



SWALLOW TALES



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



Vale John Wilyman, departed 20th March, 2026.

VOLUME 33

NUMBER 1

March 2026



SIMCA CAR CLUB AUSTRALIA Inc

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

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

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

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

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

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

Greetings all!

Welcome to the first edition of Swallow Tales for 2026 – Volume 33, Number 1!
It seems a lot has happened since the Christmas edition, where we were all looking forward to a peaceful 2026! Well, Donald has made a bit of an impact on that with many reports mentioning the cost of fuel and the likely impact this will have on us. Let's wait and see what happens before the next Swallow Tales (due June) before we get too carried away.

Also welcome to new members: James Boal, Bailey Smith, Addam Smith, Graeme Appleton.

Historic Winton is coming up in May, and I do look forward to hearing about that in the next Swallow Tales, as I am aware that at least the SA 'chapter' of the Club will be in attendance.

The 2026 National SIMCA Rally will be held in Yamba, NSW in September. Some of you have informed me of your intentions to attend, so am expecting it will be a 'good time had by all'!! See further details regarding the rally in a separate section of the magazine.

John Pickles (WA) recently informed the Club of the passing of former member John Wilyman. He has been in touch with a friend of John's, Kerry Torpy, who is writing a story about John. If it does not reach the editor's desk in time for this edition, I shall include it in the next!

Luke also mentions John in The President's Report, making reference to the Mildura Rally. I am not sure what year that was, but the following is a picture at that rally, with John Wilyman standing at the far left (courtesy of John Pickles). I was not a member of the Club then, but I do recognise some of the other faces. A friend of John's has written a tribute which appears later in this magazine.



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John Pickles also sent a picture of John Wilyman's SIMCA towing a caravan in the '60s. What a trooper of a car!

For those of you who are wondering about Alice, she is still out at Michelle's parents' place in Roma. I spent the first weekend of the Christmas holidays out there, and again was there for the Australia Day weekend – which is when I learnt that some torque wrenches are a little more subtle than others when advising the 'mechanic' that the appropriate torque has been attained! I am very good at removing, cleaning, preparing and replacing the top cover of a SIMCA's gear box now, and I can report that Luke is a very patient boss!

I removed, cleaned and replaced the cover a total of three times. The first 'mishap' involved over-tightening, and Luke replaced two studs, one of which I actually snapped off! Luke looked at me and said, "You know what to do."

The second mishap, we realised that the top cover needed to be removed in order to return the gearbox to its rightful place at the back of the engine... I looked at Luke and said with enthusiasm, "I know what to do!"

As a consequence we didn't quite have her all back together before my return to Biloela. I was planning to return for the weekend of 7th and 8th of March. That is when the rain came down! Luke mentioned this in his report, but I would like to say, that I don't think I would have even managed to return to Biloela via the long-way-around! Roads were closed everywhere. I did not manage to attend my school at Baralaba on the Monday and Tuesday following, and I think I may have been staying at Roma for a week!

I will be out there again the weekend after Easter, so I trust I will have good news in the next Swallow Tales.

Kind regards to you all, and have a peaceful yet joyous Easter and don't eat too much chocolate!



