



SWALLOW TALES



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

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Two of Australia's most wanted caught on camera. 😊



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,

We are late as usual for a variety of reasons, but we won't go into that in detail. Down here we have gone from feeling sorry for our Qld brethren in the summer heat, to feeling envious. The last few mornings have been -3. Minus 3 plus 77 means bed has become my best friend. It's not much point in watching "The Rise and Fall of the Nazi's," when you have one living under your own roof. Leila storms in and demands, "Out of bed now" and it's only 9.00a.m. I have the Elder Abuse number written down beside my bedside table. 😊

Very little has been happening on the car scene down here. The monthly Georgetown show has been cancelled until spring. We had the quarterly European car show and as usual took the Simca. If we don't take it, they give me a hard time, as it's always one of the more unusual exhibits.



Peter Gaggioni Simca and spares are for sale, see photos in a separate segment. Peter's good friend Noel James, phone 0488652217, was kind enough to go to Peter's and supply all the photos of the car and spares. Peter's niece Virginia 0409975900, is the contact in regard to purchasing. The price is \$15,000 including all the spares. The car is a one owner French 1957 90A Elyse and is totally rust and accident free. It does have early racing history, at Fishermans Bend. The restoration has gone on over many

years, starting with Peter dismantling the car. Every part of the car has been meticulously restored with Peter's fanatical attention to detail. It is on the button and starts and runs, however needs carefully running in as it hasn't turned a wheel. If you took a decent original car to a car restorer to get the same work done you wouldn't get any change out of 50k. It could well be one of the best in the world. The family would like it to stay in the Simca Club.



Peter in his racing days

I have included an article I wrote for the Jaguar magazine which is obviously not about Simcas. Any articles on Simcas would be greatly appreciated as it adds interest to the magazine.

The Echuca Rally is coming up fast and last time I checked the Motel had five rooms left. It may be less now. I'm glad we are not having the rally now as Echuca's temperatures have been no better than Tassie. Instead of a Paddle boat ride, we would have ice skating. It would be quite comical seeing most members try their hand at ice skating. 😊

Safe motoring and good health until we meet at Echuca.

Iain and Leila

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Photos of Peters 90A



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A Motoring TaleMy First Jaguar- by Iain Dyer

Younger readers may be shocked to learn, that at this time in history to make a telephone call, you had to step out of the car. They had things called phone boxes. The only microchip in the car, were the remains of Smiths crisps ground into the floor mats. "Tick Tok" was the grandfather clock in the hall, marking time.

No they weren't, "The Dark Ages," they were, "Happy Days!" 😊

All told in my life I have had twenty six Jaguars. Many of them "Old Darlings" and some just flips. The most fun have been the "Old Darlings," mainly due to the chase and the stories attached. This Jaguar story starts long ago.

When I was a teenager mum bought a new Triumph Herald, which I eventually learnt to drive in. One misty night we were driving home from the Southern Highlands of NSW. Way back in the distance, some bright lights were coming fast behind us through the mist. Mum was a car enthusiast and not a bad peddler. I turned in the seat to see what had chased us down and saw two bright triangular headlights. Mum had Trumpy wound up, but on a long straight, this long dark grey vision swept passed, with a deep Baritone bellow. Mum said, "MK V Jaguar." I vowed then to one day own one. Eventually I did and this is its story.

The year was 1970 and I was two years into a new marriage and a new house in Western Sydney. The new marriage was a disaster, it would have been more fun to have booked passage on the Titanic. The new wife who didn't drive, hated cars, music, dancing, particularly the horizontal variety! I worked for a motor parts wholesaler and was supplied with a new Datsun 1600 and travelled NSW. This gave me the opportunity to pick up cheapies from peoples driveways all over Sydney. The only problem was the wife didn't drive, so I had to get mates to give me a hand. Most ran for the hills when I rang, but one endured. Raymond Thompson. He was a bit older than me, didn't have a girlfriend or a life, so my adventures became his. The bonus of free beer and eight ball at the pub was a big incentive.

