved in any activities and requested her name be removed from the email list. *Looking for/disposing of parts or cars:* Ted Zylstra Canada, T Aramaki China, Bob Ward Laidley, and Ben?

Correspondence Outwards: Email and postal replies to Inwards Correspondence

Financial Report: This Report is attached for the benefit of members present. In summary, in the year ended 30 June, the Club's revenue inflow was \$2305.14 mostly from members' fees; expenditure during this time was \$4,285.61 and this reduced the Club's balance to \$4996.95. Most of the expenditure outflow was associated with the 2017 Rally on the Gold Coast.

Moved that the Financial Report be accepted; Doug Murphy, seconded Margaret Barrett. Carried.

Committee Reports:

Presidents Report: There was no report.

Secretary Report: At 30 August, there were 52 *memberships* including two Life Members - John Pickles and Nance Hodge. Three new members have joined the Club and two members have left the Club during 2016-17. Since 30 June, we have another new member Belinda Platt; Belinda is the daughter of member of the late Ross Fleming. Welcome Belinda.

Victoria Rep: No report

NSW Rep: Motoring through Coffs Harbour, Morrie Barrett met with a chap who raced Simca's in the 50's, he has forwarded some photos and a letter both will appear in our next Swallow Tales.

The French Day was well attended with another All French Car Day two weeks later in the Hunter Valley. There was an inquiry from China seeking Simca parts, which Morrie could assist.

Tasmanian Rep: No report. Welcome new member Steve Korezelids.

Queensland Rep: No report.

South Australian Rep: No report.

Western Australia Report:

With humble beginnings in 1988 of just two members, it is a proud moment that the club has entered its 30 year of existence with a growth in membership and a unique bond of friendship among the members. There are very few car clubs in Australia, particularly of a single make have survived this number of years, and to be in a stronger position now than in any time of its history is quite an achievement. On behalf of the WA members of the S.C.C.A. particularly Darrel Manning and myself, I would like to express our appreciation not only to the out-going committee but to all those that have served to enhance the club over the past 30 year and have done themselves proud. To the out-going committee we thank you for the time taken to carry out your elected duties and fine job you have done, without exception we would again endorse their nominations. Again, we must give special mention to the fine effort that the editors of our newsletter "Swallow Tales" Leila and Iain Dyer put into making it such an interesting and much read publication, we would encourage them to continue doing so.

It has been most unfortunate that no member from Western Australia was able to attend the 2017 Simca National Rally. For some of us the reality of life has caught up and for health reasons not able engage in the pleasures we have been accustomed to in the past but that is life. Having said that, you have to believe that while we have not been with you in person over the past week we have been there in spirit and will have followed the activities with a great deal of interest.

Sad to say that with the sale of my two Vedettes that have gone to good homes in the eastern states, the number of Simca's in Western Australia has been largely depleted with Darrel having the only two road registered

Simca in the state. We are very hopeful that Ian Williams, Paul Evans and Laurens Borg will have their cars on the road sometime in the future to again offer a stronger Simca presence. **John Pickles**

New Zealand Rep: No report.

Acceptance of Reports:

That these reports be accepted, moved Margaret Barrett., seconded Stephan Maloney. Carried

Election of Club Committee: The following table presents the outcome of the elections held at the Special General Meeting of 11 June at Tweed Heads.

POSITION	NOMINEE	Accepted	MOVED	SECONDED	Appt
President	Morrie Barrett	Yes	Margaret Barrett	Barbara Scanes	
Secretary/Treasurer	Doug Murphy	Yes	Barbara Scanes	Ian Powell	
Editor	Ian Dyer	Yes	Margaret Barrett	Geoff Rose	
NSW State Rep.	Morrie Barrett	Yes	Margaret Barrett	Rob Verhagen	
VIC. State Rep.	Vince Parisi	Yes	Ian Dyer	Margaret Barrett	
W.A. State Rep.	John Pickles	Yes	Morrie Barrett	Rob Verhagen	
S.A. State Rep.	Rob Stapley	Yes	Barbara Scanes	Mel Rogers	
QLD. State Rep.	Luke Huntley	Yes	Doug Murphy	David Reeves	
New Zealand Rep.	Colin Smith	Yes	Gerard Crombie	Geoff Rose	
All Simca's Registrar	As per previous nomination				
Simca Aronde Registrar	The position of Simca Aronde Registrar was filled at the 2008 AGM by Kerry Ryan and will remain until such time as Kerry Ryan submits a formal notice that he is no longer able to fulfil this position.				

Since the elections of representatives Vince Parisi has advised that he wishes to be an ordinary Member of our Club leaving a vacancy for Victoria/Tasmania Representative and at the AGM Robbie Verhagen nominated Stephen Maloney to fill the position this was seconded by Morrie Barrett and carried by the Meeting.

General Business:

Public Officer Margaret Barrett advised the Constitution needs to be amended to bring it into line with NSW Department of Fair Trade guidelines. The main provisions are clauses which specify our Club is not-for-profit, casual vacancies, winding-up procedure and various minor word changes.

That the Constitution be amended as outlined, moved Morrie Barrett, seconded Barbara Scanes Carried.

On the question of having more stickers produced, Skip will contact Wayne Yeo to obtain a photograph of the original (Some Car that Simca) sticker with the view of John Pickles seeing if his contact could reproduce the sticker and some additional windscreen stickers.

Doug mentioned at the present time, anyone can access the Club's web page (and to the point where anyone can read the Newsletters, without joining the Club). It would be a step forward if there were a section where only members could access, this would give Club members priority in some areas. That a website, accessible only by members be set up, was moved Morrie Barrett, seconded Skip Verhagen, carried.

Doug also mentioned, in the Constitution, Appendix A is the proforma for new membership applications and Appendix B is that for membership renewals. The form on the web page was designed only for renewing memberships and this causes confusion for new members trying to use that form. What is required is a common form. Also, to lift efficiency, just one letter be sent to new members, this letter will contain the welcome text, the membership number and receipt plus the windscreen sticker and membership list (of those who agree to the release of their contact information). A pro forma was circulated at the AGM. A motion along these lines can be considered, with notice, at the next AGM.

Stephen mentioned that parts on the internet were available from Great Britain and Cyprus and he has a friend in the Citroen Club in Brisbane who can make reproduction bakelite parts. Stephen suggested a list of parts suppliers be prepared. Doug advised that quite a range of moulded rubber

or plastic parts for Vedette and Aronde has been produced on the Gold Coast. Doug to make up such a list.

John Pickles has said these parts should be put on ebay and orders taken to produce some production volume. Margaret considers the Club only have parts made where orders are prepaid, to avoid the club being stuck with unsold stock. In moving forward, Stephan will be the ‘merchandising officer’.

