



SWALLOW TALES

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

VOLUME 29

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We mourn a Monarch and rejoice in a young Prince.



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 2022 AGM)

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

Greetings all,

Spring has sprung and Jack frost has gone somewhere else to give people enormous power bills. Speaking of which, it's a pretty grim outlook for our Simca Brethren in Europe this winter. Hopefully common sense will prevail and some normality will return. We can at least hope.

Saturday last we had our AGM by Zoom, organised by Morrie Barrett. All went well with only two changes in positions. The first being the position of Secretary. Doug Murphy has held this position for some years and we thank him for his diligent service in this capacity. At risk of having my bed moved to the shed, I volunteered Leila and my services. If copies of reports look somewhat greasy, this will have been my fate. As compensation, I have an excellent 44 gallon drum heater with a polished stainless steel flue. This is fully run in, having had multiple glasses of red wine consumed around it. Possibly why it took so long to restore the Simca.

Secondly and far more poignant, John Pickles resigned as Western Australian representative. I know this would have been very hard for him. John is part of the founding fathers and the Club has and will remain, a special part of his life. John and Evelyn have been experiencing a very rocky road health wise, as age creeps up on us all. Leila and I have visited John and Evelyn at their lovely home in Mandurah and have always been warmly welcomed. Even though there has been very little club activity in his area, John has always pulled a magic rabbit out of the hat. John, we hope the next rabbit is a prolonged period of better health for you and Evelyn. We look forward to working with Mitch Burnett, who has kindly taken over.

Importantly, we discussed our next actual get together. Incredible as it seems, it's almost three years since our last Rally. As noted, many thanks to Rob Verhagen for organising the two aborted Dubbo Rallies. For most of us, the threat of catching Covid whilst away from our home environment, is very real.

The thought of a simpler and shorter Rally was discussed. The suggestion of Echuca NSW perhaps over five nights was raised. The whole area is relatively Covid safe. Echuca is an incredibly interesting area with much to do, visiting towns along the Murray. The largely flat countryside is easy on the cars and light on traffic. The huge choice of clubs offering bargain

priced meals, makes cooking our own needless, especially over a shorter period. The whole idea of this shorter event would be to make it as simple as possible. Fortunately good friends of ours live only half an hour down the road at Kyabram, they know the area backwards. Members will remember them when they joined us at Beechworth in their black MX5 Mazda. Among the many things going on are Paddle Steamers, Mural festival, local car club we could get together with, Museums etc. They are happy to provide details of all the attractions, so we could remotely put together a loose itinerary. To my mind the itinerary would be pretty loose, with coffee and cake King.

I did some ringing around and as with everything since Covid, prices have jumped. The Riverside Caravan Park we have stayed at, are \$169 P/n, NRMA Park \$165. The best deal I found was at the Moama Central Motel at \$128 p/n. It is one storey completely flat, parking right outside the room and looks very pleasant. See photo.



At this stage they can do 12-14 rooms the latter half of March. We would need firm figures and book by next month to avoid missing out. Tourism is huge right around Australia. Morrie Barrett is organising another Zoom meeting next month to gather opinions.

In closing I would like to wish Peter Gagioni a steady recovery from cancer treatment. Peter has only last week finished 7 weeks of intense radiation, for Bladder cancer. I know what he is going through. I have been in contact

with his niece who has been driving him each day for treatment. For years I have been trying to pry Peter's age out of him. I now know Peter! Don't worry I won't give it away, suffice to say, Leo Huntly is the youngest member of the club and you are the oldest!

Kindest regards to all
Iain and Leila
Editors



Campfire chit chat. It's hard to believe it's three years ago.

PRESIDENTS REPORT - *by Rob Stapley*

Presidents report.

The president wishes to thank all office bearers for their continuing support over the past 12 months, Iain and Leila for producing the swallow tales despite health issues and tardiness of contributors. Thanks to Doug for the secretarial duties and keeping the books in order David Reeves for producing Swallow Tales and the Facebook admin.

Of course plenty happens behind the scenes, Morrie is always willing to help with contacts for parts or access to his store. Skip must be frustrated that his efforts to organize a rally are not able to be fulfilled and hope that eventually we will be meeting somewhere for another rally, which is an important item on the club calendar of events. The state reps play an important role in the reporting to the editor so other members get some understanding of how the Simca marque being publicized in other states. Thank you also to Lorraine Laney continuing on as webmaster.

Cheers. Rob.



2019 Rally

SECRETARY'S REPORT - *by Doug Murphy*

Secretary Report: Advance notifications about the AGM were sent out; Committee members were asked if they would like to nominate and continue in the same position, a move designed to streamline the AGM. Doug Murphy withdrew his nomination for Secretary/Treasurer/Membership position and John Pickles declined to continue as WA rep. Queensland members have been advised by email that the *All French Car Day* has been rescheduled to Sunday 16 October at the Murarrie Parklands) where previous displays have been held. Peter Mayne is looking forward to that. Richard Potts of NZ is trying to locate a former Simca man, Chris Mackerell, referred to Colin Smith the Club's NZ rep.

Treasurers Report: The Club's financial position continues to be healthy and stable as the financial Statement shows. In the most recent period, newsletter costs slightly exceeded membership subscriptions.

Membership Report: At the most recent count, the Club has 52 members, including 4 Life Members. Four members have not paid their dues, and according to the Constitution, they are no longer members. A membership application from Mike Osborne of South Australia is being processed.

Justin Walker from WA has advised he is not renewing. Ted and Sherrall Church of NZ have paid their 2022 membership dues and have advised they will not be renewing.

