



SWALLOW TALES

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

VOLUME 30

NUMBER 4

DECEMBER 2023



In loving memory of Pat Smith



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,

Another year has gone past and that was fine at 50. It was what sort of mayhem can I cause this year? At this stage of life, it's a bit more concerning. What colour wheely walker to go for, red or blue? My brother suggested red, they go faster. 😊

So much for the promise of having the magazine out by the end of December. The last part of December was hard work for us. I haven't had the flue for years, caught that, which turned into Pneumonia. Just getting over that, Leila and I caught Covid. Being very weak, I took a tumble onto the footpath from full height, taking Leila with me. They put me in hospital for various tests and physio. Recovering now, I trust I will be forgiven once again. 😊

VALE: Pat Smith



Pat Smith

15/07/1934 – 16/12/2023

On a sad note we say goodbye to our beloved Pat Smith. John and Pat have always been strong and valued members of the club. In earlier days, they always set up the BBQ at Vic French day and cooked up hamburgers. Pat was always super cheerful and positive and loved life. Sitting with her at the Tassie Rally, she spoke of her early life. One comment she made, made me smile. "I was a fiery little red head and I didn't mind using my fists." I can imagine.

Our thoughts go out to John who is fortunate to have his son David with him. Over the period of the illness, David has been indispensable.

Speaking of forgiveness, last edition I posted the flags of Israel and Ukraine at the bottom of the page. These were colourful space fillers, not a political statement. Swallow Tales is not a platform for political opinions, I am horrified at the genocide that has ensued. I apologise for posting the flags, however innocuous it seemed at the time.

On a more pleasant note, we were privileged to have Morrie and Margaret Barrett stay with us in November.



Morrie with his able
Workshop assistant 😊

Their grandson, Nathan, was competing in the Australian junior athletic championships. He won gold in the NSW preliminaries for the 800m. Not bad, fastest in under 12 in NSW. In the Australian championships he won the Bronze medal. I don't know how you catch him to come in for his dinner. 😊

Morrie whilst he was here, wired in a wiz bang electronic instrument cluster. He cleverly made a sliding arrangement, so it could be hidden in the second glove box. He has the same arrangement in his Grand Large.



I still have to fit up the oil pressure fittings on the hoist. Morrie and I both agreed we were too senior to be crawling around the floor under jack stands. 😊

Whilst here, Margie celebrated her birthday. We went out to a nice quiet Bistro, where she had Tasmanian Scallops, again. She is the natural predator of the Tasmanian Scallops. It's rude to ask a ladies age, suffice to say, we applied for a fire permit to light the candles on the cake. Sadly it was refused. 😊 That's me off the Christmas card list!!!

Happy Birthday Margaret Barrett



Speaking of birthdays John Pickles has just had his 85th. I am sure he won't be sensitive me mentioning the number. 😊 Both he and Evelyn have been battling ill health. John took a face plant onto the road and it really shook him up. I know what that feels like John. We all wish you and Evelyn the best you can be this coming year.

Being of the same mind as David Reeves, I got a new radiator done. As previously mentioned, I bought a Simca special radiator from the stock at Inverell. Along with the bigger tanks and a new larger copper core it now takes 1 ½ litres more coolant. I was going to fit a sealed return system and my radiator guy shook his head "These cars did millions of miles as it is, keep it simple. If it needs a top up, you are gradually replacing the coolant." I also had bought a Kenlow elec fan kit, which he also told me to throw over my shoulder. With all the extra coolant it takes a bit longer to warm up, but now with Morries gauges, I can tell where it is at. The core was specially

made in Melbourne and after pressurising the tanks for leaks, the total bill was \$720.00, I didn't think that was too bad.



Our Simca this past year hasn't done many miles. One special occasion was the first Ladies only car show at the Car Museum. That is a female has to be driving the car. Leila and daughter Estelle took the car and as usual it drew lots of attention. Estelle loves the car and even with it's hot motor, picks the sweet spot to change gears. I had to laugh, a

dude driving a hot Torana, tried to get in. It was explained to him if his girlfriend was driving they would be welcome. Eventually he was told the bus to obtrousville was about to depart, be under it. I think it's the next suburb over from Fountain Lakes.





As the New Year is with us, I would remind members the Subs are due again, \$40 is a few cups of coffee. Out of the blocks first up, is Joan Hoey, who only joined the club in March last year. Joan is a lady in a hurry, I know, I spent one day at the rally with her as chauffeur. The spirit of Geoff Rose lives on. ☺ We have sent out polite letters to members who have not yet paid last years subs. Those that haven't responded, this is the last Swallow Tales that will be sent.

We all need to stay as well and healthy as possible for our Echuca rally. It's certainly something we are looking forward to. It would be wise to book the accommodation mentioning the Simca Club. Details are in the last Swallow Tales. We will have a special Zoom meeting in the next few weeks, details will be provided.

Leila and I would like to wish one and all, that the coming year, brings joy and good health.