Doug drew attention to the recently received flyer from Belgium advising the International Meet Simca Matra Talbot Club of Belgium will be held 10-13 May 2018. The link to the website is:

<http://www.simcabelgium.be/pages/pages-club-pagina-s/inscription-libramont-2018-fr.html>

and will be published in *Swallow Tales* as well.

Close of Meeting: There being no further business, the President declared the meeting closed at 4.25pm.

Minutes prepared by Secretary/Treasurer 2017-18

Signed as a True Record

Doug Murphy.....

Date.....

Hon. Secretary/Treasurer 2017-18

Morrie Barrett.....

Date.....

President 2017-18

Attachments:

Financial Report

Common Renewal/New Membership form

Proforma letter to new members

The Simca Matra Talbot Club Belgium is holding its International Simca Meet at Libramont 10-13 May 2018. If you wish to find out more or Register, here's the link to the website.

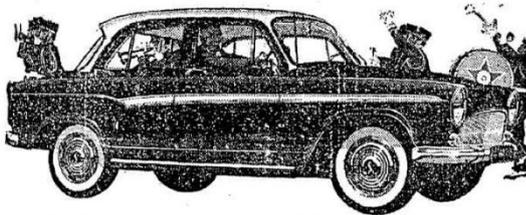
<http://www.simcabelgium.be/pages/pages-club-pagina-s/inscription-libramont-2018-fr.html>

Is anyone interested in principle going? Maybe we could assemble a group. Let Secretary Doug know.

The Canberra Times, Saturday, June 25, 1960

Strike up the Band

TO WELCOME AUSTRALIA'S TOP VALUE LOW PRICED CAR...



IT'S THE EXCITING

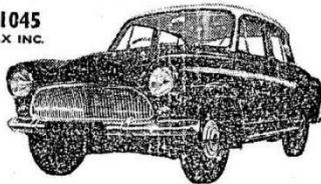
De-luxe wheel covers, 2 tuning, radio, exterior rear mirror and white wall tyres optional extras.

SIMCA

..the new Aronde from Chrysler!

Styling that sets a "fashion-first" and remember, Simca is a 4-door sedan and has a big 13 cubic feet luggage boot. The new Simca is 3 inches longer than the previous model—gives you more car for your money than any other in its class. 51.5 B.H.P. gives the new Simca a performance that equals that of the "light sixes"—top speed over 80 m.p.h., impressive acceleration, superb road holding qualities, safest braking—Best equipped car in its class. A wonderful list of features at no extra cost including front seats fully adjustable to "full-down" for camping. Simca is backed by nationwide service and parts facilities and offers to owners a 24,000 miles planned Maintenance Programme at low cost, fixed charges. Yes it's some car this Simca.

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The Canberra Times 13/2/1962



NOW... the only room for argument is which

SIMCA!

↑ THE NEW SIMCA ARONDE WITH THE FIVE BEARING "RUSH" ENGINE AND DE LUXE EQUIPMENT, £999 TAX PAID!



"Rush" holds the world's endurance record and is the smoothest, quietest, most vibration free of all standard production 4-cylinder engines. Other new "plus-value" features include sparkling NEW body ornamentation; NEW fingertip-case gearshift linkage; NEW long-lasting vinyl trim; NEW durable interior hardware PLUS all the good things that made Simca first for value: More room inside; Greater safety; More luggage space; Standard equipment worth over £100 including lay-back front seats.



↑ OR THE NEW, VERSATILE SIMCA ARONDE STATION WAGON WITH THE FIVE BEARING "RUSH" ENGINE AT £1,109 TAX PAID!

Smartest Station Wagon in its field and with all the new Simca Aronde Sedan features and de luxe equipment including lay-back front seats. Roomiest, too; in fact, with tailgate down you can carry an 11'2" ladder, timber or surfboard. Ingenious ideas enable you to adjust the interior space in 6 ways to fit whatever you wish to carry. De luxe roof rack is standard equipment.



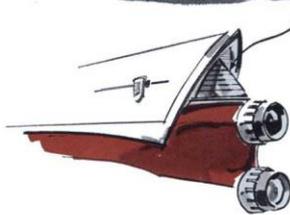
↓ OR SIMCA ETOILE WITH "FLASH" ENGINE AT SIMCA'S LOWEST PRICE EVER, £906 TAX PAID

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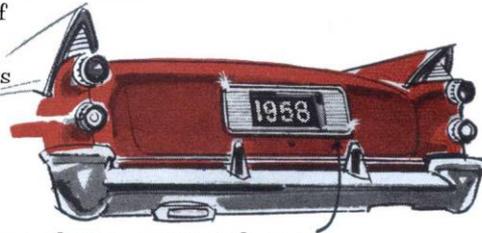


Sent in by Doug Murphy of simpler times. As Cher sings "If I Could Turn Back Time" there would be a stampede into the showrooms to snap up a new one.

1958 Custom Royal by Dodge



Sculptured crown of gleaming chrome highlights soaring fins



Licence plates framed in massive chrome escutcheon

THIS SIMCA



VS VEDETTE... now only £1,495 inc. tax

Vedette, Australia's only V-8 in a compact size - and Vedette is the best equipped car on the road - regardless of price.

...with extra bonuses for YOU!

Some clever trick photography there Doug.

QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone,

It's good to see that the Queensland members have been out and about in their Simca's lately. Doug reports that in early September, The Chrysler Owners' Club of Queensland, held its annual EXPO at Rocklea Showgrounds. Kerry brought his 1501 Special and Doug brought his Vedette. Both cars attracted a lot of attention, and you could hear 'some car this Simca'. Seems like that message was very effective and would perform very well in a recall survey; something that some sellers would just about die for. We both had a good time.

Also in September the Huntly's took the Etoile on a run to Morven with their local club. Morven is about 180 km's west of Roma so it gave us a chance to blow out some more cobwebs since the rally in June. We put on a display for the annual races along with members from Charleville with six vehicles and one bike in attendance. We didn't created as much interest as first thought but race goers definitely created a lot of interest for us as they walked past the cars to the entrance gate in their high heels and fascinators against a back drop of red dirt.

The Renault Car Club has included our Club on their events list, inviting us to go on their runs - and they seem to do interesting things. Interested? Contact Doug.

Until next time.