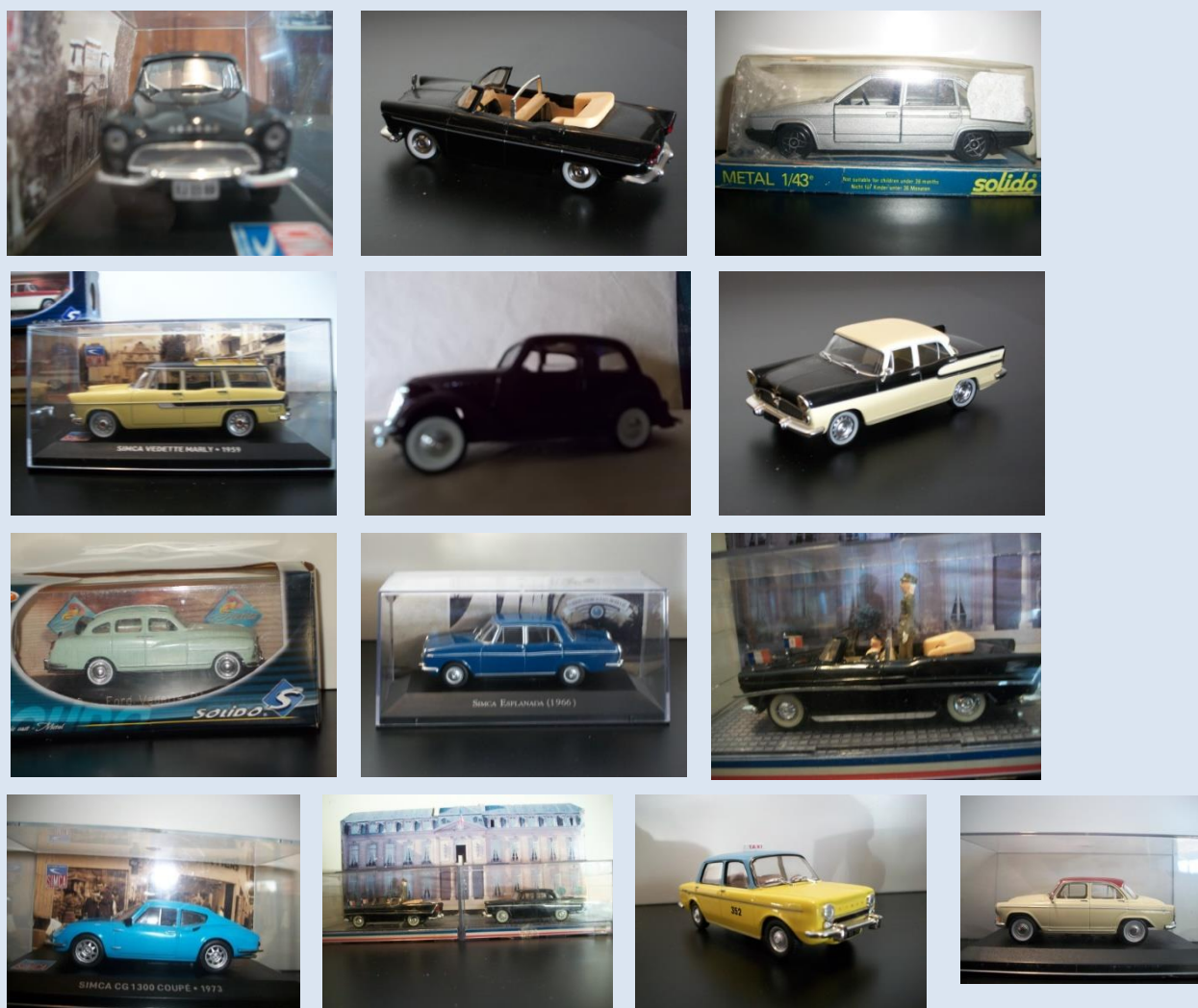
For Sale!! Diecast Models...

John Pickles is seeking to downsize his collection of diecast model cars, and has a number of SIMCAs that he would like to offer to Club members. This collection has been amassed over the past 75 years, so is quite substantial, being over 350 models of varying scales. Among them are 50 SIMCAs of 1:43 scale.

Apart from one or two, the models are in mint condition and have always been displayed in cabinets with many never having been out of their box.

Many of these models are out of production, and are eagerly sought by collectors overseas, and John would rather our Club members have first offer. All will be priced below market value, and you can contact John by phone: 0895 355 023 or email: jpickles3@bigpond.com

The following is a sample:



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MAKE	YEAR	MODEL	BRAND	BOXED
SIMCA		1936 SIMCA 5	BRUMM	Y
SIMCA 5		1936 FURGONCINO	BRUMM	Y
SIMCA 5	PLASTIC	1936 SIMCA 5	NOREV	
SIMCA 1000		RALLY 1	SOLIDO	Y
SIMCA 1000	1962		BLUE	Y
SIMCA 1000		TAXI		
SIMCA 1200S		COUPE		
SIMCA 1000		COUPE	CHROME	
SIMCA 9	1952		CORGI	
SIMCA 1000	1968		DINKY	
SIMCA 1300		BREAK		Y
MATRA		RANCHO	RED	
MATRA		RANCHO	WHITE	
SIMCA UNIC		S.U.M.B.		
SIMCA ARONDE		P60 UTE		Y
SIMCA P60	1960	P60 UTE	CREAM	Y
SIMCA 1300	1963		RED	Y
TALBOT		TAGORA		Y
SIMCA CG 1300	1973	COUPE		Y
MATRA		RANCHO FIRE	MATCHBOX	Y
MATRA		BAGHEERA	SOLIDO	Y
SIMCA		SIMCA 1308	SOLIDO	Y
SIMCA		HORIZON	SOLIDO	Y
MATRA		RANCHO	CORGI	
SIMCA	1958	OCEAN		Y
SIMCA	1949	SPORT		Y
SIMCA 8		SPORT		Y
SIMCA ARONDE	1954	SIMCA 9		Y
SIMCA ARONDE	1958	BAGALAN		Y
SIMCA 1308		TAXI	SOLIDO	Y
TALBOT		TAGORA	SOLIDO	Y
SIMCA ABARTH	1962	1300GT		
SIMCA ARONDE		P60	PLASTIC	NOREV
SIMCA		OCEAN	PLASTIC	NOREV
SIMCA		OCEAN	PLASTIC	NOREV
SIMCA		WEEKEND		
SIMCA	CHRYSLER	SIMCA 180		
SIMCA ARONDE		P60		Y
SIMCA ARONDE	1952	NESTLE VAN		
SIMCA ARONDE 90A	BLUE	GRAND E LARGE		
SIMCA ARONDE 90A	GREEN	GRANDE LARGE		
SIMCA ARONDE P60		MESSAGERE		
SIMCA VEDETTE		CHAMBORD Y/B		
SIMCA VEDETTE		PRESIDENTIELLE		
SIMCA VEDETTE		CHAMBORD	SOLIDO	Y
SIMCA VEDETTE	FORD	VERSAILLES	SOLIDO	Y
SIMCA VEDETTE		PRESIDENCE	SOLIDO	Y
SIMCA VEDETTE		CHAMBORD	SOLIDO	Y
SIMCA VEDETTE	1956	VERSAILLES	NOSTALGIE	Y
SIMCA VEDETTE	1958	PRESIDENCE		Y
SIMCA VEDETTE	1958	CHAMBORD	NOREV	Y
SIMCA VEDETTE	1959	MARLY		Y
SIMCA VEDETTE	DE GAULL	CONVERTIBLE		Y
SIMCA VEDETTE	1958	PRESIDENCE		Y
SIMCA FORD	1951	COMETE		Y