Kindest regards
Iain and Leila Dyer

PRESIDENTS REPORT - by *Rob Stapley*

Presidents report.

Hi everyone Ina and I wish you all a happy Christmas and peaceful new year. Finally the dreaded Covid caught up to us and I don't know which is worse the disease or the cure. We've been pretty down the last few weeks and only now might be feeling a bit better, wouldn't wish this on my worst enemy. It was good to see photo of Iain and Morrie getting stuck into a good healthy breakfast during a recent visit by Morrie and Margaret to the Apple Isle. Of course Iain had a captive audience and was able to put Morrie to work on the little 90a. Dare I say the apple of Iain's eye. It's good that you two old codgers although losing your marbles at least haven't lost your appetites. Ina and I have booked our accommodation at Moama and dare I say it we hope those intending to attend have also booked or will do so in the near future. It's easy to do and no money need change hands at this stage. Let's face it we senior members of the club have to start wondering if this will be our last rally or indeed if this will be the last Simca rally. Surely it's not too hard to show some enthusiasm. I remind members that subs are due in January and again we expect Iain to put out a quality magazine, he needs money for this, so pay up and keep the club viable.

Cheers Robert



President Rob thinking about going for seconds. Probably not Rob! 😊

SECRETARY'S REPORT - *by Iain Dyer*

SIMCA CAR CLUB AUSTRALIA INC

30th Sept 2023-30th November 2023

Annual Subscriptions

165.00

Expenses

Total Expenses

Nil

ASSETS Cash at Bank

5,693.75

NET ASSESTS

5,693.75

BALANCE SHEET 30.11.2023

Balance 30.09.2023

5,693.75

add Income Amount

165.00

Deduct Expenses Amount

Balance at 30.11.2023

5,858.75

QUEENSLAND REPORT - *by Luke Huntly*

Hi Everyone,

It's starting to feel a lot like Christmas!! We have been busy with various social outings that most of us navigate at this time of the year, often having to prioritise one outing over another. One of these outings was the annual Motorcyclist's Toy Run which is in its 12th year. There were 34 bikes in total, with the numbers being a little down on last year's event, but the enthusiasm of the riders was still high.

The run is normally a thing that Luke would do by himself on his dirt bike, but Leo was very excited that he and Michelle could join in by tagging along in the MG, which he is now old enough to ride in. The event raised \$490 in donations, \$580 in toy vouchers and a large range of gifts, which were handed over to Anglicare Roma at the conclusion of the run. Other local businesses also donated around \$1,500 worth of assorted children's gifts and toys. Anglicare then distribute these gifts to children in foster care around the region to spread a little bit of joy over the Christmas season.

Poor "Trixie" hasn't been out to often except for the Anglican bazaar back in August. The few social runs we have been able to attend have been in the modern vehicle, much to Leo's disappointment.

David reports that "Alice" is due back on the road around Bilo for Christmas after her water pump arrived from Melbourne recently.

We wish everyone a very Merry Christmas and look forward to catching up with everyone in the New Year.

Bye for now.

Luke, Michelle and Leo







1972 Simca 1100 Special owned by Kerry and Josephine Ryan

As a passionate Simca owner and enthusiast of over 50 years since the day in 1964 that my father arrived home with a Flash engine 1961 P60 Aronde, I have often believed that Australia was robbed of the opportunity to buy and experience some of the later products built by the Simca company.

The peak of the company's popularity in Europe after rapidly expanding and buying up shares in other struggling car companies in France during the 1950's is the 1960's and the 1970's.

The early sixties saw the replacement of the ageing but well-loved Aronde cars, the phasing out in Europe at least of the Ford based Vedette (further developed in Brazil) and the introduction of the rear engine 1000 series cars.

The Simca 1000 was met with great enthusiasm by the motoring public in France and Europe generally and they evolved to powerful little race cars in the form of the Rally versions which today are highly sort after. Even Carlo Abarth was heavily involved in the development of some extremely competitive race cars in the early sixties. The Simca 1000 coupe and the later more refined 1200 S coupes were the prettiest of all the Simca's. The 1200 S is reputed to be the most powerful factory delivered car by Simca and they are still admired by many enthusiasts for its beautiful Bertone designed body. I am lucky to be the owner of beautiful examples of both a 1000 coupe and 1200 S coupe.

The replacement for the Arondes saw the introduction of the Simca 1300 / 1500 range which allowed the company to market contemporary designed and engineered cars as worthy competition to all other makes available on the market at the time. These then evolved in to the Simca/ Chrysler Alpine and Horizon versions in the seventies and the end of the line Talbots.

In the mid-sixties however Simca embarked on a new modern design concept in the form of a front wheel drive hatchback. This happened after the introduction of the mighty Renault 16 but the variety of Simca versions and configurations set the standard for all FWD Hatchback cars to come.

The Simca 1100 was met with immediate success in France as it provided performance, handling and fuel economy in a very versatile design. The cars raced out the doors of the car dealers from day one and they ended up being the most popular car in France for some time.