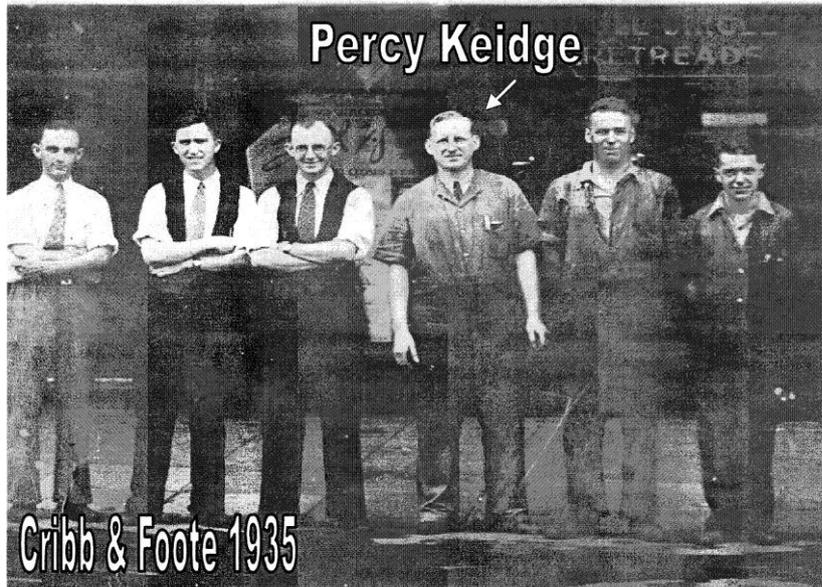
Luke & Michelle Huntly



The Cars Behind the Man That Made KEIDGE Motors

I guess I should start at the beginning of the Keidge Motors story. It will probably be l-o-n-g as it goes back a l-o-o-o-n-g way.

Percy Keidge, our dad, was born in Ipswich in 1908, at North Ipswich. (I have a brother Graham). The family moved to Churchill, and dad started his schooling at West Ipswich. He did his apprenticeship at Cribb & Foote's garage, who had the Ford dealership.



How many reading this know where Cribb & Foote's garage was located? If you knew, or guessed, Brisbane Street, you were correct. It was where Cash Converters are located. He had a real flair for things mechanical and electrical. At age 19 he was workshop foreman. Some years later, he was granted membership into the Motor Mechanics Institute for Queensland, MMIQ, and for a number

of years he was the only member between Brisbane and Toowoomba.

I digressed, now back to the story. In 1936, dad with three other men, formed Modern Motors and took the Ford dealership. I never did find the real story, but in 1938, dad left Modern Motors. In partnership with Colin Pilgrim, they started Paramount Motors, I believe initially in Limestone Street, then moved to Nicholas Street, opposite the Memorial Hall. They obtained the Austin vehicle dealership together with Case tractors. McIntosh Motors were the Queensland distributors. For a short time, my uncle, Bert, joined the partnership.

In 1941 dad volunteered to enter the Army, and closed Paramount Motors. Because of his qualifications he entered with the rank of Lieutenant. He only had a short time with the army when the Ipswich Fire Brigade 'manpowered' him out of the Army, to join the Ipswich Fire Brigade to maintain all the brigade's vehicles, pumps and equipment. I believe it was 1945 when he left the Fire Brigade and then resumed his business interests, and formed Keidge Motors, in his own right. Having closed Paramount Motors, he lost the lease on the Nicholas Street, building, and for a short time rented premises in Limestone Street, just below East Street, until he was able to re-lease the Nicholas Street, property. He was successful also in regaining the Austin dealership from UK Motors, in the Valley, the new Queensland distributors. Along with Austin, you also got the dealership for Oliver tractors, Britstand earthmoving equipment, IEL petrol and electric chain saws, and lastly, Rolls-Royce. (never sold any).

Things went well, particularly Austin A40. I started my apprenticeship with dad in 1950. Over many years, there were hundreds of Austins sold, 8's, 10's, 16's, A30-A40-A50-A70, one Sheerline, and many trucks. However for some reason, we never found out why, but we have some suspicions, when in 1955 UK Motors withdrew the Austin dealership and gave it to another business in town.

The SIMCA Dealership Story

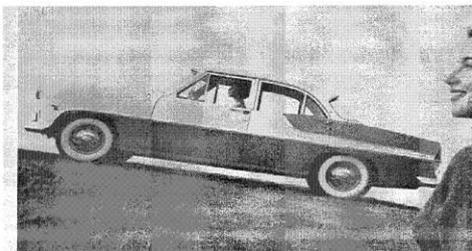
About that time, a new name arrived in the car world in Australia. It was Simca. We were approached and accepted the dealership. They sold well, and without a doubt, the most trouble free new vehicles that we ever sold. Firstly there was the Aronde, and later the Elysee. They are the smaller ones in the picture (see below) at the Ipswich Show in 1957.

Dad had been displaying at the Ipswich show since 1939, and somewhere that picture still exists. (maybe in the Good Oil at sometime). The larger car in the centre of the display, is the Simca Vedette. It is basically a rebadged French Ford, with a side valve V8, and was extremely well appointed, but was expensive and did not sell really well. I think we may have only sold two of them.



Simca V8 Vedette

Unfortunately, stock supply became a real problem, and eventually we had to look for a replacement vehicle range to sell. That will be a story for the next edition of The Good Oil. Hope this was of some interest, maybe you read something that you never knew. If you have any questions or comments, feel free to talk to me. Noel Keidge. (The Good Oil June-July 2016)



Vedette arrives
in Australia

Simca's six-seater Vedette was one of the new cars at the Royal Easter Show in Sydney.

24 WHEELS, June, 1958

AN entirely new car to Australia appeared at the French Exhibition at the Sydney Royal Easter Show. It was the graceful Simca Vedette, powered by a side-valve V-8 engine. It was the result of the merger between French Ford and Simca. Enthusiasts say the small, 2.3 litre side-valve V-8 is reminiscent of the V-8 60 engine. The Vedette engine develops 80 French horsepower. The MacPherson-designed vertical coil-and-damper suspension, which is used on the English Fords, is used on the Vedette. With graceful French styling, it is an attractive, roadworthy car. It seats six, has a steering-column control for the three-speed gearbox and bench seats front and rear. The chassis and body are combined into a single fabricated structure, with the bottom and side rails heavily boxed in. Brakes are hydraulic, rear suspension is by semi-elliptics and the electrical system is 6-volt. Motor details are: bore, 66 m.m.; stroke, 85.7 m.m.; capacity, 2,351 c.c.; Zenith carburettor.

Article submitted by David Reeves

The Grand Display of French Cars

Sunday 2 July was “The Grand Display of French Cars” held annually at Murrurie Recreation Grounds. After a very successful National Rally where Alice performed very well, driving around Northern NSW, the Gold Coast and hinterland, leading the run up Mt Tamborine, filling me with confidence that Simcas really are “some car”, I was somewhat bemused at the fact that “Good ol’ reliable Alice” was having trouble getting out of the driveway! After some false starts, it seemed there was a loose earth wire, and I cleaned and tightened bolts, nuts and screws, and off we went, hurtling up the M1 and meeting up with Kerry Ryan and his 1501 at the grounds.