For Free - 90A, needs a bit of work...

During the 2025 Rally in Tasmania, Meg Heritage stumbled across this 90A in Penguin. It is available for free if anyone would like it. I believe it is complete. Please call Gareth on 0428 197 211. If no one is interested it will go to the wreckers. Any Tasmanian members interested? It would be too expensive to get to the mainland I suspect! That badge on the lower left edge of the bootlid is significant, and there could be quite a few useful interior parts.



Call Gareth:
0428 197 211

PRESIDENT'S REPORT - by *Luke Huntly*

Hello everyone.

Hope you all enjoyed your Christmas and New Year, which is fast disappearing - I must be having fun? As the saying goes "time flies when you are having fun".

The Winton races are fast approaching and hope those that are intending to participate have registered with Leanne Cutler.

It is with sad news that former WA member John Wilyman has passed away. I had the privilege to meet John at the Mildura rally and I would have surely met him at the WA rally but unfortunately can't remember.

"Alice" is still having a stay over at Roma as the weekend that David was to come and visit, a lot of rain was forecast to fall in the area. It didn't register with me until David texted me and then realised the road between Roma and Taroom could be cut off. Good call David, as the road did get closed. It is quite inconvenient to be travelling home and find you have to take a long way around due to road closures.

I found out the hard way one night heading home from Biloela a few years ago. "It was all about Brisbane and the South East of QLD" when it was raining down there, there was no mention of rain elsewhere, guess what? There was. At 11:00 'O' clock at night as I rolled into Taroom I saw a reflection of light across the field which I thought was strange.

As I proceeded to the Roma road there was a road closed sign and water as far as the eye could see. Well, around the long way I had to go through Wandoan and then cut across to Jackson. Even going that way I didn't think I was going to get through, as several water ways had been washed and piles of silt deposited on the road.

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Adding another hour to my journey arriving home at 2:00 'O'clock in the morning. What a long day!

I have had a couple of phone calls from Rob Stapley with inquiries as to the progress of "Alice" and some very useful information about the sizes of the front engine seal. As the saying goes "you never stop learning" or "you learn something new every day", some times more than one thing. Thank you Rob.

Enjoy your Easter, bye for now.



(Ed: Colin Smith sent this via the Facebook page but given Luke's engagement with the 'rescue of Alice', I think he should consider an outfit such as this!)

SECRETARY/TREASURER'S REPORT - by Iain Dyer

SIMCA CAR CLUB AUSTRALIA INC

1st December 2025 to 27th February 2026

Balance \$4647.01

Subscriptions

895.00

Expenses

L. Laney, Simca Website Domain

49.39

ASSETS Cash at Bank

\$4647.01

Memberships

895.00

Balance at 27.02.2026

\$5492.62

QUEENSLAND REPORT - *by Kerry Ryan/David Reeves*

Update on shed progress at Yarraman, Queensland

A new headquarters for Simca Queensland has recently been completed at my property at Yarraman Queensland.

The shed which is 12.0 x 8.0 x 3.6 metres in size has been a welcome addition to my land and will be used to store and display some of the more interesting cars in my collection.

I have just completed sealing the concrete floor and all that is left is to seal the interface between the corrugated metal sheeting and the concrete slab. This will hopefully protect the shed from any unnecessary outside bugs and snakes etc.