I have recently added a genuinely nice original example to my collection. I was interested in the top-of-the-line hot hatch Simca 1100TI however these cars are as rare as Rocking horse poo and priced accordingly. I finally managed to locate a very original Simca 1100 Special with slightly less horsepower. In fact, it is as rare on the European roads as the TI.

My Simca 1100 Special was manufactured in 1972 and it has the 1294 cc motor with the twin choke Weber carburettor. It has a brake booster, and its reported top speed is 96mph.

It has 75bhp and for a light and very agile car this is plenty. The ride and handling are particularly nice and refined.

The 1100 TI version available from 1974 has two Twin choke carburettors and develops 82bhp and runs to around 105 mph.

Being on the wrong side of sixty now I feel that the 75bhp version is more than enough for me although if by some miracle I happen to find a TI version one day, I will not forgo the opportunity to own one. These are widely regarded as the first hot hatch which preceded the Golf GTI by a few years. They have a cult following in Europe.

My car was originally purchased and owned by a French gentleman from the Department de la Moselle region in the North- East of France. Its build date is 16 August 1972.

It was then sold; I understand to a classic car collector from Dresden in Germany in 2007 where it spent quality time within his own private classic car collection.

It was then around 2017 sold on to a guy in Hamburg Germany whose interests lay with the Matra Simca Bagheera and Rancho models. I purchased it from him after he decided that he would concentrate on his Rancho.

It is in excellent condition in both bodywork and interior however it has a few minor faults with the deep emerald green paintwork which should be easily fixed. Mechanically it is in very good order. It has been driven a moderate 70,000 kilometres. I am undecided whether to replace the later model Horizon mag wheels at this stage however I am learning to live with them. I do have original steel rims and hubcaps for the car.

In summary, it is a very rare car in Australia, it is a lot of fun to drive and it more than keeps up with modern traffic. I do own a later upgrade 1976 two door 1118 cc Simca hatch in right hand drive and Peacock Blue in colour. It is a very low mileage version which I have owned for fifteen plus years. It is just as rare in two door configurations as the Special.

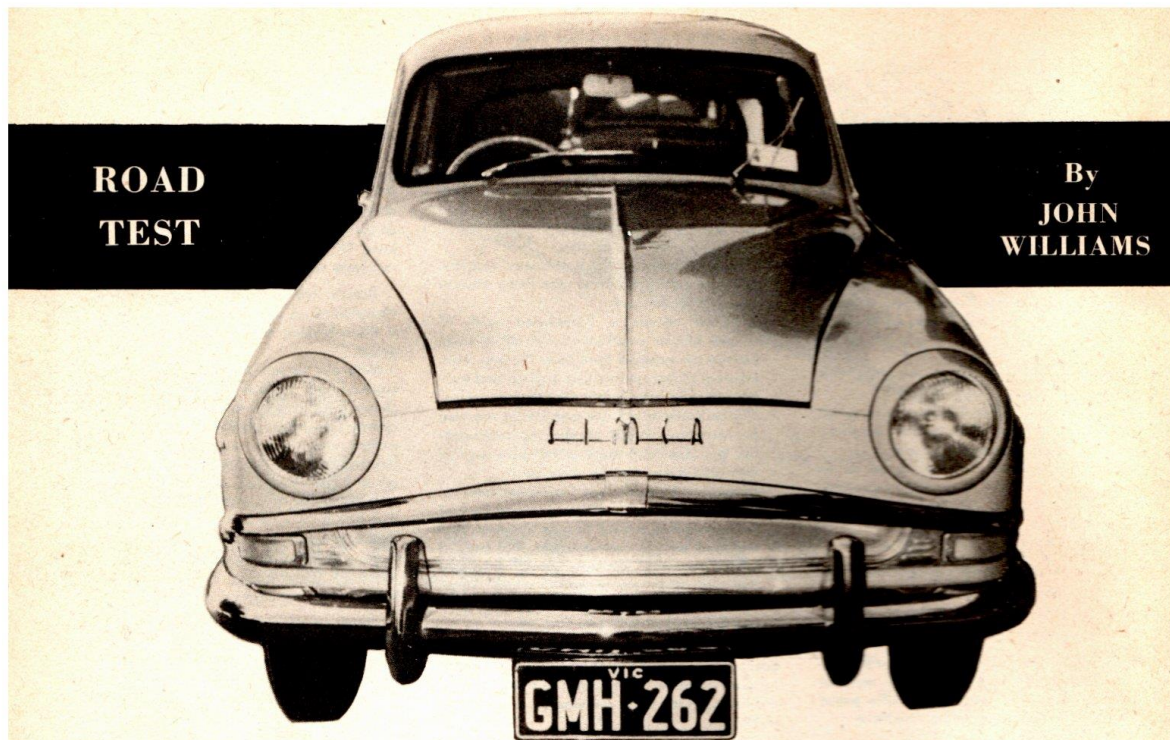
I will try to get both lined up together at the 2024 French Day in Brisbane and that may be a story for another date.