For 2017, there were two Simcas on display – my (formally Morrie’s) P60 wagon and Kerry’s 1501 sedan. I figured we were both in with a reasonable chance at winning something – the best p60 wagon, and the best 1501! As it turned out, the Renault Club, who were running the day had the same thought, and felt that as we had made the effort to be part of the Grand Display of French Cars we should receive a prize. You guessed it: I won the best P60, and Kerry won the best 1501. Hopefully there will be a few more Simcas next year, and we can show those Citroens, Renaults and Peugeots just how grand a French car can be! (Perhaps a Vedette, Doug?)

Upon leaving the grounds, Alice and I had a further engagement at my sister’s, and we chortled off to Coorparoo with ease. The problem arose when I embarked upon my return journey back to the Goldie. Alice made it around the corner, and conked out! I checked all my earth connections again, and nothing seemed to help. Thank goodness for the RACQ. It didn’t take long before they arrived, and checked and fiddled with things – not that there’s that much to check. Is there air? Is there fuel? Is there a spark? Then she fired up, and I asked the RACQ man what he had done. He said, “Nothing. I couldn’t work out what the problem was, but she’s running now!” I drove around the block, with the RACQ following to check I made it back to my sister’s, put the phone on the charger and had a cup of tea before trying again to make for the M1 south.

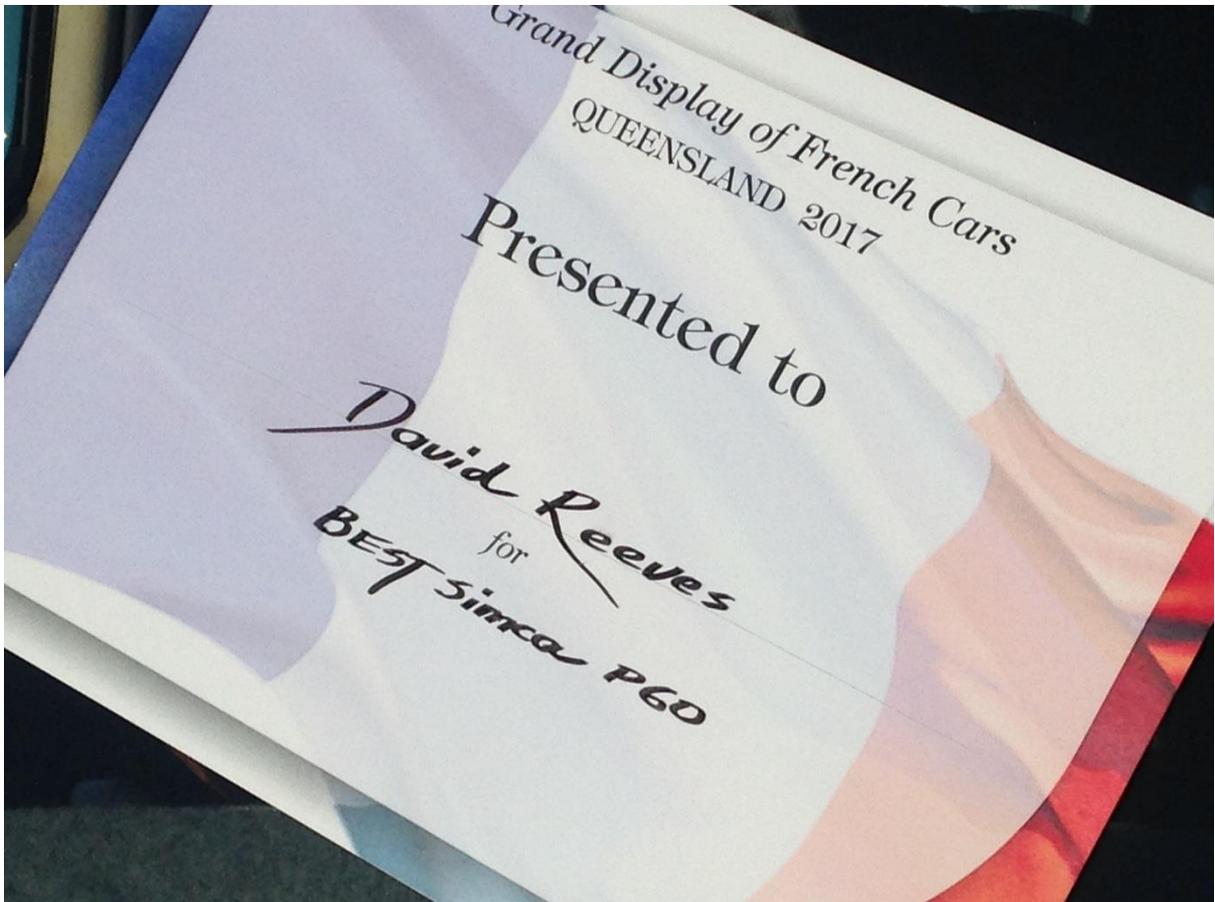
We made it all the way home, not a problem. The next morning, she fired up with enthusiasm, and I parked her in the shed. She refused to start again, after that. After having the fuel pump tested (I took it down to my mechanics when the Monaro was being serviced) and receiving a clean bill of health, I realised there was something else somewhere, preventing the pump from working – you guessed it: a loose earth connection! This was one I hadn’t thought about – it was the earth connection for the fuel cut-off switch. A very useful security device! Alice is running beautifully now, and our most recent trip was last weekend, when we drove up Mt Tamborine to visit friends. After dinner, I was interested to see how the temperature gauge behaved. Each previous time when driving down the mountain, the gauge would head up to 110 and beyond – where I start

to get nervous. Always at the same place, and always there is no leak, no steam, no “singing”, and the cap is not too hot to touch. Then I get going again, and all returns to normal. It is an oddity, which appears to be associated with that (downhill, yet windy) stretch of road. I am a little nervous when it comes to overheating, as I had a few challenges when driving Alice from Sydney to the Gold Coast, (Morrie drove up to Newcastle to help me sort it out) and I recall my father and uncle talking about overheating and needing to be aware of the dangers of such an event in our Simca and Aunty Ann’s – both of which were P60 wagons.

She is a great car, and I love driving her around the place, sometimes taking her to school, where the kids think she is fabulous, and the more mature staff recount stories from their childhoods, or just say, “Some car this Simca!”



Could that be young David, pondering on the mysteries of life, or is he looking at a Mr Whippy van?



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

WA State Representatives Report – By John Pickles

It is sad that we hear of the ill health being experienced by a number of our fellow club members and from all in Western Australia we wish them well and a speedy recovery. I am sure we all would agree that our club is as much (or more) about the person than the car they own and would offer whatever practical support within our capability.