I became known as "The Car Man" in the Area, and always had plenty of stock. Sydney blocks were a quarter acre in those days, so plenty of room for seven or eight cars. The range usually comprised, Triumph Heralds, Simcas, Peugeots, Falcons and Holden's. Selling an average of 1.5 cars a week it helped pay the mortgage. A quick \$50 profit a car also helped pay for Saturday nights Chinese, not that the wife liked Chinese! My great mate

Martin Wilson can tell you a similar story, but ten times more interesting. Also the wife content is vastly different. 😊

Time for the Jag. In those backward primitive days before internet, how did you buy anything? We bought the Sydney Morning Herald. That was the ritual early every Saturday morning. One morning I spotted a MK V in my price range, \$350, with 12 months rego and new tyres. It apparently ran, but had a knock in the motor and was at Milsons Point on the North Shore. A long way away. Phone calls were made and I bought it for \$300, with them promising to have the battery charged. We had to pick it up after work, so it was dark by the time we got there.

My tow car was a Vanguard 6, 4 on the floor, which ran well but had about as much torque as a wheelbarrow. The Mk V was a gem, it gleamed under the garage lights, black with unmarked tan leather trim. It came with a factory workshop manual, which I still have. We hooked up the rope and only just got to the top of the drive with a strong smell of clutch. The deal was, at red lights if the coast was clear, I would wave us through. Half way home the lights on the Jag started to dim and soon went black. It was near midnight when we got home and when Raymond got out of the car, he was a shade of white that would have made Casper look like he had sunburn.



Still in the mist, this time the Blue Mountains NSW

I had previously contacted a mechanic who had a mobile crank grinding service. He ground the crank in the car. I jacked the car up onto bricks and jack stands and took the head and sump off. I was 23 and strong as an ox, but doing it on your own was hard work. He duly ground the journal and supplied a bearing. I collected all the parts and put it back together, touched the starter button and it ran like a clock. I drove it on weekends for nine months and it never missed a beat. I detected the slightest rumbling from below and realised the rest were tired. Knowing what I know now, I should have replaced the lot.

Whilst it still had some rego and drove beautifully, I sold it for \$700. A retired workshop mechanic bought it and loved it. It was a lovely car with not a spot of rust. Certainly I would love the car now, but what I really miss is the boundless energy and enthusiasm and there being no such thing as "Can't."

The Mk V set me off on a lifetime journey of admiration for Jaguar design and engineering. The XK twin cam engine is surely the best production six cylinder ever produced. The cars built by Jaguar Cars LTD, were in a class of their own. If someone breaks wind in the current crop of Jaguars, the computer immediately flashes a Methane warning, lights up the dash like a Boeing and goes into limp home mode! In the Mk V you open the quarter vent window.

I have seen the best of it.

Iain Dyer

P.S. I should clarify, my current wife of forty two years is not referenced in this article. 😊



The Jaguar Mk V was also available in this stunning Drophead style.

PRESIDENTS REPORT - by *Rob Stapley*

Presidents Report.

Hi all from sunny South Australia well yes I am stretching the truth this morning as it's cold, overcast and a freezing wind from the north. I guess we are lucky with enough solar panels to cover the cost of heating the house to a cosy 24°. Yesterday, Sunday our local club held a log book day to enable members with cars on historic registration to get their log books signed and stamped to comply with road transport regulations. Each year we have two picnic days and 2 club nights to give our members ample opportunity to get their books signed.. The NARC club is a bit different as we can post the log books to the club registrar who processes them and posts them back, of course subs have to be paid to be on the club permit scheme. Yesterday the Lineup to the registrars was quite long and the process quite slow as some members have multiple cars to be processed, new log books and rego papers to be checked. All I needed was my log book for my 90A to be stamped and signed.. Probably over an hour for members there yesterday to be processed and only about 30 members out of 160 in attendance. The Gawler club have about 860 members so don't know how they process their members log books. The S.A. scheme enables owners to drive their car for 90 days a year, no restrictions except the car has to comply with normal departmental requirements. The club is not responsible for roadworthiness and indeed a car doesn't have to be registered to be on the scheme. In S.A. our cars don't need a roadworthy test each year to comply to keep our cars on the road.

Cheers president Rob



South Australia Report

S.A report.

Wooden Boat Regatta.

Stansbury and Port Vincent are each port sites south of Ardrossan and opposite Adelaide across the Gulf St Vincent. Ketches were used primarily for transporting bagged grain from many of the cereal farms on York Peninsula. The weekend of 13th and 14th of April a wooden boat regatta was held in the 2 towns to remember the roots of sailing communities.