My wife Joey has provided invaluable assistance in cleaning and mopping the concrete floor and rolling the clear liquid sealer on to the slab. She is happy for me to be able to properly house and display my cars however every now and again she mentions that her family in the Philippines would probably be able to occupy a hacienda like this with great success. It is a good thing that they are a long way away otherwise I might have to share the space!

My next project is to build a small weekender and that will allow overnight and longer stays at the land and this in turn will allow me to sort out some of the other sheds and cars.

I am currently downsizing and have made some progress however every once in a while, I get tempted by something else. I do love Citroen ID's for example.

My trip to Europe is currently under review until changes occur in the Iran situation which in turn may allow me to attend the Dalby Rally in May with some of the other Queensland Club members.

I also have been successful in getting tickets for the Winton weekend in May.

I am also hoping to attend the annual RACQ Motorfest in June and the Queensland French Car Day in July so I am really looking forward to those opportunities to fly the Simca flag.

Best wishes to all...

And from David...

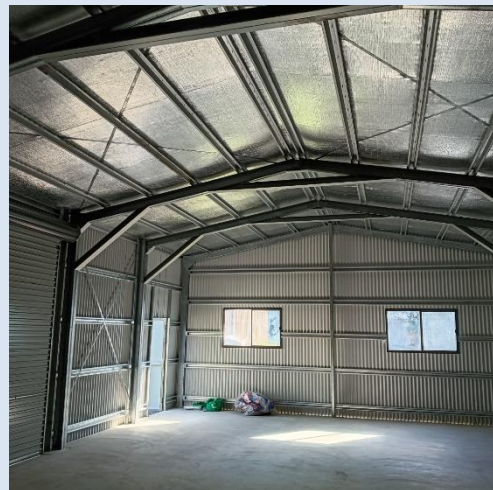
There has not been a lot happening SIMCA-wise in Queensland, mainly due to the fact that Alice is still under observation at the SIMCA Recovery Centre out in Roma. She is comforted by her loyal sister, Trixie, so she is certainly not being neglected. Hopefully, when I am out there again after Easter, Luke and I will finish the jobs that need to be done, and my mechanic-skills will be honed even further! Then it will be getting her back to Bilo!

Skip, Luke, Michelle, Leo and I, often accompanied by SIMCA-supporter Mark, often attend the Restored Vehicle Association of Dalby's (RVAD) annual rally held over the Mothers' Day weekend in Dalby. We didn't make it last year, so I trust that we will be back driving around the Downs again in 2026. A few years ago, another car club, mainly muscle-type cars, also put on a show the same weekend, which has an impact on accommodation for that one weekend. Frustrating. However, if any of you, Queensland members in particular, are interested in attending, flick me an email and I shall forward the information (dk_reeves@bigpond.com).

July brings the French Car Day in Brisbane on Sunday 5th July and this year, the Capricornia Car Club is having their rally that same weekend based out of Monto, which is a much closer drive to Biloela, so Alice may not make it to the French Car Day this year. (That is assuming that she is back in Bilo by then, and I am feeling confident at driving her out of town – RACQ Ultracare is very good, though, I must say!)

Kerry reports above that The SIMCA Headquarters in Yarraman has received a wonderful upgrade in the form of a HUGE shed and he is very happy with how things are shaping up there. Perhaps some unofficial SIMCA – Club, Queensland chapter meetings may take place there at some stage!

Have a wonderful Easter everyone!



Exterior and interior shots of Kerry's new shed at Yarraman – you could fit plenty of SIMCAs in there, I think!

VICTORIA/TASMANIA REPORT- by Meg Heritage

Greetings everyone from Tassie. Things have been slow in the Simca World of Hobart as I am spending quite a bit of energy on house renovations. Iain and Leila Dyer have come through though with a couple of interesting tales. Until next time, Roll On! Meg

Two Submissions by Iain and Leila Dyer

a) Barry Gilpin's story

It's been an interesting few weeks talking to club members I have never met. Of particular interest, I was talking to Barry Gilpin of Jindera, NSW.

Purchasing his Simca P60, CCJ066, only months old, it had no idea what it was in for. Barry used the car as a daily driver w/e racer for five years. It was raced hard in circuit and hill climbs and covered 77 thousand miles. This with only one engine change.



Barry raced on the edge, as you can see by daylight under l/h front wheel. Gaining many class wins and trophies it showed what a tough resilient car the Simca is.

Reading the 2005 Swallow Tales he sent me were stories of David McKay's racing exploits. I had no idea David McKay chalked up so many victories in a Simca. For Qld events they drove hard from Sydney for the event and then went racing. Then drove home!!!



Interestingly, I bought my first Simca, a 90A, at age 18 and drove it hard for five years. It had 20 thousand on the clock and threw a leg out of bed at exactly 77 thousand miles. My race-track was everywhere - the favourite being The Bells Line Road, NSW.