With at least two of our WA members overseas at the moment I am afraid the report is to be short and sweet. In response to my emails to local members requesting input for “Swallow Tales” I received replies from members to inform me they were cruising in Croatia, and the other to say they were in the Netherlands, only hope our friends excess luggage of Simca parts doesn’t break the bank!!

Darrel and Sue have been active in attending a number of car events with their Simca 1000 and a more recent one was the “Classic Cars & Coffee” which is held on the first Sunday of the month in the grounds of the University of Western Australia, this event is now attracting about 300 cars and growing in number each month. If you are interested in looking at some very classic cars you can go into classiccarsandcoffee.com or Google Classic Cars & Coffee to find the site with the gallery of cars attending each meet, September 3 will show the Simca.



CLASSIC CARS & COFFEE

The other news is more of an embarrassment than anything else as I have committed the cardinal sin and bought another car and it's not a Simca. Having withdrawal symptoms I had to have an old car and this 1988 Lincoln happened to come up at a good price which I couldn't resist.



CLEAROUT N.O.S. SIMCA PARTS**PISTONS**

ARONDE 74mm (Flash & Rush) full set of 4	\$90.00
ARONDE 74mm + 20 " " full set of 4	\$90.00
SIMCA 8 & SIMCA 9. 72mm (1200cc engine) set of 4	\$90.00
ARONDE 74mm + .0236 set of 4	\$90.00
SIMCA 8 & SIMCA 9. 72mm (STD) single piston	\$20.00
ARONDE 74mm + .004 single piston	\$20.00
ARONDE 74mm + .008 single piston	\$20.00
ARONDE 74mm (STD) single piston	\$20.00

MISCELLANEOUS

COROLLA WATER PUMP "K" series	\$20.00
Aronde distributor cap	\$15.00
Aronde clutch plate	\$25.00
Aronde headlamp rims 1952-56? (one new + 1 used)	\$15.00
Vedette fog lamp chrome ring (good used)	\$10.00
Vedette thermostat (2 off)	\$10.00 each
Vedette gearbox mount	\$25.00
Vedette rubber bumper stop	\$10.00
Vedette flasher indicator lever	\$15.00
Vedette rear axle seal set	\$15.00
Vedette Versailles 1954 – 56 red tail lamp lens (2 off)	\$50.00 each
Vedette brake master cylinder kit (22mm)	\$20.00
Vedette distributor rotor	\$10.00
Vedette distributor cap	\$50.00
Vedette fuel pump diaphragm kit	\$20.00
Vedette Ducellier generator bushes	\$ 8.00
Vedette Versailles headlight rim	\$15.00
Vedette engine main bearing set .030	\$80.00
Vedette brake wheel cylinders 2 x rear, 2 x back	\$25.00 each
Vedette fibre camshaft timing gear 150mm diameter	\$20.00
Vedette fog lamp glass	\$10.00
Vedette yellow fog lamp globes (3 pin)	\$17.00 each
Various Aronde and Vedette engine bearings in many sizes.	

Contact: John Pickles at email jpickles3@bigpond.co

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

No report at present

The Simca Matra Talbot Club Belgium is holding its International Simca Meet at Libramont 10-13 May 2018. If you wish to find out more or Register, here's the link to the website.

<http://www.simcabelgium.be/pages/pages-club-pagina-s/inscription-libramont-2018-fr.html>

Is anyone interested in principle going? Maybe we could assemble a group. Let Secretary Doug know.

The following excellent photos were submitted to Doug Murphy, by photographer Bernard Katthagen. Thank you Bernard for your interest.





A 1921 Ballot 2LS (2 Litre Sport) - One of only five known 2LS Ballot's remaining worldwide, this car has been owned by the McArthur family since 1927. This model was the first twin overhead cam, four-valves-per-cylinder car available commercially. It had a top speed of 95 mph (145 kmh).
 David Rapley of DRA engines, Bunyip restored the car over a period of 9 years between 1990 and 1999. The paint work and body are original.
 photographed at the French Car Festival, 1st October 2017, Buchanan Oval, Macleay Park complex, Balwyn, Victoria.

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

The Bay to Birdwood rally has been run and won again and although it is not a race to Birdwood there is a sense of relief when the stewards at Birdwood hand you your plaque for completing the run, much like finishing a race.

This year was the year for 1958 to 1978 or 9 so Simca was our eligible car. The Simca car club held its national rally in June at Tweed heads, at which Ina and I attended, trailering our 1964 wagon to the event, roughly 2000km. Of course we were not intending to buy another car but there was a nice looking Simca 90A 1959 sedan which just happened to be for sale and Ina just happened to fall in love with it and I couldn't refuse her and it was her birthday and there was a used car salesman in attendance who negotiated on our behalf and before we knew it deal done and we had 2 cars in Queensland and one trailer so decided to trailer new car back home and leave wagon to be picked up later. I neglected to say that the "new" car had been diagnosed with a broken piston so I knew I had some repairs to attend to. More on that later this is a report on Bay to Birdwood.

On arrival back at Lobethal I had approx 12 weeks to attend to repairs, organise entry to Bay to Birdwood and collect car from Queensland. At this stage both cars are Bay to Birdwood entrants but only 1 was registered in S.A. and of course the new car had to be registered and necessary paperwork done for conditional registration. (more later).

The morning of Sept 24th dawned cold and wet. By this time both cars were sorted and ready to go. We were out of bed at 5am and ready to leave by 6am. Not good weather in Lobethal cold and

wet. We set off, I was driving wagon and Ina the new 90A. As we entered the Freeway at Hahndorf my entry number blew off the windscreen and disappeared into the darkness. I suspected that this would cause me some grief at Barret Reserve and sure enough no number no entry until the steward decided the queue behind me was growing by the minute and he allowed me into park. Once parked we bought breakfast, chatted with spectators and waited patiently for the start. Special marques first then the ordinaries like us. 1750 cars approx entries in every car imaginable from Rolls Royce's to Morris Minors and all types in between, motor bikes trucks semi trailers utilities rare and common, including a Simca Matra sports, one of only two I know of in Australia belonging to a N.S.W. Simca car club member who came to S.A. just for the Bay to Birdwood.

We set off and as usual the road out of Barret Reserve was congested, everyone jostling for position and looking for a clear run. Anzac Highway was ok and kept me on my toes watching front and trying to keep Ina in the 90A following in view remembering that her car had only travelled about 50km since repairs and this was Ina's first drive apart from about 20km around Lobethal. This year the route took us through the centre of Adelaide's Victoria Square I think to better show off the cars but seemed like the only spectators were just off the trams or some bemused others of various races wondering where all these old cars were coming from. We proceeded on towards the Britannia roundabout before which 2 lanes merged into one. I could see in my rearview mirror Ina stranded in the outer lane unable to merge and as is typical of S.A. drivers no one was going to let her in. Eventually she breathed a sigh of relief when members of the Mildura club made an opening for her.