Ina and I attended on Saturday to Stansbury and enjoyed inspecting the many wooden boats in attendance. There were about 30 altogether ranging from a few wooden kayaks up to the maxi yacht 'Brindella' and sailing ship 'One and All'. 'Brindella' noted for Sydney Hobart racing and "One and All" is a training ship. These 2 boats stayed out from land a fair way because of the shallow water and tide variances. However, the other boats in Stansbury were on trailers so it was possible to inspect these beauties. The owners are as proud of their boats as we are of our cars, paint fresh and clean and brass and fittings shining. Engines with names never heard of, diesel powered steam and petrol powered V8's or little single cylinders to help the sailing capability. During the afternoon most of the little boats sailed to Pt Vincent a distance of about 16 klms. Little is a misnomer as some were up to 30ft long.

We went back on Sunday in the Simca to join a static display of classic cars to bolster the visual affect for the public attending the event. On Sunday most of the boats were in the water and they sailed past the wharf in single file for public perusal.

To sum up the weather was perfect, the company was good and we were parked right outside the kiosk we regularly attend for coffee and donuts or fish and chips or prawns and calamari. All in all, it was a great couple of days and we have photos of the event included.

Cheers Robert.

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SIMCA CAR CLUB AUSTRALIA INC

1st March 2024 to 30th May 2024

Annual Subscriptions

220.00

Expenses

Printing and Postage Swallow Tales

169.85

Total Expenses

169.85

ASSETS Cash at Bank

6276.07

NET ASSESTS

6276.07

Balance 30.05.2024

6276.07

add Income Amount

220.00

Deduct Expenses Amount

169.85

Balance at 30.05.2024

6326.22

Queensland Report

Hi Everyone, Things have been a little busier with car club events since our last report. Leo and Michelle took the MG to the Wallumbilla Show in early May to display with our local car club. This year, they were also having a display of tractors to add an extra theme to the show as there were no cattle displayed because they were all up at Beef week in Rockhampton. So Luke took the opportunity to take along his Massey Ferguson 35 petrol with the Massey Ferguson 2 disc plough. Near the end of the day a parade of the tractors went around the main ring with a couple of hick ups, one tractor blew a hydraulic line and pumped all the oil onto the ground, this tractor Leo got to ride in and finish the parade luckily. Another tractor threw pieces of rubber off one of the tyres as it was speeding to catch the tractor with the leaking hose. It was a very enjoyable day. The following weekend at the Dalby rally we caught up with David who brought along Alice of course, and Skip who attended in his Peugeot 505. Skip promises that he is driving a Simca to the Echuca rally! The theme of the Dalby Rally was 'Anything Goes' which always makes for an enjoyable time. Being a weekend rally, we met up early on Saturday morning at the Pioneer Park Village ready for the run to Chinchilla, about an hour west of Dalby. A bit of a back track for us Romans, but we took the scenic route which made for a more pleasant drive. Chinchilla is well known for its watermelons, and has a festival every two years in its honour. We visited one of the two watermelon farms left around Chinchilla. The owner gave a very detailed speech about the history of melons being grown in the area which was very interesting. After the farm we stopped off at the Chinchilla museum to have a look around and answer the observation questions. As we didn't finish the questions before lunch we found ourselves being chased out of the grounds as we were the last ones left trying to finish it in the afternoon. David and the Huntly's have competed against each other at a few rallies now, but we have come to an arrangement and swap an answer here and there to make it a bit quicker! Leo and Michelle also had an impromptu ride on the mini railway around the grounds. We headed back to Dalby along the highway and got ready for the dinner at the Bowls Club. The next morning, via the scenic back roads we headed to Bell, a picturesque little township north of Dalby for morning tea at the old Railway Station/museum. We then headed back to Dalby, via a bit more direct route this time, straight down the highway, for lunch at the State School. After eating too much we said our goodbyes and headed home. To finish off the Rally, Leo wanted to do a photo shoot with David and Luke modelling their Simca shirts with the cars. Not bad photos . . . maybe they might make the front cover of Swallow Tales!! We also took Trixie to National Motoring

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Heritage Day at Muckadilla, a little town about half an hour west of Roma. Muckadilla is well known for its pub after the original one was devastated by fire in 2019 and the new owners completely rebuilt it, reopening it in late 2021. After lunch at the pub we all met up at the community hall for our monthly meeting. We look forward to catching up with David in July at the Queensland Heritage Rally in Biloela. It's going to be a big weekend, being the 10th Biennial Rally. The Capricornia Club are also running a rally in conjunction with the Heritage Rally with car events planned throughout so there should be plenty to see and do.