It's a generational thing and those times are gone forever. Future old racers will reminisce, my "Build Your Dreams," was fast because I had extra windings in the electric motors. Man that thing had a mean whine to it.

Enjoy fellas!



b) A Warm Welcome to New Club Member: Graeme Appleton

Graeme hails from Briarolong, a lovely country area not far from Sale. Vic.

I have rather sarcastically referred in another report to, "Build Your Dreams" - Graeme doesn't have to. He already has what any Simca-ite would dream about - a one owner 64,000 mile mint, 1964 Simca Aronde. A time capsule!



When Graeme's grandfather passed away, he had left him two cars. An FC Holden and the Simca. Apparently his grandad when deciding to buy the Simca kept the FC and didn't trade it.

The Simca was bought from "Dwyers", no relation, and still has the dealer sticker on the rear window. The car was always garaged, serviced and pampered.

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Graeme's grandfather passed away after only covering 64 thousand miles. Upon receiving the cars, Graeme gave the FC to a family member and kept the Simca. Jokingly, he reminisces he should have kept them both.

Graeme at the time, like all of us, had much going on in his life, so decided to store the Simca. The car was professionally prepared, wrapped up in covers, in dry storage. There she slept for forty years - Rip Van Winkle only slept for twenty years☺.



Upon retrieving the car from storage Graeme has started the journey of recommissioning, the car has been put away with fresh oil and started and ran well. A complete brake and hydraulic refurb, plus a new stainless steel exhaust and new tyres have so far been fitted.

Graeme has taken the car for a spin and is finalising all the details. A super careful detail and he will have an absolute gem.

Any club member is encouraged to call in for a cuppa. However, any club member turning up with a tandem trailer, will be viewed with deep suspicion☺.

Iain and Leila Dyer
Simca Club Australia
Club Secretary



SOUTH AUSTRALIA REPORT - by Rob Stapley

Hi all from S.A.

We hope you are all enjoying good health - the hot and humid weather doesn't help but cooler days and a bit of rain improve our tempers and encourage a bit of outside work.

We wonder what the implications of the current fuel crisis will mean for us, but if we can't get petrol we don't go anywhere and if we can only get dirty fuel do we want that in our cars fuel tanks? We are still intending to head off to Winton but these plans could be terminated if the current situation doesn't improve. Likewise our rally in Yamba we are at the mercy of the powers that be and we can use the excuse "due to circumstances beyond our control" .. we won't do this or we won't do that we are being controlled by external forces.

Nevertheless we continue hopefully and accommodation in Benalla is booked as is the Yamba park booked although our trip to Cairns is looking a bit wonky. I have put together a Flash motor to put back in Ina's 90A so the rush engine I used in that car for our Tasmanian rally will come out and probably go into the green sedan I got from James Duggan in Clare.

A black P60 sedan came onto the market in Adelaide and some Queensland members expressed some interest so Ina and I made a diversion to its location on the outskirts of Adelaide.



(Ed: looks reasonable in the pics – appears fairly solid, but Rob wasn't game to sit on the seats lest the upholstery disintegrate



beneath him! You can see Rob peering in, reluctant to enter! Not to mention the hole in the rear passenger-side door, perhaps caused by an errant forklift operator.)

The car is an early P60 with a flash motor, red trim and white dash, early style door handles and side-trim upside down. Much rust and plenty of cobwebs, the asking price \$4000.

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The only good points were the inside door trims and, well, hard to find any other. When I spoke with David about the poor condition of this car I mentioned that my yellow car was probably worth the same money if not more.



(Ed: Much better condition than the black one –



clean engine bay, perfect wheel-well, upholstery and interior in wonderful condition!)

David dutifully passed this onto our new member Addam who instigated a purchase plan and, eventually, the yellow car will be in Queensland.

The guy who bought Fred's green wagon last year has sold it on through Shannon's we think and it has now got a new owner. I don't think he made any money on that deal.

Happy Easter from S.A. Robert.

An addendum by David Reeves

I have been speaking with Rob, and he has been sharing with me some of his 'projects.' One in particular involves setting up a simple engine test bench where he was testing oil pressure and temperature of a Flash engine that is going into Ina's 90A. Much easier to test everything before getting the engine back in the car. Another engine to be tested is a Rush engine that will go into one of the sedans they got from James Duggan,



Looking 'flash' on the test bench.

Oil and temperature seem ok!



NEW ZEALAND REPORT - by Gerard Crombie

So far the Autumn weather has been much better than the wet and changeable Summer we had. Autumn to date has been warm, dry and non-windy. Rain ruined the summer camping holidays for many but it's no different from Xmas camping holidays years ago. I remember flooded camping grounds and many times digging trenches around tents to keep the water out when I was young and camping with family. I'm yet to be convinced about climate change!