We continued on eventually reaching Anstey's Hill which was one

way traffic and the faster cars were able to maintain a reasonable speed through the hills ,past Millbrook reservoir and on to Gumeracha,past Gumeracha and finally the run into the museum grounds at Birdwood,once again held up by the stewards this time because my replacement number was black,not red.

The Birdwood Mill has installed a mockup assembly line to recognise the contribution of Holden to the Australian motor industry.The static display explains the history of Holden in S.A. with various models including what is reported to be the first car off the assembly line.The Birdwood National Motor museum is always worth a look with a wide variety of interesting exhibits and the Bay to Birdwood allows the participants to enter the museum at their leisure during the day. All in all it is a great day and we think well worth the effort to attend.

The preparation included a trip to Clare so Graham Goode could complete the paperwork for historic registration. Although the engine was reinstalled it was still rattling away and I was pretty much out of ideas for cause. Graham listened and he suggested tappet noise. Thank you Graham you saved me time as I was still trying to work out where the terrible rattle was coming from

Robert Stapley





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

This report combined with the President's report, so have a laugh instead.

The Parking Ticket

Error! Filename not specified.

Working people frequently ask us retired people what we do to make our days interesting.

Well, for example, just the other day my wife and I went into town and visited a shop.

When we came out, there was a parking meter cop writing out a parking ticket.

We went up to him and I said, 'Come on, man, how about giving a senior citizen a break?'

He ignored me and continued writing the ticket. I called him an a--hole . He glared at me and started writing another ticket for having worn-out tires.

So Bev called him a s--t head. He finished the second ticket and put it on the windshield with the first.

Then he started writing more tickets.

This went on for about 20 minutes.

The more we abused him, the more tickets he wrote.

Just then our bus arrived, and we got on it and went home. We weren't too concerned about the vehicle's owner because of the sticker on the back window:

"I support Global Warming".

We try to have a little fun each day now that we're retired. It's important at our age.

The gag was funnier with the original sticker. In the interests of decoram we changed it to Global Warming.

Hello Morrie,

Photos of 1958 Simca Aronde with
twin carburettor Abarth-Weber kit
and flowed ports at Catalina Park
Katoomba, BON456 a 'good' number plate.

Large port head modified from an idea
by next door neighbour Martin Faithfull
who also raced Simcas. Larger valves
and seat inserts and Ken & Merv Waggott
camsheft and full flow exhaust by
Abarth gave 1/4 mile of 17.01 seconds.

Before any mods 1/4 mile was 23 seconds.

I couldn't find action photos but
when I do I'll send them.

Racing photographers at that time
may still have negs of Warwick
Farm, Catalina Park etc. You may
know how to contact them.

PP2 2
The car I designed in 1971 with an east-west detuned Donovan alloy V8 (Chrysler Hemi) assembled by Keith Black both at Los Angeles USA, Torqueflite HD auto box linked by large Morse chain as per Olds Toronado, between rear wheels. Double wishbones all round and OEM torsion Bars in conjunction with airbags for adjustability.

Everything was progressing well until 1973 came the fuel crisis when the financiers got the heebies like so many other large car projects especially specialty cars.

A smaller version was also planned using a V8 based on the Simca Aronde engine of 2700 cc for other markets than USA.

All the best

Rob Snesby

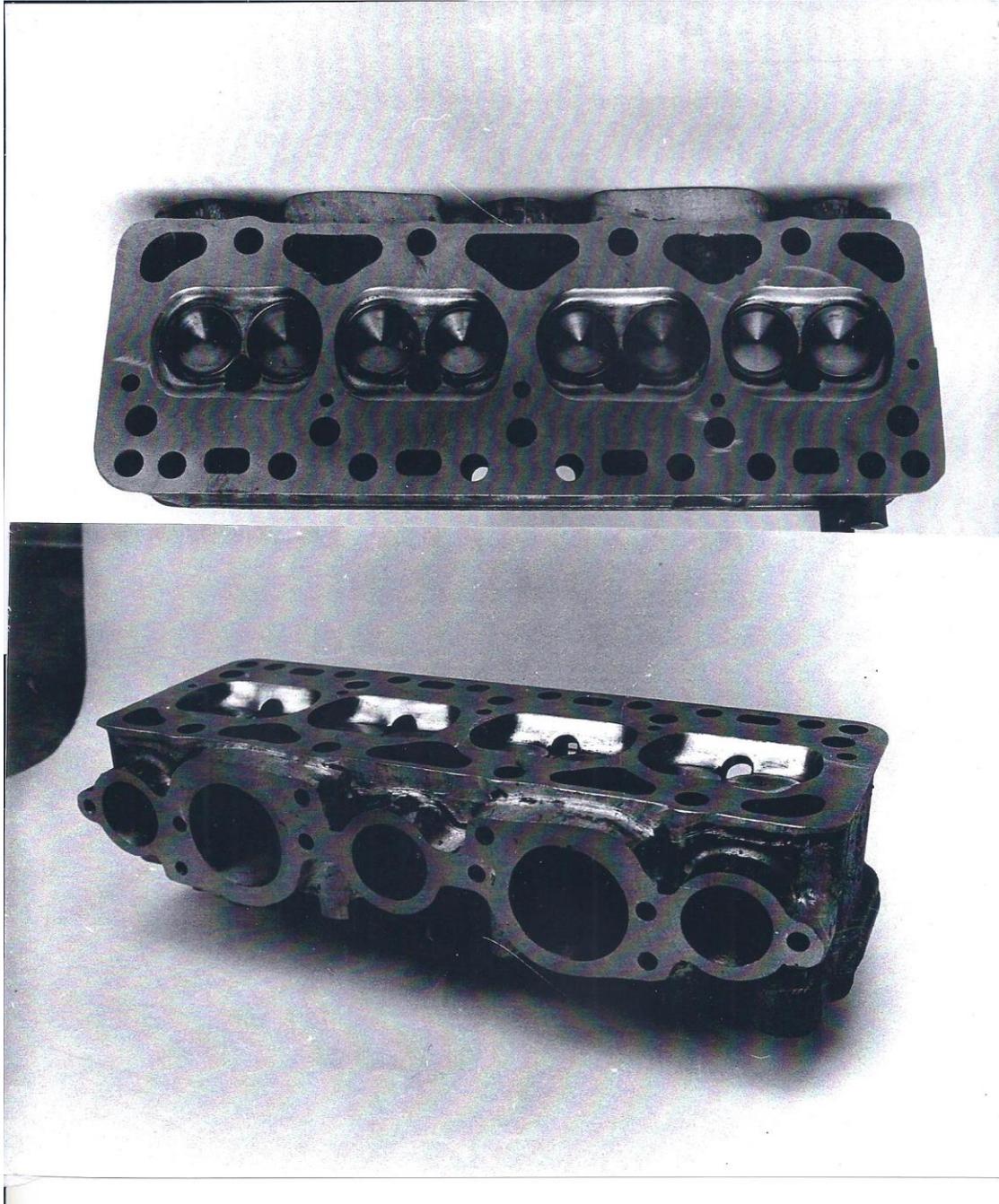
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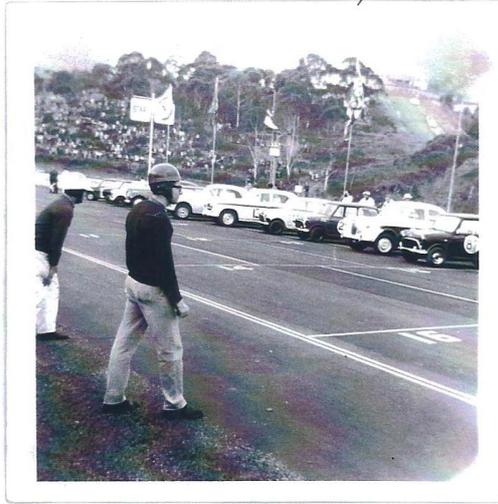
12 Sept 2017