WESTERN WHISPERS – WA STATE REPRESENTATIVE’S REPORT –

By Mitch Burnett

With no report submitted, I have filled the space with an article from John Pickles. It features a 1956 road test of the Simca Aronde. You might need your magnifying glass, but most of us have one. ☺

ROAD
TESTBy
JOHN
WILLIAMS

HIGH-SPIRITED SIMCA IS SMOOTH – THRIFTY

IT would be difficult to find any car embodying a better balance of the qualities most greatly esteemed by the average French driver than the new Simca Aronde 1300.

In view of the fact that this make occupies second place in French production, I expected these qualities, but at the price of £1195, including tax, I scarcely expected to find them in such generous measure.

France is, I believe, the country to which our traffic authorities should turn for hints on how to iron-out problems of traffic, for the official as well as the individual attitude there is to do it by all kinds of ingenious devices for speeding-up traffic flow.

In this it resembles America, but the difference lies in the fact that the Frenchman always demands a good

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return for money spent, thoroughly resents taxation, and has a political system which makes it practicable to empty out any unsatisfactory government at a moment's notice. So the methods adopted tend to be reasonably economical, as well as efficient, and they include the encouragement and exploitation of good driving.

In the Aronde, then, I found these typical French virtues strongly developed.

- Lots of acceleration and braking power.
- Roadholding and precision of control of sports-car standard.
- Economy which was amazing in view of the car's road performance and comfort.
- A high standard of comfort and "habitability"—a virtue ranking high in all French plebiscites as to what people want in a car.

- Good accessibility for routine maintenance.

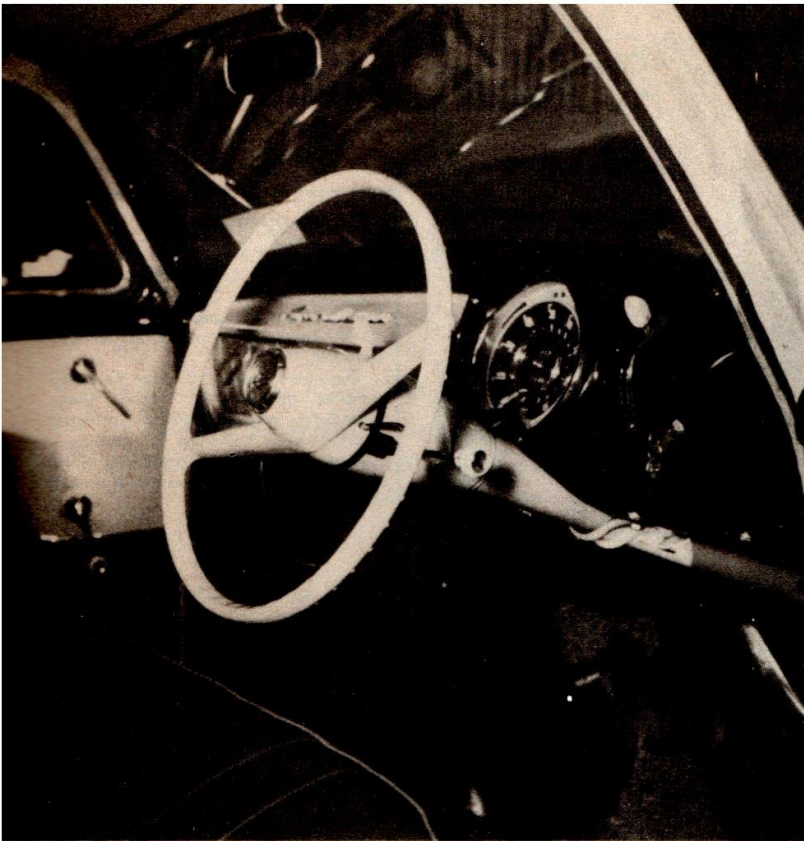
There has been considerable, although not radical change from preceding models, the chief one being an increase in engine capacity to 1290 cc from 1221 cc, with a practically square bore/stroke ratio, 74 x 75 mm. This new engine is known as the Flash.

Following some spectacular 100,000 km. endurance runs on Montlhéry and on normal roads with the previous Aronde, developmental work on the engine was carried out, and it now emerges as a very spirited unit indeed.

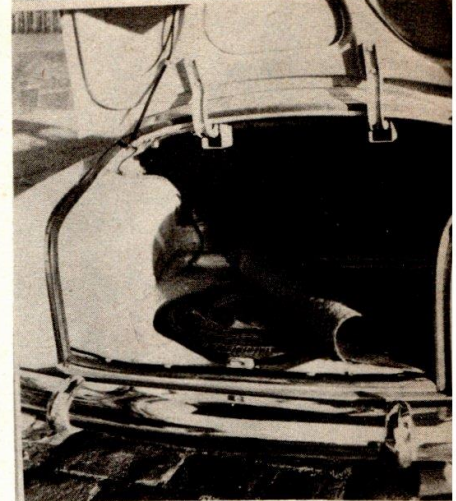
Power developed is 48 bhp at 4500 rpm, using a compression ratio of 6.8-to-1, and this gives a good power/weight ratio on a kerb weight of just under 2000 lb.