Late last year we attended a Coffee and Cars event at the Sculptureum at Matakana. The grounds there are well laid out gardens, that are kept very neat and tidy, so it's a very pleasant environment to spend a few hours. We have also been to several park and display events over the summer, including the Concours at Ellerslie and then the Brit and Euro show, celebrating its 10th anniversary year and continuing to be the biggest car display in Auckland each year.

While the prime cars at the Concours d'Elegance look amazing, they have often had a fortune spent on them to achieve the result and are no longer driven on the road for fear of getting dirty! Great to look at but not to be regarded in the same category as your normal classic car that is being used regularly on the road!

I have sometimes avoided the Concours because of its emphasis on marque categories and that our Simca is clearly not directly connected to the Hillman/Humber marque that I attend with, even though it is certainly connected later through Chrysler. It was pleasing however that the club received a letter from the organisers of the Concours congratulating the club on including a Simca and thereby reminding people of the connection.

One of the features at the Concours was a NZ produced car the Heron. There were 27 built between 1983 and 1985. They were a fibreglass, kevlar monocoque construction with a Fiat 2 litre twin cam engine. It was capable of 210kph and 0-100 in 6.3 sec. A 1980's NZ supercar??



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My choice from the Concours was an interesting presentation of car and caravan that was then replicated in miniature. A lot of trouble had been gone to ensure they matched down to and including the window feature. The car itself was a Mark 1 Ford Zephyr convertible.



My yellow choice vehicle this quarter is from the Brit and Euro show and is a simple, nicely presented, classic Hillman Imp. I usually like original but I thought the choice of



wheels on this one was a good choice and enhance the vehicle.

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The Imp seems an appropriate vehicle for the Swallow Tales since it was produced from 1963 to 1976 and was part of the Chrysler Europe era that included Simca.

I looked at buying an Imp once. It was on a car dealers' yard but had oil all over the engine bay and appeared to have a serious oil leak, so I decided it wasn't for me. At the time I subsequently bought a Morris 1100.

Another vehicle on the same display as the Imp was a Ginetta G15. Apparently 10,000 of these were built in the UK in the 60's/70's and had a Triumph Spitfire front, Imp rear, Imp engine and Chrysler transmission. An interesting vehicle!



I was in contact with Ivan Smith recently, he tells me he is working on getting the Vedette back on the road, it needs clutch shaft bushes, and Colin still has the Etoile on blocks getting the brakes worked on. Colin sent me a video of the little fire engine protesting on behalf of the local firemen (picture from video shown below).



Ivan also tells me an Etoile I saw years ago in a garage on the North Shore in Auckland has now moved to Christchurch, with the same family owner, and I understand is now back on the road. I look forward to more news about this vehicle.

This weekend the Simca is on display at a school community day, maybe I need a "do not touch" sign on it to keep the kids at bay, but typically it's the parents that show an

interest in the cars rather than the kids: it's the play equipment and slip'n'slide that attracts them.

We had been planning to take our caravan away next week, but with the conflict in the middle east causing rapidly increasing fuel prices, we are probably changing our plans.

2026 National SIMCA Rally

Dates: Saturday 12th September – Friday 18th September

Venue: Calypso Yamba Holiday Park

Please call Cidney at the holiday park **(02) 6646 8847** to book and mention you are from the SIMCA Car Club.

There is a variety of cabins:

- Studio, \$116/night
- Park cabin \$136/night
- Easy Access \$148/night (there are two of these cabins, fitted with ramps)
- Riverview cabin \$181/night

There is also a unit block. The back units are \$97/night, and the upstairs units are \$138/night.

Trailers are \$10/night and there is space for them to be parked.

Prices quoted above are for the cabin (1 or 2 people), with a charge of \$19 per extra adult and \$10 per child.

The prices are scheduled to go up on the 1st July, but historically they are an increase of \$5-10/night, depending on the level of accommodation booked. Even if we book before they go up, we will pay the new price. I will contact the park around the 1st July and determine updated prices.

I had asked for people to confirm their attendance by ANZAC Day (an easy date to remember) but if you would like to wait and see how the war in the Middle East plays out and impacts us all over the next month or so, let me know by the end of June (I do need to book a couple of things so knowing numbers is important. dk_reeves@bigpond.com or 0417 641 329 (send a text first, as I don't usually answer numbers I don't recognise.)



Vale John Wilyman - *by Kerry Torpy*

John Pickles asked longtime friend of John Wilyman's to write something to honour John's life. Kerry Torpy was a friend of John Wilymans for over 70 years, and it is a privilege to include this eulogy in this edition of Swallow Tales.

I have been asked by John Pickles to write a few words for Swallow Tales on the sad passing of our esteemed friend John Wilyman. I have had the pleasure to have known John for over 72 years of my life. Many of you have also known John for many years through his involvement with The Simca Car Club of Australia.