PO Box 359

WOOLGOOLGA

2456 NSW



'LE MANS' LINEUP

This contribution sent in by Mr Rob Snesley they bring back fond memories of the great days of motor racing. The head work is most impressive and obviously helped give outstanding performance. Mr Snesley must have been quite a steerer in his day. It would be great if 92J survived, but I guess not. Thank you Mr Snesley for a most interesting article.

Editor

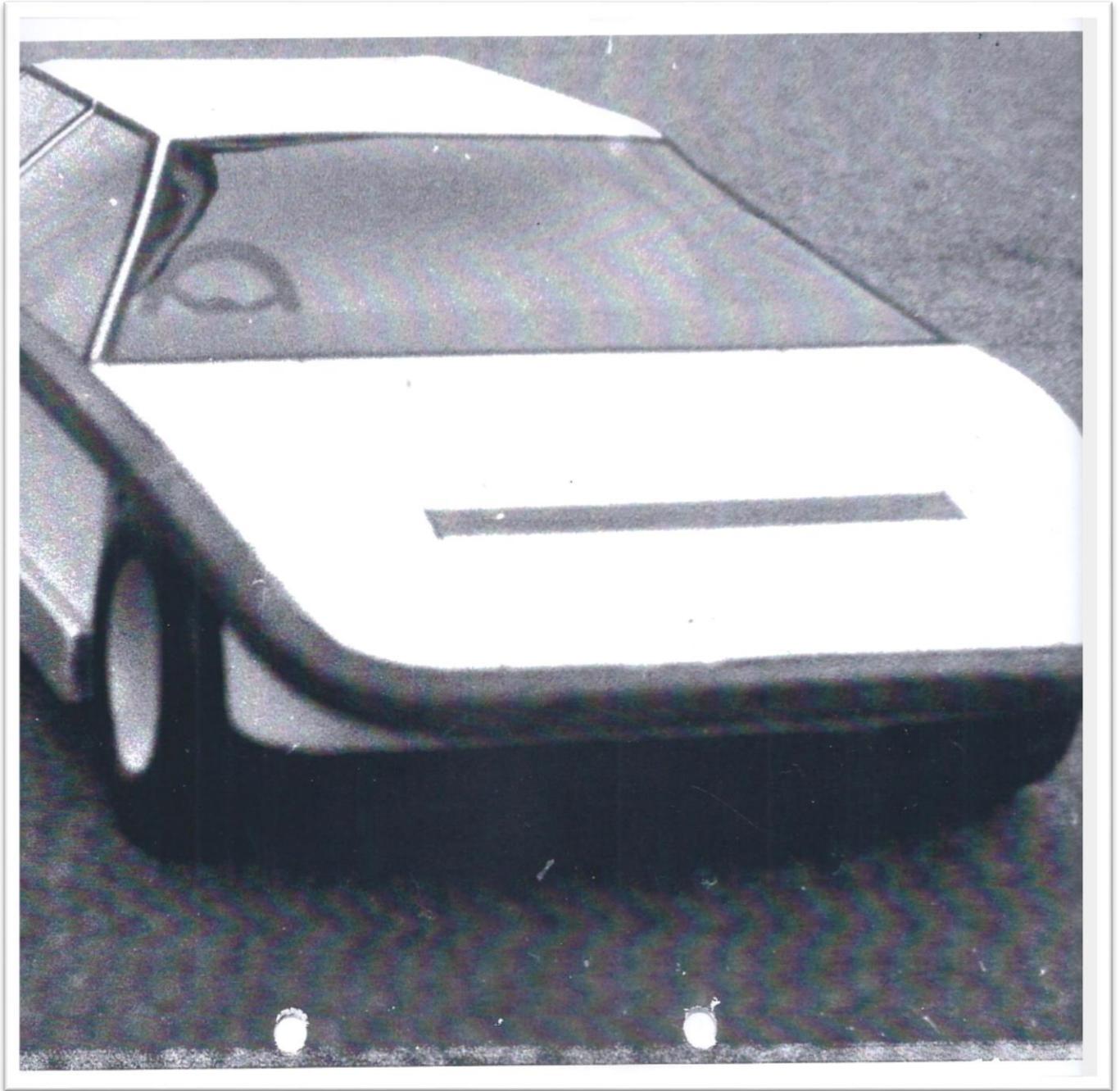
→
CHANGING
JETS



CATALINA
MAY 20th
PARK
1962

Won race 1 #92
Race 2 stopped - Bob Jane
(Cemero) almost killed.