Doug Murphy

For Sale 1959 Vedette. Fully restored in 2015-17. Incl engine & gearbox, steering, brakes, rewire, lots of body work done, low mileage and with spare parts. Price negotiable. Contact Doug Murphy doug@realres.com.au or text 0402845925 Qld

SIMCA CAR CLUB AUSTRALIA INC.

Financial Statement : 1st July 2022 to 5th Sept 2022

INCOME

Annual Subscriptions	\$	170.00
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TOTAL	\$	170.00
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EXPENDITURE

Secretary Exp.		
Newsletter (June)	\$	276.44
Simca Manual		
Fairtrading		
Keyrings		
Website Costs		
Bank/Paypal Fee		

TOTAL	\$	276.44
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ASSETS	Cash at Bank	\$	7,733.32
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LIABILITIES

NET ASSETS		\$	7,733.32
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BALANCE SHEET - 05.09.22

Balance brought forward 30.06.22	7839.76
Add Income Amount	170.00
Deduct Expenses Amount	276.44
Balance as at 05.09.22	7733.32

QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone, Well Spring has sprung, although it still feels a bit like winter, here in Roma anyway. It's been a pretty busy time for some of the Queensland Folk. On the last weekend in August, the Roma Historical Motor Club held their bi-annual rally which is normally held over the Easter weekend, but was postponed due to COVID. This year, the rally celebrated the 40 year anniversary of the formation of the Club. A great achievement from its small beginnings to a club with now over 200 members. There were 33 entries in all, 7 from the Brisbane Southside Morris Minor Club with others attending from Dalby, Bundaberg, Maryborough and Warwick and of course, members from the RHMC including the Huntly's. It was a surprise to see one familiar name on the list of entrants, Alex Connor from Wellington Point attending in his 1957 Morris Coupe. Alex was a member of the Simca Club for a short time, purchasing Doug Murphy's Simca, which is now owned by current member Barry Fletcher. A display and registration was held at the Butter Factory on Saturday morning, with entrant's being able to vote for the Most Popular Vehicle in three different age categories. After lunch entrants met up at the Cricket Club, a favourite venue from past years, to participate in the carless gymkhana and car gymkhana. The carless gymkhana had five events – Rolling the Tyre, Nuts and Bolts, Fishing and Workshop Woes. Leo had a good crack at the fishing competition with Luke winning the Workshop Woes, a take on trying to dig out that elusive nut, bolt or socket that you dropped in the engine bay. Something Luke has had much practice with. The aim of the event was to pull out as many objects from a 2L juice bottle in one minute with a Flexible Claw Pick Up Tool, holding it with one hand. The car gymkhana was just as fun, with four events – Rocky's Gate, One Wheel Revolution, Balance Wheel and Lady Driver. The Lady Driver event is a take on an age-old wives' tale that women have no idea how much space we have around our cars. So this was a chance to prove them wrong with, Can we get the car in the garage? The aim of the event was to guess how much space was required between two poles to drive the car through. The lady with the least amount of space between the pole and the car on each side wins. The Huntly's didn't win any of these events, but had a fun time competing in them!! Saturday finished with dinner under the stars at the Butter Factory. On Sunday we met up again at the Cricket Club, going on a short observation run around town finishing back at the Cricket Club for morning tea. We then headed off to 'The Barn' at a property called Mt Hope, about 50 km east of Roma. We were warned that there would be questions to answer on arrival, a reverse observation run, which had us making all sorts of notes of things along the

way, including the crests – there were quite a few. . . Unfortunately this wasn't one of the questions, turned out they were mostly just on the edge of town!! We went on a back road rather than the highway which was just as good, even better due to the oil and gas industry, being a major road to 'The Hub', a gas processing site. Lunch was served on arrival and after some deliberation the final presentations were made and farewell speeches, the perfect end to a great weekend of rallying. PS. There is always someone who knows someone that you know. Luke got talking to another entrant, Eric Levett about Simcas. He mentioned he used to work with someone who had a lot of them and couldn't remember his name. Luke tossed around some names, and turned out to be Kerry Ryan!! Small world. Luke & Michelle





Greetings to all! Since the last newsletter, and news of Alice's "troubles", I have to report that she is still not back on the road! Not only have I had COVID, but the mechanic working on Alice has also had COVID (not to mention being short-staffed) so that has meant things have been delayed. The unusually wet Winter weather also resulted in Biloela Old Wheels in Motion, to be held on 16th July, being cancelled. With any luck, we may get to that next year! Even though Alice was unable, I still attended the Capricornia Historical Motor Club Inc. rally in Clermont from 8-10th July, along with Luke, Michelle and Leo. Alice would have been Car #32, and Iris (the Commodore) did a good job of getting me there and back. I joined forces with Luke, Michelle and Leo (Car #30) and we came second in the observation run, modern section in Michelle's Dad's XC Falcon GS. Car #32 (Alice) came 3rd in the gymkhana (modern). "How could she do that, when she is not even there?" I hear you all ask. The gymkhana involved various activities that did not actually involve driving, such as looking at a selection of objects for a certain amount of time, then once they were re-covered, remembering which one had the black spot, or which would have been the heaviest etc. The one event in the gymkhana that involved the use of a vehicle, required you to look at a list of kitchen items for 30 seconds, then drive up to a certain point, drive around that and return, then reciting as many of the items as you could remember. I was able to drive the XC (thank you Ken and Luke), as I left Iris at the motel (very easy to walk around Clermont), and Leo accompanied me. When we started, Leo was excellent, as I asked him to sit quietly so I could concentrate on the list. Unfortunately, I was not specific enough, and he did ask a few questions during my 30 seconds!! Still managed to come in third, though! There were other events as well, guessing the weight of objects, identifying the use of various tools (none of which I had ever seen before) etc. Another aspect of this rally, which was a lot of fun, involved the teams following directions up and down the main street locating Capricornia Historical Motor Club stickers in various businesses. Some were in the shop windows, others were inside on shelves etc. It was great fun, everybody had a list of businesses to go to, but set out from different starting points. It was a great opportunity to meet some of the local folk, and some merchants even picked up a bit of business, that they may not have otherwise! All in all, it was a fun few days – I liked, particularly that it was in the school holidays, and began on a Friday. Sunday morning was an early start at the RSL for breakfast, and allowed people the day to travel back home – some had come from as far as Brisbane. I have heard that the Capricornia Historical Motor Club, Inc., is possibly holding the rally in Biloela next year, so perhaps some SIMCA Club members might consider a road trip to Central Queensland (particularly those already in Queensland – it is only a 7-8 hour