Transmission is through a four-

CARS, August, 1956



LEFT: SIMCA'S facia panel has been given a facelift. Steering wheel is different, too. Handle at right of speedo (arrow) is for air conditioning system.



ABOVE: SPARE wheel does not infringe on luggage space in the boot – it rests in a well in the floor and is covered by the compartment lining.

speed box, synchronised on second, third and fourth, controlled by a fairly short and very solid-feeling lever on the steering column.

Coachwork, now assembled locally, is of excellent quality, with attractive two-tone PVC trim.

Considerable care seemed to have been devoted to dust exclusion, both

by the fitting of distinctly tight door packings and care in sealing, and after several fairly dusty miles I found no trace of penetration anywhere.

The rather clever spare-wheel mounting previously used has been discarded in favor of a well in the boot floor, which materially increases luggage space with the minor disadvantage of having partially to clear the boot to reach the spare.

Another change is an improved heater, with electrically-driven fan and a separate heat exchanger, or auxiliary radiator, mounted accessibly just behind the main radiator, and causing no inaccessibility of other units.

Its dash-mounted control permits the circulation also of cold air for demisting and ventilating if desired, a good point

Another point I liked was the driving seat adjustment, the seat moving itself forward by spring tension when the catch was released,

THERE'S PLENTY of room in the back seat. Armrests on all four doors add to comfort.

force being needed only to move it back.

Six-footers could ride in comfort in all seats, adequate room remaining at the rear with the front seat right back.

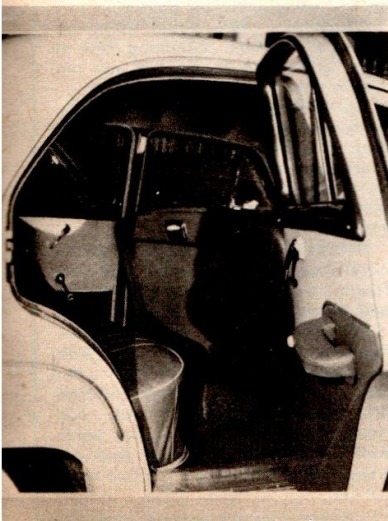
Driving vision is very good, and includes a panoramic rear-vision mirror tinted against glare, but the nearside front guard is not visible to the driver. The curved windscreen is free from a tendency to distortion which was apparent on the Aronde I tested last year.

The 1956 car I tested, the only one available, did not realise its maximum performance for two reasons – it had done only a little over 900 miles and was thus still perceptibly stiff, and the brakes were dragging sufficiently to slow it up probably by five mph.

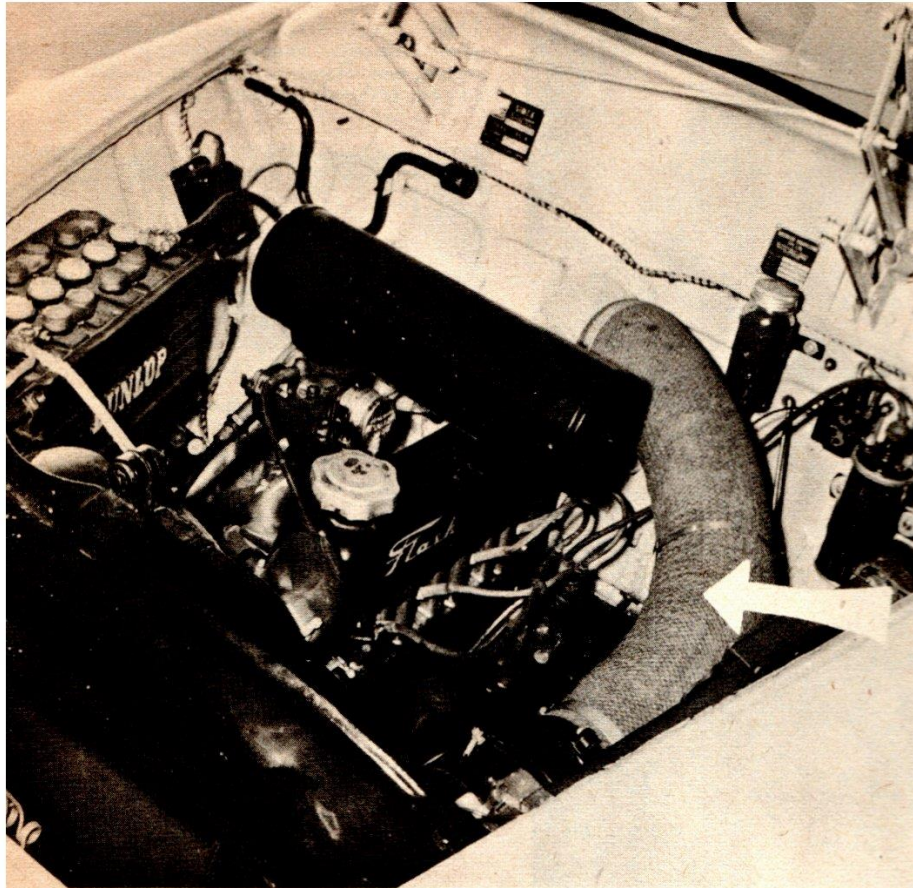
In view of the low mileage, I did not drive it fast for any considerable distance, but only to a point where its speed began to flatten out at 73 mph.