I need not mention to you John's love of Simca cars and other French marques. However, I can assure you the Simca was his favourite car.

John was born on the 6th December 1939, in Kalgoorlie Western Australia. John's family home was 94 Dwyer St Boulder. My family home was across the road. I first met John at a very young age as a six-year-old when I was allowed to go across the road to visit the Wilyman residence.

John had a very polite, kind nature. He was not at all interested at being involved in sport, as his interests lay in motorcars and motorcycles. He was also an avid reader and spent a lot of time in the public library at the Boulder Town Hall. John enjoyed reading National Geographic magazines and had a large collection of motoring books. In later years he enjoyed novels by Wilbur Smith.

John completed year ten of his schooling in 1954. The following year, he commenced a mechanical apprenticeship with Gold Mines of Kalgoorlie on the Perseverance mine, working in the motor mechanical workshop.

Because of his placid, calm and gentle nature, John was not easily irritated or upset. He was highly respected by his work colleagues and the many loyal friends he made throughout his life.

John passed his driving test as soon as he was old enough at the age of 17 and bought his first car. Not having much money, being on apprentice wages, he could only afford a worn-out Austin 7. He spent many hours fiddling with the mechanicals to make it reliable for everyday use. I spent a lot of time watching him and I am sure was a nuisance to him most of the time... However, he never complained.

The Austin 7 was replaced with a 1939 Vauxhall tourer and some time later, the Vauxhall was replaced with a Simca 8 "Huit".

The "little Sim" as John referred to it, was very special to him. I was equally impressed by the Simca, and it was my introduction to a French car that I have now owned for fifty-five years.

John joined the local Rod & Custom club in Kalgoorlie competing on the local speedway. At first, in his 1934 Plymouth then later a 1936 Ford V8 Coupe.

The Simca 8 was sold, being replaced with a very low mileage, almost new 90A Simca. I thought it was an amazing car. John was keen to prepare the 90A for road racing at the Caversham Road racing circuit in Perth. His preparation was meticulous.

He entered the 1962 Le Mans six-hour event, held every long weekend in June. It wasn't the result John had hoped for - the Simca failed to finish due to a big end bearing failure. John attributed this to his inexperience, as he was using the engine for braking instead of relying on the excellent drum brakes.

Bob Avery was a great help to John as he arranged to have the bearings replaced overnight in the service department at Wentworth Motors, the Simca agents where Bob was employed. John was always appreciative of Bob's help as he had to drive the 90A home to Kalgoorlie some 600 kms away.

Entered in the 1963 six hour, the 90A performed faultlessly. John drove solo, finishing second in the 1300cc class - missing out winning the class by one lap! John was happy with the result but thought he had spent too much time in pit-stops making sure he was looking after the engine this time.

By now John had purchased a P60 Montlhery as his family car. An "A" bar was fabricated to tow the 90A down to Caversham for race meetings throughout the year. There is much more to tell about John's Simcas however I need to try to keep this tribute to John brief.

There is one more story I should tell. During the late 1960's, the Speedway in Kalgoorlie was booming due to the nickel boom in the area. Saloon car racing was very popular. We decided to prepare a P60 Simca to race for a bit of fun.

The track was wide, banked and the surface was clay. The competition was fierce! Although the "Sim" was underpowered, it surprised many as it won many races, mostly when the track was slick and the surface like bitumen. John was extremely proud of the "little Sim" as it handled perfectly and held the more powerful Holdens, Zephyrs, etc. at bay.

Only recently when visiting John in his nursing home we reminisced about the speedway days and he reminded me, "Didn't we kick ars# with that Sim!" John moved to Perth in 1973 and began working at a Volvo dealership in Subiaco - LLoyds Sales. He enjoyed the work soon becoming a very competent Volvo technician.

He was well respected by management, and was popular with the young apprentices, always willing to help them. They also enjoyed his good sense of humour.

He was offered the position as Workshop Foreman; however, he preferred to remain on the tools. He was a very humble person. His manager had other ideas though... Volvo Australia held a Volvo Technician award each year. Technicians from dealerships in each state would sit for an exam. The winner from each state would go to Sydney for the finals... and John's manager nominated him to represent their dealership.

He reluctantly accepted and won the WA section, then flying to Sydney where he finished runner up in the final! An article appeared in one of the city newspapers about the awards with a photo of John. He was most embarrassed, but very proud of his achievement in his own quiet way.

In 1978 John moved to Adelaide for a couple of years with his partner Sheila. He worked at a Volvo dealership in the Adelaide hills. The dealership entered a Volvo 244 GL in the 1979 Repco Rally. John was one of the team members preparing the Volvo for the event. The Repco Rally was regarded as the most gruelling, torturous car rally ever staged in Australia. There were 167 starters, including many professional works teams with very expensive budgets. The Volvo finished a credible 20th place.