trip from Brissie to Bilo in a SIMCA, Alice has done it a couple of times since moving to Bilo!) There is an Autofeste (Car and Bike show) in Biloela next weekend (Saturday 17th September), so I shall go to it and see what that will be all about – there will be people doing burnouts I believe (not Alice's cup of tea) but I think there is also a Show and Shine for the more dignified amongst us! Hopefully Alice will be back home this week, and can attend! Cheers from David and Alice!





David, it seems the grazing paddocks of Bilo have been very lush this winter. Editor







A Grand Display of French Cars

Sunday 16 October 2022

Distillery Road Markets

Henry Hester Drive, Eagleby,

8.30 am to 3.00pm

Whether your car is brand new, older but excellent, just average, 'oily rag' condition or even a 'basket case', then you should display your French car at the Grand Display of French Cars!

You do not need to be a member of the Citroën, Peugeot, Renault, or Simca Car Clubs to participate! Also, all French marques are especially welcome, so if you have an Amilcar, Bugatti, Cottin et Desgouttes, EHP, Farman, Gregoire, Hotchkiss, Induco, Janvier, Krieger, La Lincolne or even a Le Zebra, you will be made very welcome.

An entry fee of \$15 per displayed car applies.

Spectator entry is FREE!

Food and drinks available

This is an all-weather event location. Display cars will be undercover.

Further information?

Peter Schortemeyer – 0412 445 323

peterschortemeyer@hotmail.com

Ian Turner – 0421 611 243

ianturner@outlook.com

WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –*By Mitch Burnett***WA State Representatives Report – Mitch Burnett****INTRODUCTION**

I would firstly like to thank everybody for the opportunity to represent the Sandgropers in the group. I have been afforded invaluable assistance from John Pickles, having first approached him in 2004 when I was contemplating buying an Aronde advertised for sale near Geraldton WA, apparently owned by former club member, Eric Micke. That one got away from me unfortunately.

You see, I grew up listening to my dad’s stories of him having purchased a brand-new Aronde P60 from Wentworth Motors on Stirling Highway in Claremont, at the ripe old age of 21. I was intrigued by his enthusiasm for the car, likening it to my love for cars that I had grown up with; like Ford Escorts, Datsun 1600’s and Mazda rotaries.

Over the years, life happens as we know and when on my 25th wedding anniversary in Dunsborough in mid-2021, I spied an Aronde in a house driveway - I had to approach the owner. I recognised the car as one previously advertised but removed from the market, made an offer to the lovely lady owner and am now the proud owner of a 1964 Aronde P60. As it turns out, it was the car previously owned by former club member Robert Lewis, one he had transported to Perth from Adelaide some years earlier and restored. As of this week, I’ve just replaced the front brake components and three leaking core plugs and we are back in the game. I then recently added to the Aronde stable, acquiring a 1962 P60 known to the club, previously owned and restored by Justin Walker. Dad now has that one in his driveway and is responsible for running it and for sitting in it for nostalgic therapy. He and John have caught up a couple of times and love reminiscing about the days of roaming the streets in their spritely Simca’s.



Dolly wheels - great for moving cars around in the garage



The second acquisition – 1962 model

It was interesting to hear the feedback from the article by Rogerio Ferraresi on the Vedette in Brazil and how they modified the original flat head to an OHV Hemi. It is a little known fact that the original Vedette engine was in itself a modified Ford V8-60 engine from the USA. Back in the 1930's the French government imposed large duties on imported vehicles and Ford having a presence in France felt the impact of being priced out of the market and began looking at assembling their vehicle locally.

It was fortunate for Ford that at this very time there was a man who once ran the fourth biggest car company in France, behind Citroen, Renault and Peugeot was looking for a partnership to make good use of his underutilized Strasbourg plant. This little known car manufacturer was Emile Mathis who at the time producing the Mathis car. In 1934 Mathis seemingly hit the jackpot when he reached an agreement with Henry Ford to assemble the Ford Model Y designed for the European Market. Mathis himself was an engineer and had in the past designed and produced his own makes of vehicles since 1904 when he was manufacturing cars under the Hermes brand. Ford invested a substantial amount of money in the plant and Ford owned 60% and Mathis the rest, by 1936 it was assembling localized vehicles under the Matford brand. During this time Mathis was given the opportunity to improve the Ford V8-60 and as a result he heavily modified the engine which became what we know as the "Aquillion",

very few parts are interchangeable between these two engines. The Matfords were produced until 1939, but Mathis was disappointed by the lower than expected sales and not being comfortable being the junior partner in the relationship to Henry Ford so in 1938 sold his shares in the joint venture.