From its general performance, however, I would estimate its maximum in optimum condition at not less than 80 mph, perhaps more.

So far as cruising speed is concerned, this again could very pleas-



CARS August 1956



LEFT: THE engine compartment of the Simca is quite accessible through the alligator bonnet. The large pipe on right (arrow) is for air conditioning.

antly be well into the 60's.

Driving mainly at 50-55, I found my average speed unexpectedly high, due to the precision of control, and the excellent acceleration available in both top and third, coupled with really magnificent braking, of the order of a 28ft. stop from 30 mph. The hand-brake is of the pull-out type, but is considerably more efficient than usual, since it also incorporates a lever.

Roadholding also was notable, it being difficult to force even tyre squeal on a firm corner, and when breakaway of the rear was induced on loose corners, the front wheels held well and control was easy.

Suspension is comparatively firm, but completely comfortable, with no pitch or roll tendency that I could discover. A strong anti-roll bar in front probably contributes a lot to stability.

Best riding on poor country roads was obtained by driving relatively fast, the suspension being quite adequate for coping with anything that came its way.

Coachwork was rigid and silent in all conditions, but there was some road noise transmitted on non-skid

surfaces.

An unusual accessory is what appears to be a small auxiliary silencer, called a resonator, fitted at the end of the tail pipe, and serving to direct sooty gas away from the car.

Its primary purpose is to suppress exhaust drumming, which it does very successfully and produces an unusually quiet exhaust, but it is said also to improve scavenging in the manner of a jet extractor, although on a different principle.

Certainly, the economy of the Aronde surprised me, for despite the disadvantages under which the car labored in the way of stiffness and binding brakes, it returned 33.7 mpg despite some quite hard driving at intervals.

Earlier, I mentioned the top-gear liveliness of the engine as an aid to quick passing, but it is also a very flexible unit for its type, with a smooth pick-up from 15 mph.

In fact, there would be few difficult occasions in which a change below third would be required.

The synchromesh functioned admirably, and I never succeeded in beating it. ●

PERFORMANCE

ACCELERATION — Through gears: 0-30, 4.6 sec.; 0-40, 7.8 sec.; 0-50, 12.2 sec.; 0-60, 19.6 sec. Third gear: 30-50, 8 sec. Top gear: 30-50, 11 sec.; 40-60, 14.4 sec. Standing quarter-mile: 21.8 sec.

Maximum speed: 73 mph. Fuel consumption (overall): 33.7 mpg. (Note Tests made with car which had covered approximately 900 miles, full running-in mileage quoted by factory being 2000. There was also some degree of binding in the brakes.)

SPECIFICATIONS

Engine: New Flash engine, four-cylinder, push-rod ohv; 74 x 75 mm. bore and stroke; 1290.25 cc.; 48 bhp at 4500 rpm; torque, 65ft.-lbs. at 2800 rpm. Aluminium cylinder head. Replaceable steel-backed bearings on mains and connecting rods. Large-capacity air-cooled sump (1.1 gallons).

ELECTRIC SYSTEM: 12 volts; accessible battery; all wiring in long-life plastic cable, individually colored and visible inside harness to facilitate tracing circuits.

TRANSMISSION: Four-speed; synchronised on second, third and fourth; with ball-and-socket type gear-shift and lever under steering wheel. Large diameter tailshaft.

REAR AXLE: Extremely strong hypoid-gear; ratio, 9 x 40 (4.44:1).

BRAKES: Lockheed hydraulic, with transparent reserve tank. Hand-brake on rear wheels.

SUSPENSION: Front, helical springs, with telescopic double-action dampers. Rear, variable-rate semi-elliptics, with double-acting telescopic dampers.

STEERING: Hour-glass worm-and-roller, with ample stabilising bar on front suspension to prevent roll and maintain steering correction.

COACHWORK: All steel, electrically-welded, of great strength. Doors hinged at front. Bonnet and boot lid spring counter-balanced. Luggage capacity, 8½ cubic feet. All windows can be completely lowered. PVC trim, two-tone with chrome mouldings.

INSTRUMENTS: Grouped in plastic nacelle as part of moulded one-piece fascia of color harmonising with trim, and matching moulded window frames.

EQUIPMENT: Self-parking twin wipers. Flashing direction-indicators with time-controlled switch. Twin horns and flasher warning lights. Heater, demister and cool-air ventilation by fan. Ash-trays front and rear. Courtesy lights. Anti-theft lock on gearshift. Jack and wheel wrench in handy position under bonnet.