Bye for now. Luke, Michelle and Leo



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An Article Submitted by David Reeves





From David Reeves: Greetings to all! As you will no doubt remember, Alice had an issue with her wiper-motor, and Bernie the auto electrician replaced the one on the car with one of the motors that Doug Murphy had given me. In April, we had the perfect opportunity to see how Alice was running on a trip and test the new wiper motor. A wet and cool Saturday provided that opportunity, and we set off for Gladstone. Alice was purring along, zipping up the range and down the other side...then the rain started. The switch was 'flicked' to the 'on' position, and the windscreen wipers started racing back and forth across the windscreen, one side to the other as though they were fighting for their lives! Amazing! About 15-20km out of Calliope, I noticed the driver's side wiper arm give a kind of 'jiggle' and suddenly it was flying off the windscreen and off onto the Dawson Highway! I stopped and turned around and walked up and down both sides of the highway, in the off chance that it may be lying, obvious, on the shoulder. After 15 minutes, I decided that the chances of finding it were slim to none – Buckley's, in fact! It was also not a particularly safe part of the highway to be wandering up and down, so off I chortled to Gladstone. We had lunch with the Gladstone Vintage and Classic Car Club members, and then found someone with a tool that would be suitable to release the passenger-side wiper-arm and re-attach it to the drivers' side. Not ideal, but better than nothing.... (I am down on the Gold Coast at the moment, so may be able to find a suitable arm on one of Skip's wrecks!) Repco provided me with a bottle of Rainex (at the regular price) and took that Rainex and Alice to the undercover carpark at K-Mart, where I dried, cleaned and applied the Rainex to the windscreen. The trip home was perfectly fine, continuing to rain nearly all the way... and the Rainex did its job expertly with Alice hurtling along at 100 km/h, no water droplets remained on the windscreen! She did not get hot, and did not lose any coolant, so I was feeling confident that she would make it to Dalby for the Restored Vehicle Association of Dalby's rally on the Mothers' Day weekend. She took about 6 hours to get from Bilo to Dalby, but that is because we stopped at the Café Delicious in Monto, the BP at Eidsvold and the Lions' Park in Jandowae. The rally was, as usual, great fun, with many of the same people and cars from previous years. Skip came with one of his Peugeots – a red 505 which looked very nice indeed! Luke, Michelle and Leo brought Trixie over, and we suggested that Skip should bring his wagon next year! So there may be 3 SIMCAs representing the club in 2025! Saturday afternoon was a run through the countryside visiting a watermelon farm at Chinchilla where we learnt how challenging it is to supply to supermarkets, that you need a watermelon that produces seeds in order to grow seedless watermelons

and the frustrating behaviour of cockatoos which peck at the watermelons and take a small bight – out of the ones most suited for market, of course! After the watermelon farm, it was on to the Historical Village in Chinchilla to have lunch and answer the questions on our sheet. The SIMCAs (and one Peugeot) were the last to leave, being determined to find ALL answers to the questionnaire! Did we win anything at the presentation dinner though? No!