EMILE MATHIS

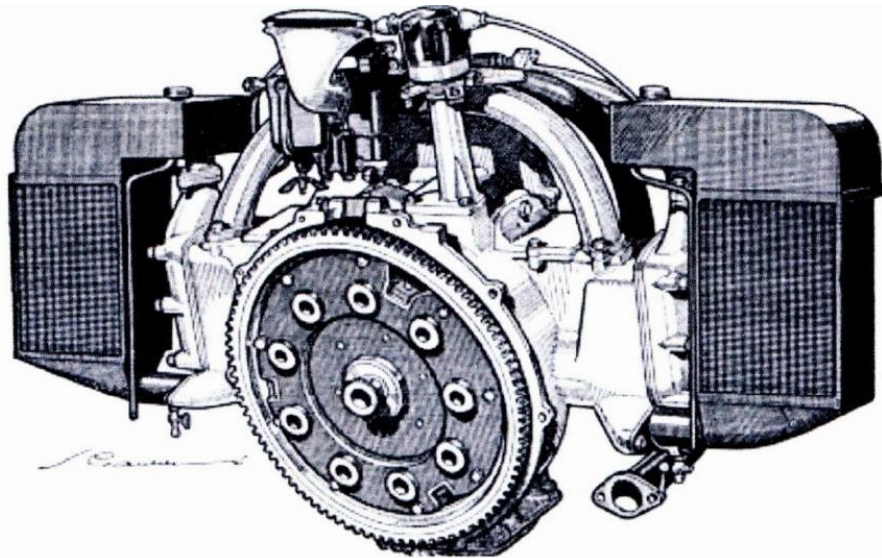
Was born 15 March 1880 and became a French businessman who founded the car firm Mathis in 1910. (Before the frontier moved in 1919, he would have considered himself a German businessman and the car firm was a German business.)

He was born in Strasbourg which at the time was in Germany. Between 1902 and 1904 he worked for the car firm Lorraine-Dietrich, with Ettore Bugatti. In 1904 Mathis and Bugatti designed the Hermes car, which for some reason was known as the "Burlington" when sold in England.

Following the outbreak of the Second World War, as the German army invaded France, Mathis escaped to America where he lived and worked throughout the war making marine engines using the Matam brand. In 1946 he returned to France to find his factory in Strasbourg had been mostly destroyed by the Allied bombing as it was used by the Germans to make munitions and engines for military vehicles. After rebuilding the factory he needed a car to build, what he came up with was quite advanced from an engineering standpoint, and while it never got beyond prototype stage, with only 10 examples being built, it was novel enough to give Mathis a place in automotive history. What Mathis came up with was the VEL 333, A LIGHT ECONOMICAL THREE WHEEL VEHICLE THAT CONSUMED THREE LITRES OF FUEL FOR EVERY 100 KILOMETRES. It seated three, had a unibody architecture, with the aluminium monocoque being electrically welded.

So there we have the history of the creator of the Vedette "Aquillion" engine.

The small flat twin engine with a radiator attached to each head and good for 115kph



VEL 333 Emil



Mathis died in Geneva 3 August 1956

VEL 333 Emil

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –

by Andy Woodson

Hi From Victoria.

I've just returned from the Shepparton swap meet. The one thing I've noticed at this swap and the recent Cobram swap, is the complete lack of any French vehicle paraphernalia, or cars and of course Simca stuff is almost never seen. Anyway, beside that, they were both quite good, and very welcome, to have those swap meets back again after a couple of lean years. I've included a couple of pics from them. An FE Holden on a trailer seemed to be a project beyond salvation, however, if you've got 10 or 20 spare years maybe success could be achieved. An interesting pic I found on line recently was that of a Simca dealer back in 1959. A Simca with a bit of glamour attached is a nice reminder of a nicer and easier going time in our history. The dealer and service station was in Bridge St Richmond. I've included the pic. It's a part of our great memorabilia which should never be forgotten.

Anyway, I'm not sure what transpired at the Zoom agm as I am not that tech savvy, however, unless there was a nominee to take over the Vic reports, it appears that my old friend and fellow collector and Simca owner and enthusiast, Bernie Andrivon from Western Vic will take over from November. I'll always be in contact with him and try and include some input. However, lately, I've been pondering a move and have downsized, and I'm currently Simcaless. That may change again soon hopefully. But it's good to be part of the club, where ever I may be, and it's special when we can all have those face to face meetings every now and then. All the best.

Andy from
Victoria.








2022 French Car Festival

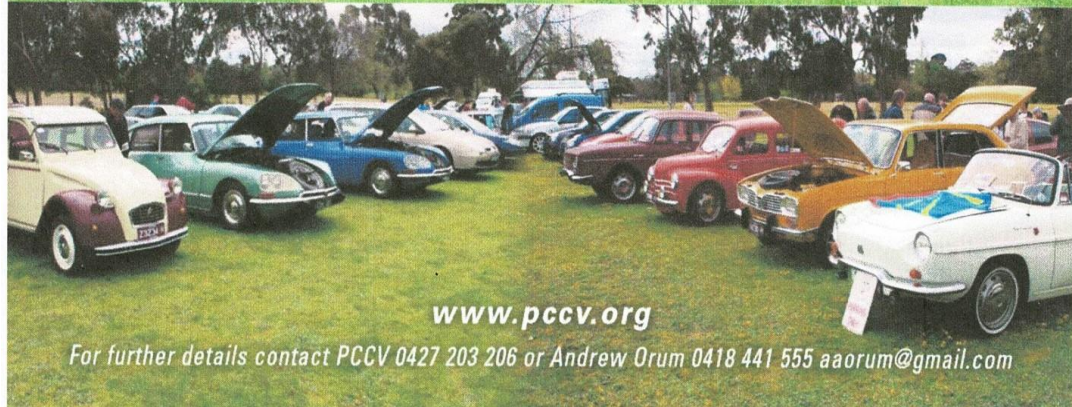
Cruden Farm, Langwarrin

SUNDAY 16TH OCTOBER

- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9.00. Judging commences at 12.00
- Display car entry \$10 (*includes a garden pass wrist band for the driver*). Garden passes for the passengers of display cars can be purchased for \$10 each
- General admission to Cruden Farm gardens is via the car park off Cranhaven Rd. The entrance fee is \$10