VICTORIAN/ TASMANIA REPRESENTATIVES REPORT –by *Andy Woodson*

Hi, From Victoria. The last 3 months down here have been quite eventful. Early October in Euroa, the Annual National car show was held, and as always, attracted a large amount of old and modified cars and motorcycles, as well as a huge crowd.

The Bendigo swap meet was on again in mid-November. The number of sites were down a bit on previous years, but the weather was fine and the enthusiasts turned up in good numbers.

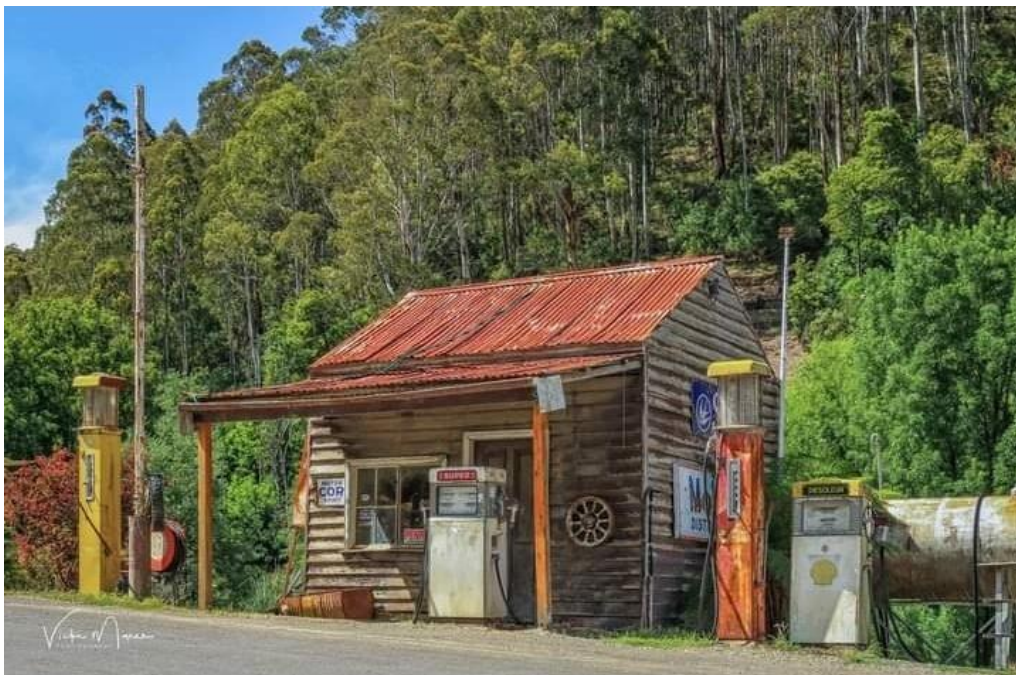
The following week, Wangaratta held it's annual swap meet. A much smaller affair than Bendigo, but obviously, a lot easier and quicker to get around. A good array of lovely old vehicles was on display and you'll see a nice pic of an early Ford parked on site.

It's amazing what can be discovered on the internet when you look hard enough. An old memory I still carry of the original Woods point petrol station was refreshed when I spotted this lovely old photo from years long gone. My first job as a young teen was filling cars with fuel at a similar old petrol station.

Another great pic I found online was an English Ford Consul Capri. We never got them here, but what a great looking car in 1964.

Our local car club, the Wangaratta Club, held their end of year party this week. Myself, and my lady, Louise, attended and celebrated Christmas with like minded car enthusiasts, unfortunately, not a Simca to be seen.

Till next time, from Victoria, have a great Christmas and 2024.







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

Hi all from sunny SA (at the moment) where we have just had about 150mil of rain which was a major event for us. There is nothing quite like a good drop of rain to freshen up the garden and wash the dust off. We have been busy with club runs and keeping the cars on the road. The coming months are pretty full of events and runs. The weather is good for getting out and about and dare I suggest petrol prices are coming down .Christmas is upon us and of course parades and shows. Not much else to report at this stage so for now season's greetings to everyone and hope to see you all later in the year.

ROB



Leo Huntly's favourite SA club member ☺

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

Apologies to Morrie Barrett. Some how in the last chaotic weeks Morrie's report got deleted. As he is presently holidaying on the sth coast, I have substituted a report on the Mount Tarrengower Hill Climb. Love to have a go in Mavis 😊

Mount Tarrengower Historic Hill Climb, Maldon, Victoria

Barry McAdie

On 13 October 2023, I took the opportunity to travel to Victoria to see my very sick brother and my daughter and the grandkids in Bendigo. It so happened that the Mount Tarrengower Historic Hill Climb was on that weekend. I had planned to enter my Alpine A110 but it was not ready.