Oh well, maybe next time! Sunday morning was a run out to the small town of Bell, visiting the Rail Museum for morning tea. By this time it was raining, and with all the old cars trundling along at 60km/h, it was difficult to get enough speed up for the Rainex to “do its thing”! Luke had mentioned Trixie’s wipers were in need of attention, so while at the Historical Village, I applied some Rainex to Trixie’s windscreen. We both agreed that it is “good stuff” but one needs to be doing a fair speed for it to be effective. Alice and I aimed to leave the Rail Museum prior to the rest of the mob so as not to be stuck going too slowly. We managed it just in time – everyone was standing around, and then one person made a move and it was as though a secret code had gone out, and everyone headed for their cars! It was a good, fun weekend, as it is usually is, and it is great to have the opportunity to drive Alice on a road-trip and catch up with Luke, Michelle, Leo and Skip! Alice did a terrific job on the way home. We stopped only at Eidsvold to fuel up. Technically, we could probably make it without stopping for refuelling, but I do not wish to risk it! She powered up the range at Monto, in top gear all the way, and made it back to Bilo in about 4 ½ hours – not too many cafes open on a Sunday afternoon! On Sunday 26th May, Classics by the Dawson was held at Baralaba. It is about an hour and 5 minutes’ drive from Bilo in a modern car, not too much longer in a SIMCA. No prizes were won, too many muscle cars to seduce the popular vote, but it was a good day! Alice did draw some attention from the folk who had Zephyrs and other such vehicles. It was a hot day for the end of May, and although she ran well, the trip back to Bilo had her sitting on 100 degrees. I stopped at Banana (for my sake as much as Alice’s) and checked everything, and she seemed ok. The rest of the way home she sat on 110 degrees, and would move down occasionally to 105.... Something was up, and she sounded a bit louder than usual... Currently she is back at Biloela Mechanical Repairs where Craig is investigating what may be causing this. He is also replacing the exhaust flange gasket, and will be plugging in his temperature gauge to see if the same information is forthcoming, re: temperature. He did a compression test too, and found two of the cylinders were a bit low, and has adjusted the tappets accordingly, although it is a little mysterious as to why they required adjusting. Hopefully she will be right to be on display at the

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Biloela Old Wheels in Motion and Qld Heritage Rally in Biloela from the 19th – 21st July. I look forward to sharing further adventures with you all in next Swallow Tails!

	<p>'Twas a drizzly and cold morning on Sunday 12th May in Dalby. Skip's Peugeot and Alice outside the Coffee Club for breakfast. Note Alice's windscreen wiper – thank goodness for Rainex!</p>
	<p>Skip's Peugeot, Alice and Trixie parked outside the watermelon farm in Chinchilla, Saturday 11th May.</p>
	<p>Trixie and Alice at the Historical Village in Chinchilla, waiting patiently for David, Luke and Michelle to complete the questionnaire!</p>
	<p>Trixie and the Peugeot waiting outside the school in Dalby.</p>

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Sunday 12th May, Dalby – after lunch and ready to head home to Roma, Biloela and the Gold Coast. David, Skip, Luke, Michelle and Leo.



Alice on display at Classics by the Dawson, Baralaba, Sunday 26th May.



Next to the Zodiac – a very nice car. Sunday 26th May, Baralaba.



One of the classics by the Dawson River, Baralaba, Sunday 26th May.



And another – and there's Alice in the background! Sunday 26th May, Baralaba.

From the Facebook Page:

The following two items were published in the last edition, but I am unsure as to whether anybody made enquiries. I have put them here, just in case!

- a) **Rob Heim** has found a few parts in his father-in-law's shed:
 - Couple of wing windows, ignition coil, headlights, one headlight trim, push-button radio, service manual.
 - Engine could be 'under the house'
 - Possibly from 1955 Aronde Elysee (?)
 - He may unearth other parts as he continues the clean-up
 - Located in Sydney
 - Email: bobbysocks2nd@gmail.com
 - Mobile: 0432 540 445
- b) **Bert Houtepen** has posted this on Aussiefrogs, so you may already be aware. He has a friend, Keith, who used to have a Vedette some years ago.
 - NSW personalised number plates "SIMCA", black lettering on yellow background
 - In storage with Services NSW (I imagine that is the state government department that looks after motor vehicle registrations).
 - Asking \$2 800, but will consider offers
 - Phone Keith on 0409 927 277

These two items are more recent:

- a) **Aaron Riches**, president of *The Bay City Chrysler Car Club*, is inviting any members to bring their SIMCAs to *Chryslers by the Bay* in Geelong, Victoria. Next year it will be held on 09/03/2025, a Sunday, from 1000 – 1400 hours (10am – 2pm). Apparently, about 10 cars joined them in 2020, and he would appreciate it if any could be on display in 2025. He can be contacted on 0418 476 613.
- b) **Andrew Middlehurst** has a partly restored SIMCA 8 which was begun by his Dad. Garaged in Jan Juc, Victoria, complete with no rust.