Presented by the Peugeot Car Club of Victoria in association with
Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia



www.pccv.org
For further details contact PCCV 0427 203 206 or Andrew Orum 0418 441 555 aaorum@gmail.com

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

Hi Ho everybody,

I guess I can address this report using Jack Davey's catchcry, I believe one of the prizes on this show "Pick a Box" was a Simca P60 sedan.

The weather here is wet and heading east so a good chance to get out to the shed.

Former member James Duggin has decided to get rid of his sizeable collection of Simca's, off course I had to visit to check them out so the journey was made to Clare with a couple of mates, one being Mike Osborne. Some will remember James's collection of 12 or so cars in an open shed on his property. At our first National Rally in Adelaide. James participated with others in the Bay to Birdwood where he drove a P60 wagon and his brother a P60 sedan. Both these cars were up for grabs so I made an offer on the wagon and a P60 sedan minus engine. The wagon engine needs a rear engine oil seal and new hood lining and I somewhere have to find a good engine.

While I was inspecting these 2 cars Mike had become attached to the second Bay to Birdwood car and he made an offer on this car. Deals were done money exchanged and 3 P60's were on their way to Ardrossan.

Mike has joined our club and the Simca has joined his collection of a couple of Alvis' and an MG1955 T F 1500 1972 Rover 2000 and 1972 Lancia Beta HPE.,so you will see the Simca is now in elite company.Mikes enthusiasm is contagious and he has already removed the engine and pressure washed washed under and over and all the crooks and nannies.

I have been building a dog house(in case I buy anymore Simca's) just kidding. So have been dragging my heels a little bit in the restoration department although the brown P60 is back on the road with a brake overhaul and paint touch up. Coincidentally this car was also participating in the 2001 Bay to Birdwood.

Of course James collection of spare parts is being sold off so any enquiries ring James on 0417834524 .

I think I have done my dash so till next time cheers and safe motoring.

Rob



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

NSW REPS REPORT

Hi all, first and foremost a big thank you to Doug and Zelda for their secretarial work for our Club. Congratulations to all our new office bearers, especially Iain and Leila for also taking on the Secretarial position. Not much to report due to the cancellation of the All-French Car Days in Queensland and New South Wales due to the ongoing wet conditions and the planned attempt to hold the AFCD in September only to be cancelled again due to wet grounds. In May Geoff Rose and I travelled with a group led by Hank Verwort of the Victorian Peugeot Car Club to complete to washed out in May 2021, however I ended up in the Coober Pedy Hospital for a day with low heart rate(more on this later) so we aborted and headed for home via Menindee only to get bogged on a side road so four hours later we were rescued by a local in a 4WD(see pix) then home safely. A re occurrence of the Coober Pedy episode saw me in the Nor West Hospital and a Pacemaker inserted so hopefully with that out of the way and now in complete remission from the Lymphoma I am good for a few more miles. AS our Grandchildren were not with to assist We did not get to see all who logged into the Zoom meeting, I plan to have another Zoom Meeting on Sunday 9th October at 2pm using the same log in and password to join the meeting an Email will be sent to Members on Friday 7th October so if you have not received an E mail by Saturday, please phone me on 0429 495 003 The attached pictures of the P 60 are from when Geoff went to Inverell to get a replacement head for Alice. Pix Geoff and Bruce Holder.



Morrie, there are much easier ways to meet young nurses! Editor



Where's "Gelignite Jack" when you need him! Editor



Bruce Holder and Geoff Rose at Bruce's lovely Inverell property. The following photos show on of several complete cars for sale. These cars have been stored under shelter for many years. The one sheltering under the tree, is a spares car. Editor



I have seen this car and it has an excellent rust free body and decent interior. The other cars are also easy restorers. Editor



A good spares car. Editor

Election of Committee Members:

Ian Powell, Public Officer, took the Chair and advised the previous AGM was on 11 September 2021. Ian declared all existing Committee members had stood down and all positions were now vacant.

Each Committee position was then called for nominations, the nominated member asked if they were willing accept the nomination and each nomination was seconded.

As there was only one nomination for each position, after a call for further nominations, each nominated member was individually declared elected.

Position Carried	Standing	Nominated	Seconded
President Barrett	Rob Stapley	Lorraine Laney	Morrie
Secretary/ Treasurer Editor Crombie	Iain Dyer Iain and Leila Dyer	Rob Stapley Rob Stapley	Kerry Ryan Gerard
Public Officer NSW Rep Crombie	Ian Powell Morrie Barrett	Morrie Barrett Ian Powell	Iain Dyer Gerard
Qld Rep	Michelle & Luke Huntley	Kerry Ryan	David Reeves
SA Rep	Ina & Rob Stapley	Ian Powell	Kerry Ryan
Vic & ACT Rep	Andy Woodson*	Morrie Barrett	Iain Dyer
WA Rep	Mitchell Burnett	John Pickles	Morrie Barrett
NZ Rep	Gerard Crombie	Morrie Barrett	Luke Huntley

*Subject to Confirmation

The meeting also voted for the following non committee positions:

Webmaster Crombie	Lorraine Laney	Richard Laney	Gerard
Face Book Administrator Crombie	David Reeves	Ian Powell	Gerard

The Public Officer also stated a Financial Report would be circulated to members for the 2021/2022 year, this forms part of the notification required to NSW Fair Trading.