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

Hello from NZ, Things have been very quiet here since Ivan and Sarah returned from Cooly, more so now that Quinn and some of his school mates took away my spare parts 1,000 with the intention of putting it back on the road? as it has a very good motor in it. The last Sun in August was Daffodil day and the 1501 s/w with Lucy Ivan and I took part the national run organized by the NZ V.C.C. as every branch in the country took part. A good time was had here on the 30-31st August as Gerard and Yvette visited us we had a meeting at Ivans on Wed and they came here Thurs for a visit before we all went to Peter and Kitty's for tea it was most enjoyable so the NZ members had a informal meeting? Looking at trying to find a mutual place of interest that we can meet up with our simca's, at a swap meet or other similar gathering. This Sat the 14th is the biennial truck run for child cancer and the little red truck will be there. The following Sat we are off to a little place called Pahiatua for their fire brigade jubilee. Lucy's Toyota s/w has finally broken down after a half a million ks a oil leak in the tappet cover dripped into the alternator and it not charging any more so the Peugeot 307 s/w is now the every day car. The blu 1,000 is now road worthy the 1501 wagon is a daily runner as my blokart lives in it makes it easy when it's time for sailing. Just need to fit indicators to the 10 then it is ready for it's w.o.f. Ariane still has a electrical problems, still no progress on the v8 engine yet still waiting on outwork, Peter obtained new parts for the red 1,000 brakes so now need to fix the cancer in the sill before it can be used. Quinn had a little oops in his t Toyota wagon so it's here on my chassis machine. Peter flys out tomorrow to Holland to suprise his father for his 80th birthday. Have nearly finished a new trailer big enough to carry the fire engine and trailer pump also a 1,000 if needed the we can part with the truck saving on the rego and C.O.F and get more funds so start traveling again?.

Colin/Lucy



I love this range of Austin 8, 10, 12, 16 as well Colin. When I was a kid Mum had a Austin 8 Wasp Tourer for years. It was an absolute cracker. Wish we still had it!



----- Forwarded Message -----

Subject:Re: tales

Date:Sat, 07 Oct 2017 17:18:20 +1300

From:Keith and Marilyn <keithandmarilyn@kinect.co.nz>

To:Colin Smith <lucol@clear.net.nz>

Hi Colin.

Just to let you know that Keith is in hospital again ,He has had two small strokes.

He is very slow in walking about,and some times can't remember things, So i will say that you made contact ,Hope this finds you well.

Regards Marilyn.

-----Original Message-----

From: Colin Smith

Sent: Friday, October 06, 2017 8:11 AM

To: keithandmarilyn@kinect.co.nz

Subject: tales

HI there do you want to put anything in the swallow tales at this time please Colin





Windy Napier!

I reckon this is a classic shot. Lucy looks horrified, "It wasn't me", Sarah is being very supportive, Ivan knows, Gerard and Yvette are thinking, "what an amusing family". The culprit? Take a look at the sneaky grin on Colin's face!

Steamfest – Otorohanga by Gerard Crombie

We recently went in the Simca to a Steamfest in Otorohanga, a round trip of about 500km. As the name suggests the focus of the weekend was “steam” & trains but included classic cars, vintage tractors, rock & roll dancing, steampunk groups and craft & food stalls to complete the “fest”.

We travelled down to Te Kuiti, a few kilometres from Otorohanga on the Friday and stayed with my sister. We spent both Saturday and Sunday at the Steamfest, where

we had a car display in what was a prime location strategically close to the railway station. A good crowd turned out both days and there was plenty of interest in the Simca from the time we arrived.



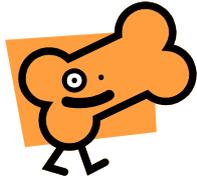
Unfortunately on the Saturday afternoon the temperature dropped and heavy rain & thunderstorms dampened the enthusiasm.

On Sunday the weather wasn't much better, reminded us of Coolie Rocks On, but at least the show went on and Yvette and I had our steam train ride which we had booked well in advance as tickets sold out well before the event. Our trip was a three hour round excursion to Te Awamutu and back. The event was the

inaugural event and it's intended to run it as an annual event. One positive about the bad weather was it made people go to the main street to shelter from the rain and as a result the retail shops did better business. All good for their future support of the event!

We travelled home again on Monday, and with the event over it was of course a fine clear day so we had a slow leisurely run back to Auckland with plenty of stops to enjoy the drive.





Funny Bones

A fifteen-year-old came home with a Porsche, and his parents began to yell and scream, "Where did you get that car?" He calmly told them, "I bought it today."

"With what money!?" demanded his parents. "We know what a Porsche costs." "Well," said the boy, "this one cost me fifteen dollars." The parents began to yell even louder. "Who would sell a car like that for fifteen dollars?" they asked.



"It was the lady up the street," said the boy. "Don't know her name -- they just moved in. She saw me ride past on my bike and asked me if I wanted to buy a Porsche for fifteen dollars." "Oh my goodness!" moaned the mother, "she must be a child abuser. Who knows what she will do next? John,

you go right up there and see what's going on." So the boy's father walked up the street to the house where the lady lived and found her out in the yard calmly planting flowers. He introduced himself as the father of the boy to whom she had sold a Porsche to for fifteen dollars and demanded to know why she did it.



"Well," she said, "this morning I got a phone call from my husband. I thought he was on a business trip, but I learned from a friend he has run off to Hawaii with his secretary. Then apparently she stole all his money and stranded him there! Well he called me, without a dollar to his name, and asked me to sell his new Porsche and send him the money. So that's exactly what I did."

Glasses

Yesterday my daughter e-mailed me again asking, Mom why don't you do something useful with your time. "Like, me sitting around the pool and drinking wine is not a good thing?" I asked.

My "doing-something-useful" seems to be her favorite topic of conversation.

She was "only thinking of me", she said and suggested that I go down to the Senior Center and join something.

I did this and when I got home last night, I decided to play a prank on her. I e-mailed her and told her that I had joined a Parachute Club. She replied, "Mother, are you nuts? You are 78 years old and now you are going to jump out of airplanes??" I told her that I even got a membership card and e-mailed her a copy.

She immediately telephoned me and yelled "Good grief Mom, where are your glasses? This is a membership to a PROSTITUTE club, not a Parachute Club!!"

I calmly replied, "Oh my, I think I'm in real trouble then . . . I signed up for FIVE JUMPS A WEEK!!"

The line went quiet and her friend picked up the phone and said that my daughter had fainted!! Life as a Senior Citizen is not getting any easier, but sometimes it can be really fun!!

Just because you're "Young" doesn't mean that you can outsmart an "Old Geezer!!"

Remember: Don't make old people mad!! We don't like being old in the first place, so it doesn't take much to tick us off!!





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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
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SH02984 29/04/11 A

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

Leila and I apologise for the lateness of this edition. My health problem has become much more serious in the last three weeks. We haven't had time to scratch ourselves. Doctors predict a positive outcome but it's going to be tough for a few months. Thanks everyone for your patience.



**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.
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
PO Box 2151
Wellington Point
QLD 4160

Fees may also be paid be EFT to SCCA Inc.A/C:
Bendigo Bank: 633 000 A/C No: 135 350 668
International Transfers:
SWIFT CODE – BEND AU 3 B
Please put your name and “Subs” in reference Section.
Payment via PayPal – pre-arrange with Secretary.