Email: drewsidea@hotmail.com phone: 0424 047 586



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- c) **Chris East** has two manuals to sell. Located in Mildura, Victoria. \$50 each including postage.
Phone: 0488 952 399



Simca Car Club of Australia

990 likes • 1K followers



New Zealand Report

Do you know the difference between a Clignoteur and a Blinkgeber? I recently learnt the difference or impact of the difference on our Simca Etoile. I couldn't go to my usual garage for the cars six monthly Warrant of Fitness (wof) so went to the local Warrant of Fitness Testing Station. They in their wisdom left the indicator blinking for about 25 minutes during which time they did various other jobs in between completing the test on the Simca. Not surprisingly by the time I got the car back the blinker wasn't working. I took it to a garage I haven't dealt with before to determine the problem, along with them also doing some other work for me. They determined the problem was in the Clignoteur and replaced it with a Blinkgeber that seemed initially to be a suitable replacement. I soon found that although the exterior indicators all worked perfectly the interior indicator was not working so I couldn't see or audibly determine if the indicators were working. I contacted Phil Butcher and picked up a replacement Clignoteur, fitted in a couple of minutes and all was well again. So a French Clignoteur and a German Blinkgeber are very similar but in a Simca a Blinkgeber is not an equivalent replacement for a Clignoteur.

I have no plans to go back to that Testing Station with the Simca or any of our other cars, trailers or caravan.



A Clignoteur on the left and a Blinkgeber on the right.

Our only recent car club run was to visit a model railway on Auckland's North Shore. When we were in Bathurst on the Simca Rally last year we visited the Bathurst Rail Museum that largely comprises a model railway display in a large open plan building. We thoroughly enjoyed that but had limited expectations of the North Shore model railway display. By comparison this was in a small club rooms with limited ability to accommodate visitors. Although an entirely different setup the railway is most impressive! The track weaves its way around the building in a giant S structure on 2 levels. There is about 135metres of tracks and it can take about half an hour for a train to travel the entire track. We were amazed by the level of detail and the work that has gone into the scenery presentation. Those that enjoy that hobby put a lot of time and effort into their craft of modelling scenes as well as running model trains. It's surprising what can be done with scratch building, converting a piece of cardboard into a variety of different realistic looking buildings with some glue, some paint and a lot of ingenuity. We had a fascinating couples of hours at the club before going to lunch.

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Here are some pictures from the North Shore model Railway display.



Next month we are planning a run for our group to Warkworth, an hour north of Auckland to a private collection of classic cars and vintage household and commercial items and farm tools. A bonus is the lady of the house is an artist and will display some of her paintings.

In early June I was in Wanganui for the NZ Catholic Indoor Bowls Nationals and earlier this week got home from the NZ Indoor Bowls Nationals in Whangarei. The latter was eight days playing singles, pairs, triples and fours. In Whangarei day one was disrupted by a fire alarm that caused the rest of the day to run half an hour late. Worse was to come though as on day six, a power transmission tower collapsed in the upper North Island and blacked out the whole of Northland from 11am until 7pm that day. With initially little knowledge of the cause of the power outage we sat around for a couple of hours until play was abandoned for the rest of the day. Fortunately we were away in the caravan so had the option of cooking dinner on gas and alternative lighting. The cause of the transmission tower collapse was that a maintenance crew removed ALL the nuts attaching the tower to the bolts in its heavy concrete base as part of their maintenance. Unbelievable! I somehow think their procedures might get changed.



This photo shows the toppled transmission tower horizontal on the ground. The media was quick to point out there was no sign of damage to the base of the tower. The transmission company subsequently acknowledged that the maintenance crew had removed all the nuts during maintenance.

WESTERN WHISPERS
By John Pickles



As age is catching (or caught) up on us I have given thought of how we have treated our sixty plus year old Simca's. If those little dears were human they would have suffered tremendous pain in the hands of us cruel owners who flogged the daylights out of them, most of them did not survive but a small number are still here today only through the loving care of their devoted owners. So I ask do we love our cars?