Simca Vedette Restoration Story – NSW

Richard Laney & Ian Powell

This green Simca Vedette was purchased new in 1960 from the Chrysler dealer in the Bankstown area. It remained in this area for some time, then moved to the Blue Mountains and then on to Diamond Head.

This car has only travelled 58,000 miles. For 28 years it gave good service to the family. In 1988 it stripped its fibre oil pump drive. A workshop in Taree removed the engine, replaced the oil pump drive and rebuilt the engine but could not get it started. The car was towed back to Diamond Head in 1988 and was parked in a shed until I purchased it in 2017. Another running engine was purchased to be installed in the car.

Work was slow and with age catching up on me very quickly, I decided to sell the car in 2022. A couple of phone calls with Morrie and Ian Powell and I met up and decided we could finish the build together with Ian to purchase the car.



Richard making sure we didn't even mark the old paint job!

Richard has a heap of information and five years of planning and lots of work already completed and sourced. This included a contract with a painter and panel-beater and a very close match in paint colour to original. It was a no brainer to complete the car with Richard's vision for it. We've been enjoying working on it together.

The car has now been re-sprayed in acrylic and reassembly is now happening. Richard had already completed the rear end, much of the brakes, and re-chromed the bumpers which will now be fitted. Interior upholstery will mainly be original with new carpet.

The engine drive train install will be a team effort with Richard's knowledge and my slightly younger muscles.

Thanks also to Doug Murphy and John Pickles for their assistance with the build.

Leaving the paint shop.



NEW ZEALAND REPRESENTATIVE'S REPORT – by Gerard Crombie

New Zealand Report

The Daffodil Day Car Rally is an event that is a lot of fun and also raises some money for the Cancer Society. In NZ Classic car runs were held in several parts of the country by the Vintage Car Club. The Auckland event has been cancelled the last two years due to covid, but this year it was held on the 28th August. The cars gathered at the North Shore Aeroclub around 9am and so everyone wasn't in a procession along the route, departed progressively for Matakana via State Highway 16, a distance of about 70 kilometers, from about 9:30am. At the Matakana finish there was a car display. In past years there has been a competition and prizes for best car, peoples choice etc. but that didn't happen this year, it was a car display only.



One of the more interesting car for us on display was a 1925 Chandler (Yvette's maiden name was Chandler). A few year ago I had sought to find a Chandler car and identified one complete with name and location but had still been unable to contact the owner. The car on display was in fact the same car. If your name is Ford, Morris,

Austin or similar seeing a car matching your name would be unlikely to bring out any emotions but finding a "Chandler" was exciting, even if it was Yvettes's family name not mine. A very nice car it is too. This is a 1925 Chandler. It is a 6 cylinder, 289 cu inch and 29.4 HP. It has had 3 owners with the current owner having owned it for 41 years. It was substantially restored about 20 years ago.

The Chandler Motor Car Company was incorporated in 1913, by Frederick Chandler with its factory in Cleveland Ohio. Chandler produced good quality middle priced cars.

In 1927 Chandler sold 20,000 cars and overexpansion led to large debts. In 1929 the Chandler Motor Company was purchased by the Hupp Motor Car Company for its factory and manufacturing facilities and the brand was discontinued. (Sounds a bit like the end of Simca story!!).



Here's some other photos from the Daffodil Day rally



Those who came to New Zealand in 2014 for the SCCA rally and AGM will remember visiting the British Car Museum at Haumoana, not far from Hastings in the Hawkes Bay. We went there on the last day of the rally. It was significant with the number of cars on display and that they were double stacked on steel frames. The museum was considered to be the worlds largest collection of British cars with over 500 vehicles. The owner died in 2019 and with no children left the museum in a Trust for his nephews and nieces with the expectation it would continue as a museum. Unfortunately the nephews and nieces are in the process of breaking it up. The buildings and some of the cars have been sold for a new museum enterprise and about 40 cars retained by a nephew are being moved to Waihi, but a large number of cars, over 200, are being sold off individually on trademe at the rate of 5 or 6 a week. A shame to see such a great and memorable collection broken up but even when we were there it was difficult to see the financial viability of it.



Here's some of those who visited the museum on the 19 October 2014. Initially it was only a hand full of people in the photo but by the last photo the fire engine was full! Hopefully you recognise most of the group. Yvette took the photo, I'm just visible behind Morrie and in front of Luke.

Below are some of the better prepared displays in the British Car Museum abeit the cars themselves are in fairly original condition and would be somewhat improved with a dusting and a polish! These pictures show

some of the double stacking in the museum to hold the 500 British cars on display.



Below: Some nicely presented restored Austins and Morris's on display



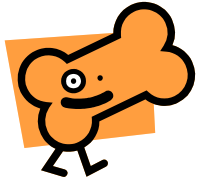
In NZ it's only very recently and very slowly that car club and other club activities have been returning to what can be considered normal. The result is there is has been only limited car club events and what I notice is that to some extent the event organization structure has disintegrated and is no longer working as it has in the past. I think many of those who could be regarded as organisers have fallen by the wayside and retired from their organizer roles during the covid years and new people have not picked up

the slack. Reorganization takes time! Since I see this happening in several NZ clubs, I suspect this it's not just a NZ issue.