In 1982 John and Sheila moved to London. They remained there for two years with John employed in a Volvo dealership. The dealership serviced many other European vehicles such as DAF, Skoda, SAAB, Peugeot and Renault. John enjoyed the work but not the weather!

On returning to Perth, John returned to the old Volvo dealership where he was employed until his retirement.

In 1984 John became a valued member of the Peugeot Car Club of Western Australia (inc). Peugeots were not new to John as he had purchased a new 404 model in 1969 when he lived in Kalgoorlie. He had also owned 504 petrol and diesel models and Renault R10s. He remained a member of the club up until ill-health prevented him being involved, and he was admitted into hospital in November 2025.

He was most appreciative of many club members who visited him when he was hospitalised.

In 1988 Darrel Manning advertised in a local newspaper in Perth to form a Simca Car Club. John Pickles was one of a few people to reply to the advertisement and they formed the Simca Car Club. John Wilyman joined the club some time later. If my memory is correct, Darrel and John are responsible for publishing the first "Swallow Tales" magazine.

The Simca Car Club later became a National Club throughout Australia. It was decided that a Simca National Rally be held biannually in a different state.

I recall John Wilyman attending the first National Rally held in Adelaide, having a wonderful time there. He travelled across to Adelaide with John Pickles. John met many Simca enthusiasts and some became firm friends to John.

I must finish here, by saying that I have been most fortunate in being a lifelong friend of John's - he has taught me so much about cars, especially his Simcas. His moto was "DO IT RIGHT THE FIRST TIME & NO SHORT CUTS!" Cleanliness working on our cars was paramount.

SWALLOW TALES

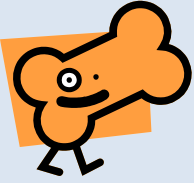
I can only recall us ever having one disagreement. I liked using Sand Soap to clean my hands and John called me a "tight ars#." I kept using my sand soap, however there was always John's special hand cleaner on hand - problem solved!

John lived a simple life; money was not important. Honesty was. He cared about those worse off, and I never heard him say a bad word about anyone. He was a true gentleman.

John carried a small container in his car full of one and two dollar coins to hand on to anyone standing on a traffic island at traffic lights in need of a few dollars.

Like many I will miss our dear friend, but never forget him.





Funny Bones



My wife and I were having a petty argument while at the pub for dinner, when a friend overheard us. He walked over, grabbed our chips and coleslaw...and left. We really like the guy, but we just wish he would stop taking sides.

Really pleased to get a full tank of petrol for \$90 today. Admittedly, it was for the lawn mower, but I'm trying to stay positive!

My therapist said that I should get an emotional support animal...

So...I got a chicken...deep fried and it came with a milkshake.

I'm feeling better already!

I accidentally drank a bottle of invisible ink. Now, I am at the hospital waiting to be seen.

A man collapsed on the ferris wheel at the local fair. Paramedics say he is slowly coming around.

Dr Oz says rubbing coffee grounds on your naked body prevents cellulite.

Apparently you can't do it at Starbucks....and now the cops are here!

My Dad was always the type of guy who stated, "If you got up there on your own, you can get down on your own."

Fantastic father. Woeful air-traffic controller.

I just realised that I haven't done the Hoker Poken in over 10 years.

I guess when you get older you just forget what it's all about.

A man walks into a library and asks the librarian, "Do you have any books on paranoia?"


The librarian leans in and whispers, "They're right behind you..."

Elton John is worried about how retiring from touring will affect his waistline.

For a start it will be goodbye normal jeans!

Which celebrity is always ready for cereal?

Reece. With her spoon...



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PS - From the Editor...

Please remember any contributions / suggestions welcome.

Reminders:

The 2026 renewal of membership was due on January 1st 2026. If you are overdue, please pay now. Don't forget members can pay their subscriptions by bank transfer or to the club secretary.

Electronic Funds transfer (EFT)
BSB: 633-000 Bendigo Bank (branch at Braidwood NSW)
Account number: 135350668

Please identify who is paying and for what if possible in the reference section with name and subs amount.

Don't forget to fill out Renewal Form attached so that all your details are correct/current. Please don't copy them from the previous year.



Breaking News

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

Based out of Yamba, NSW.

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

SIMCA CAR CLUB AUSTRALIA Inc.



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

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

Surname: _____ **GivenName/s** _____

Postal Address _____

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

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

Contact Details: Home/Work Phone: _____

Mobile: _____

Email: _____

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

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

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

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

ANNUAL MEMBERSHIP SUBSCRIPTIONS

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

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

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

Please pay by EFT or Cheque to Simca Car Club Australia Inc. & return this form to:
Secretary/Treasurer S.C.C.A. Inc.

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