Well to be honest, owning a car is a "love /hate" affair, you either love and pamper your car or you hate and abuse it. A lot of people would say that the choice of car is an expression of a person's personality and I would agree with that, just look around and see who's driving the big "RAM" or the V8 Commodore or perhaps the Mazda 3. For me and many of my fellow car enthusiasts we have always given our metal babies a name and I can remember the names given to my cars over the years. There was "Valerie Vauxhall", "Sally Simca", "Cedric (it's real name) Datsun", "Tony Toyota", "Harold Honda" (owned by my daughter), "Connie Corolla", "Frankie Sonata", and my favourite "Yvette the Vedette" plus our current "Rosie the Rover", I must admit some were called unprintable names when they misbehaved.

The best thing about being a member of a club that caters for the old car is the fact you are among people that love their car and proud of the fact. Unfortunately in today's world most new cars are really not made to last and are manufactured at a

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price to be a throw away item at the end of their life span. Owners of modern day cars seldom bond with the car as we did in the old days.

The good thing is that occasionally an old car will surface after years of storage in a covered shed or garage and in such good or original condition that makes it worthy of a new life. Recently I was shown pictures of a partly original looking Simca "8" four door sedan that was brought to the attention of Morrie Barrett that is just begging for a new life and hopefully a fellow Simca enthusiast will follow this up.



Note how solid is the body and it is a model that features suicide rear doors



This is what it could look like after a restoration

Happy Simca Motoring.

New South Wales Report

NEW SOUTH WALES. Half way through the year and there is not much happening in New South Wales, David Reeves called re a heating issue with Alice so I advised as to what I had done to alleviate heating issues with the



Grand Large, on the early Flash motors the outlet for the heater was on the top of the head on the rear left hand side, which is also the hottest point on the head copying what Geoff Rose had done on his racing Simca. The head in the Grand Large was already drilled and taped with a stopper, I removed the stopper and inserted a tap so I could adjust the flow of water, not required in winter but fully open in summer, as can be seen in the photos I have had an aluminium block welded to the top radiator output and had it drilled and tapped for the extra hose and electric thermostat, this solved

the heating issue although I have had to replace the electric thermostat a couple of times due to failure. Whilst talking about heating, the battery came loose and pushed the fan blade into the radiator, how did this happen the clutch plate became bonded to the flywheel and in my efforts to disengage it the battery came loose. So, \$800 + later the problem is fixed so the moral of the story is to make sure you use the vehicle more often. There are still two complete 90A's and one good rolling chassis at Inverell offers please, the one in the photo has Rush engine and is driveable.



SWALLOW TALES

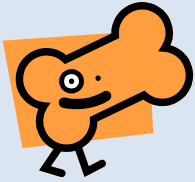


Featured above is an original rust free 90A that has been fitted with a Rush engine. It starts, runs and drives and is a sweet little car. It is available for \$3000. It is at Inverell with other Simca projects and a large quantity of spares. Contact Morrie Barrett 0429495003



This stunning Vedette was previously owned by Keith Reddacliffe and was black with red on the sides. It was always on display at the All French Days at Silverwater Park.

Keith sold the Vedette to Bruce Hemingway on the Central Coast. Bruce undertook a full restoration and gave the Vedette its present colour scheme.

*Funny Bones*

On their way to get married, a young Catholic couple was involved in a fatal car accident.

The couple found themselves sitting outside the Pearly Gates waiting for St. Peter to process them into Heaven.

While waiting they began to wonder; could they possibly get married in Heaven?

When St. Peter arrived, they asked him if they could get married in Heaven.

St. Peter said,

"I don't know. This is the first time anyone has asked. Let me go find out," and he left.

The couple sat and waited for an answer... for a couple of months.

While they waited, they discussed the pros and cons. If they were allowed to get married in Heaven, should they get married, what with the eternal aspect of it all?

"What if it doesn't work? Are we stuck in Heaven together forever?"

Yet another month passed before St. Peter finally returned, looking somewhat bedraggled.

"Yes," he informed the couple, "You can get married in Heaven

"Great!" said the couple.

"But we were just wondering; what if things don't work out? Could we also get a divorce in Heaven?"

St. Peter, red-faced with anger, slammed his clipboard on the ground.

"What's wrong?" asked the frightened couple.

"OH, COME ON!" St. Peter shouted.