Although Costco has yet to open its first NZ store, its petrol station is now operating and as we are fortunate enough to live in reasonably close proximity we are now buying most of our petrol at Costco. Currently the price of 91 petrol is around \$2.67 per litre while the Costco price is \$2.56, an 11c saving. The opening of the main store has been delayed due to logistical issues with stock and also staff shortages which are fairly general throughout NZ at present. Costco is now expected to open at the beginning of October 2022.



Possibly New Zealand's only one family owner P60 sedan.
Gerard Crombie having taking me for a drive around
Auckland in the car, I can attest to its marvellous originality.
Editor.



Funny Bones

So an elderly Italian man living alone in New Jersey wanted to plant his annual tomato garden, but it was very difficult work, since the ground was hard. His only son, Vincent, who used to help him, was in prison. The old man wrote a letter to his son and described his predicament:

Dear Vincent,

I am feeling pretty sad, because it looks like I won't be able to plant my tomato garden this year. I'm just getting too old to be digging up a garden plot. I know if you were here my troubles would be over.. I know you would be happy to dig the plot for me, like in the old days.

Love, Papa

A few days later he received a letter from his son.

Dear Pop,

Don't dig up that garden. That's where the bodies are buried.

Love, Vinnie

At 4 a.m. the next morning, FBI agents and local police arrived and dug up the entire area without finding any bodies. They apologised to the old man and left. That same day the old man received another letter from his son.

Dear Pop,

Go ahead and plant the tomatoes now. That's the best I could do under the circumstances.

Love you,

Vinnie



A 65-year-old woman had a heart attack and was taken to the hospital.

While on the operating table she had a near death experience. Seeing God, she asked "Is my time up?" God said "No, you have another 33 years, 2 months and 8 days to live".

Upon recovery, the woman decided to stay in hospital and have a facelift, liposuction, breast implants and a tummy tuck.

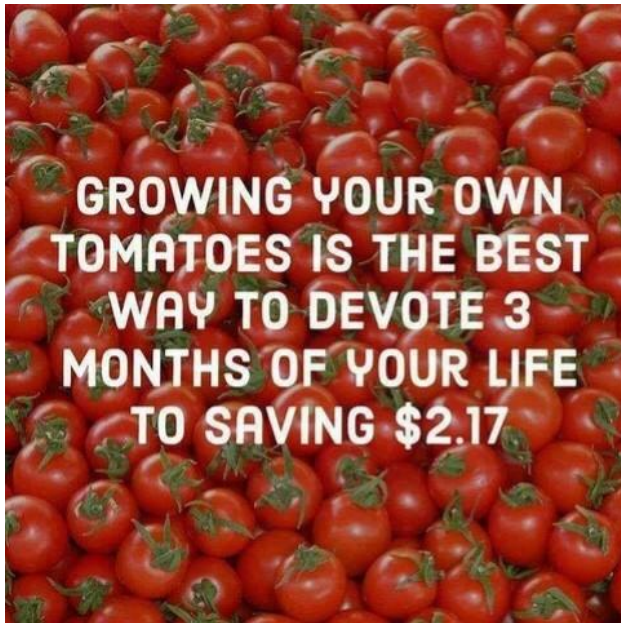
She even had someone come in and change her hair color and brighten her teeth!

Since she had so much more time to live, she figured she might as well make the most of it.

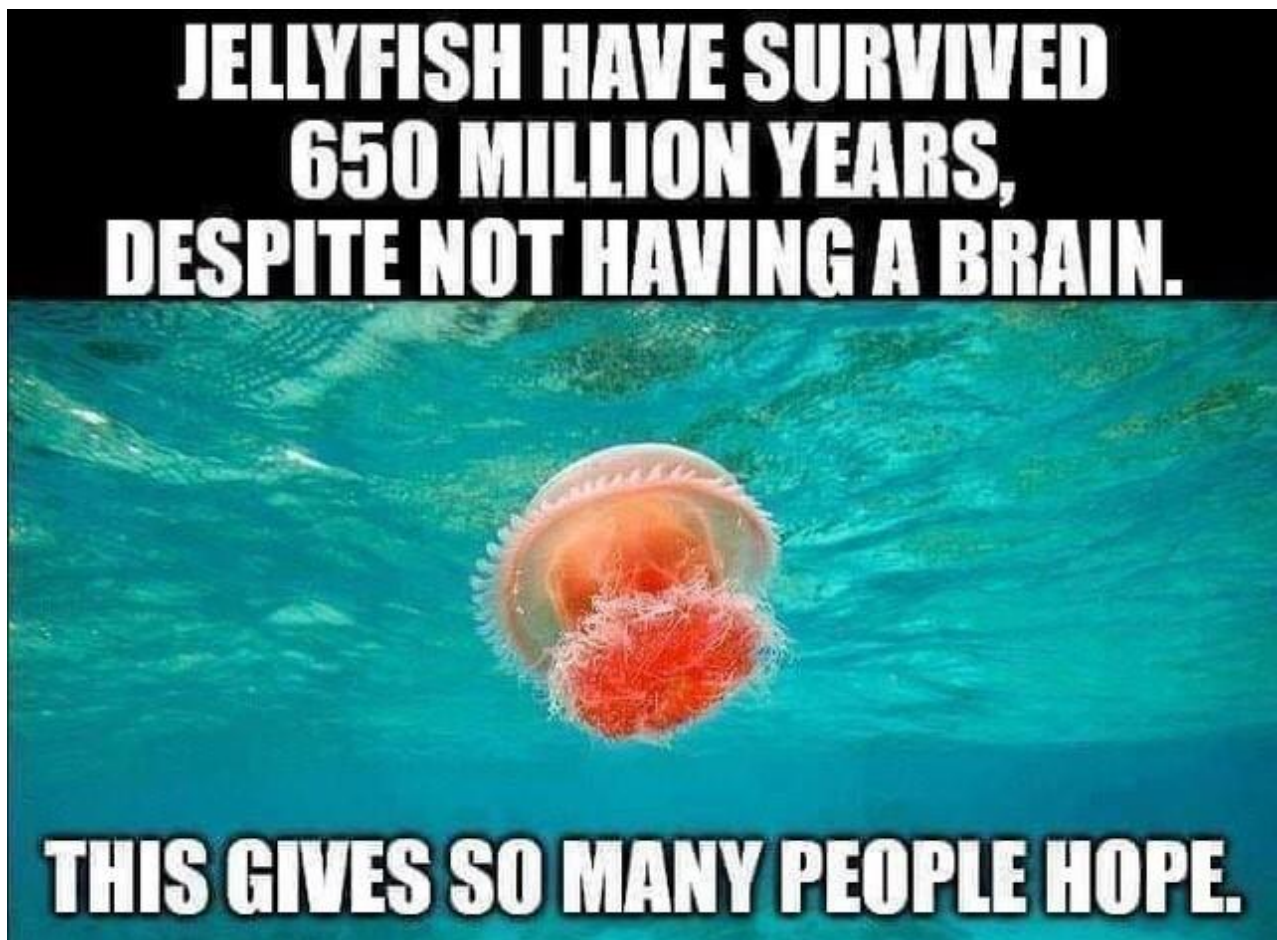
After her last operation, she was released from the hospital, but while crossing the street on her way home, she was run over and killed by an ambulance.

Arriving in front of God, she demanded "I thought you said I had another 33 years, why didn't you pull me away from the path of that ambulance?"

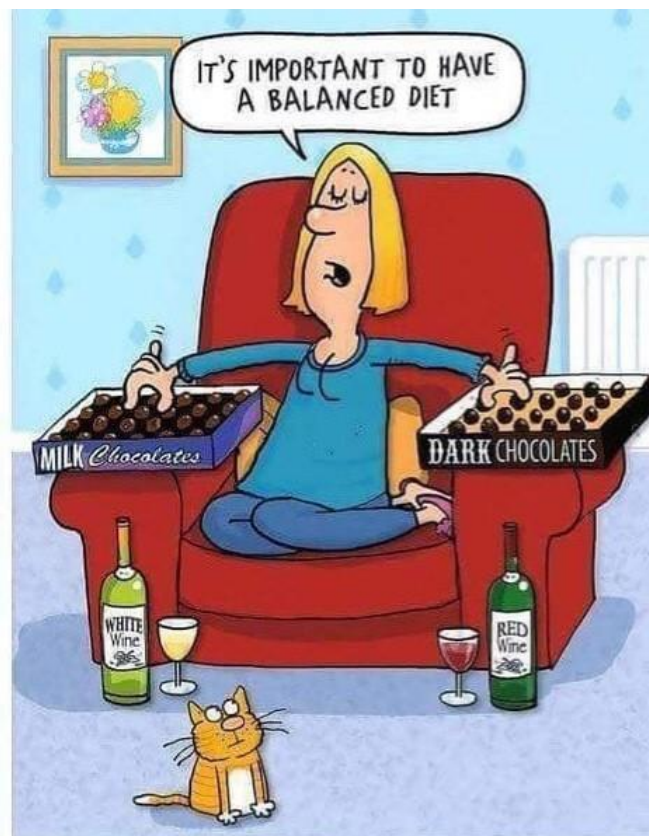
God replied: "I didn't recognise you!!"




Apart from being exhausted,
financially unstable,
nearing a mental breakdown
and being fat,
everything is great.
Thanks.



The emotional support dog after I get done telling it my problems.





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SH02984 29/04/11 A

PS - From the Editor...

Please remember any contributions welcome or suggestions.

Reminders:

The 2022 renewal of membership is due on January 1st 2022. 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

This months Swallow Tales border is in black, in respect of our departed Queen.



SIMCA CAR CLUB AUSTRALIA Inc.

CLUB MEMBERSHIP APPLICATION/ RENEWAL

January – December 2022

Please print all names for family/joint membership

Surname: _____ Given Name/s: _____ and _____

Postal Address: _____

State: _____ Postcode: _____

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

Contact Details: Home/Work Phone: _____

☐

Mobile: _____

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Email: _____

☐
New Membership Applications: How did you hear about Simca Car Club of Australia?Facebook ☐ Website ☐ Word of Mouth ☐ Other ☐ DetailsWould you prefer to receive your club newsletter via email? YES ☐ NO ☐First Application - Do you own a Simca/s? YES ☐ NO ☐ Please provide details below.Renewing Application - Any changes to your existing cars from last year? (No., type, condition, etc)

ANNUAL MEMBERSHIP SUBSCRIPTIONS

Simca Car Club Australia Inc. membership operates from: 1st January to 31st December each year.

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

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

Signature/s: _____ Date: _____

(Both signatures required for Family/joint membership)

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

Secretary/Treasurer S.C.C.A. Inc.
Doug Murphy
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Wellington Point QLD 4160

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