"It took me 3 months to find a priest up here! Do you have ANY idea how long it'll take to find a lawyer?"

Police Officer Test

An Australian Police Officer, a Canadian Police Officer, an American Police Officer, and a Scottish Police Officer were all attending an International Police Convention Workshop in Singapore when the group were put to a simple procedural Test.

QUESTION:

You're a policeman, on duty by yourself. You are walking on a deserted street late at night..

Suddenly, an armed man with a huge knife comes around the corner, locks eyes with you and screaming something that sounds like obscenities, raises the knife and lunges at you.

You are carrying your truncheon and are an expert in using it. You also have a gun.

However, you have only a split second to react before he reaches you.

What do you do?

ANSWERS:

Australian:

Firstly, the Officer must consider the man's human rights.

- 1) Does the man look poor and/or oppressed?
- 2) Is he newly arrived in this country and does not yet understand the law?
- 3) Is this really a knife or a ceremonial dagger?
- 4) Have I ever done anything to him that would inspire him to attack?
- 5) Am I dressed provocatively?
- 6) Could I run away?
- 7) Could I possibly swing my truncheon and knock the knife out of his hand?
- 8) Should I try and negotiate with him to discuss his wrong-doings?
- 9) Why am I carrying a truncheon anyway and what kind of message does this send to society?
- 10) Does he definitely want to kill me or would he be content just to wound me?

11) If I were to grab his knees and hold on, would he still want to stab and kill me?

12) If I raise my truncheon and he turns and runs away, do I get blamed if he falls over, knocks his head and injures or kills himself?

13) If I hurt him and lose the subsequent court case, does he have the opportunity to sue me, cost me my job, my credibility and the loss of my family home?

14) If the offender is of ATSI origin do I apologise for being in his way, or just fire up some gum leaves and welcome him to country.

Canada:

BANG !

America:

BANG ! BANG ! BANG ! BANG ! BANG ! BANG ! BANG ! BANG !
BANG ! BANG ! BANG ! BANG !

'Click'...Reload...

BANG ! BANG ! BANG ! BANG ! BANG ! BANG ! BANG ! BANG !
BANG ! BANG ! BANG ! BANG !

Glasgow Police Officer:

"Haw, Jimmie....! Drop the wee knife reet this minute noo, unless ye want it stuck up yer arse!

The Young Country Doctor

A young doctor had moved out to Lanark to replace a doctor who was retiring.

The older doctor suggested that the young one accompany him on his rounds, so the community could become used to a new doctor.

At the first house a woman complains, "I've been a little sick to my stomach."

The older doctor says, "Well, you've probably been overdoing the fresh fruit. Why not cut back on the amount you've been eating and see if that does the trick?"

As they left, the younger man said, "You didn't even examine that woman? How'd you come to the diagnosis so quickly?"

"I didn't have to. You noticed I dropped my stethoscope on the floor in there? When I bent over to pick it up, I noticed a half dozen banana peels in the trash. That was what probably was making her sick."

The younger doctor said "Pretty clever. If you don't mind, I think I'll try that at the next house."

Arriving at the next house, they spent several minutes talking with a younger woman. She said that she just didn't have the energy she once did and said, "I'm feeling terribly run down lately."


"You've probably been doing too much for the Church," the younger doctor told her. "Perhaps you should cut back a bit and see if that helps."

As they left, the elder doctor said, "I know that woman well. Your diagnosis is almost certainly correct, she's very active in the church, but how did you arrive at it?"

"I did what you did at the last house. I dropped my stethoscope and when I bent down to retrieve it, I noticed the minister under the bed"



John Pickles is culling his collection of Diecast models, of approx. 90 Simca 1.43 scale. Models range from the first, to the last built and include Aronde, Vedette, Matra, Sports models and even a S.U.M.B. truck.



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PS - From the Editor...

Please remember any contributions welcome or suggestions.


Reminders:

The 2024 renewal of membership is due on January 1st 2024. 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

Members who have **STILL** not paid their subs, I am sending Aunty Jack around, to "Rip your bloody arms off."



SIMCA CAR CLUB AUSTRALIA Inc.

**CLUB MEMBERSHIP APPLICATION/
RENEWAL January – December 2024**

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

Surname: _____ **Given Name/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

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

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

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