However, I knew that Bob Watson and John Hardy were regular entrants. Bob had entered his 1959 Renault Dauphine Gordini but unfortunately it was running on three cylinders as he journeyed up from Melbourne and so was a late scratching. John also drove his 1967 Alpine A110 from Melbourne and I saw him run on Saturday recording a time of 52.2 seconds. Usually, he runs at around just over 48 seconds. Unfortunately, he broke a clutch cable on the start line on Sunday and had to tilt tray his car back to Melbourne. Naturally, he was not happy.



*John Hardy
in his A110
at the start
line.*

The first hill climb was held at Mount Tarrengower in 1928 and ran until 1953 with a 7 year break around the time of WW2. It fell into decline during the 1950s and was revived briefly in 1964 and events were run on the new tourist road to the summit. The new sealed surface, together with rapid advances in the cars used for the event, meant that times begun to tumble. There was another lapse until 1975 with 4 events running until 1978 and the Bendigo Car Club has run the event since 2012. The event is recognised as the longest hill climb in Australia being almost 1.6kms long and rising almost 182 metres from start to finish. The fastest time recorded on the hill to date is 37.1 seconds in 1978 by Werner Rodkin who unfortunately lost his life during practice on the hill in 1988 for the Victorian Hillclimb Championship.

I will be entering my car next year. My daughter's rebuilt house in Maldon will be ready by then. I will also have accommodation at my sister's place in Ararat for the iconic One Tree Hill climb which I witnessed way back in the 1970s.



John Hardy's finish time on Saturday. A bit below his best and no run on Sunday.

The event included some very interesting old cars like the 1920s Vauxhalls similar to one owned by my grandfather and a beautifully finished aluminium bodied MG. One I had never seen before was a mini Marcos. At John's suggestion, I was able to put my new A110 on display with other vehicles of interest near the start line and they included Dave Cavanaugh's R8 Gordini rally car originally campaigned by Bob Watson and Mal MacPherson in the Australian rally championship. All in all, it was a great event and fortunately the rain stayed away.



Dave Cavanaugh's R8 Gordini rally car on display



A Vauxhall just like my grandad used to have but never raced.

REBIRTH OF A LEGEND

THE STORY OF WHAT IS POSSIBLY THE MOST IMPORTANT RENAULT R8 GORDINI IN AUSTRALIA

Back in the late 60's a legend was born, the Renault R8 Gordini was released in Australia and instantly became a star on the rally tracks across the country. Renault Australia ran a team of R8 Gordini in the Australian rally championship and clean swept the championship in 1970 headed by our own living legend Bob Watson. 1971 they took out the Victorian championship driven by Mal McPherson.

For the 1970 season they built Mal McPherson a brand new car, this was the very last Gordini to come off the production line in Heidelberg, car number 60 of 60. This brand new car would have all the development from the previous years, this was the ultimate R8 Gordini and in it's first season came 3rd outright in the 1970 Australian Rally Championship which was won by it's sister car driven by rally legend Bob Watson. In 1971 stamped its supremacy by claiming the Victorian rally championship.

In 1972 the R8 Gordini was replaced by the R12 Gordini, but in 1973 Renault closed its rally program and all the cars were sold off. The R8 Gordini continued to dominate rallies in private hands, some became rallycross cars and the legend continued, one even became a speed way car but slowly one by one as time and racing took its toll they disappeared.

The only car left is Mal McPherson's 1971 Victorian Championship winning car, that did it's private rally stint but luckily fellow car club members Lou & Leonie Wullemmin bought it in the late 70's. Lou was very passionate about it and wanted to restore it to what he always wanted. A French racing blue R8 Gordini with white rally stripes but the problem was this was a daffodil yellow Renault Australia rally car so Lou's restoration was put on hold.....For 35 years.

Eventually Lou decided it wasn't going to happen and offered it to me, how could I say no, we agreed on a price and the only surviving works rally car was now mine, so the project begins, slowly at first. Because Lou had painted half of it blue the first job was to dismantle the whole car and have it sand blasted, now with all the blue off we could see what we're dealing with and it was surprisingly straight and rust free. It was then painted in the original Daffodil Yellow and rebuilt using all new French parts. The rally parts were sourced from all over Australia, the original roll bar was found in Adelaide some 800kms away, it was the exact one that came out over 40 years ago. The wheels came from Perth some 3,500kms away. Pieces started coming together, the idea was to recreate the exact car that was rallied 50 years ago, pieces of the original navigation equipment was found all over the country, even the driving lights were found 800kms away. The car was finished in February 2021 and was the star attraction at the Rally Retro day and took home two awards. Our Rally legend Bob Watson took it out on the track and said it was just how he remembers them and felt brand new.

It's been an honor to restore this legend of Australian motor sport back to its former glory and a huge thankyou to the men who built it in the first place.

This is a tribute to those wonderful crazy buggers who took on and beat the mighty GMH factory backed V8's with a silly little French 1.3 litre car with the engine in the wrong end.

1970 Australian championship results.

- 1st Bob Watson: Renault R8 Gordini
- 2nd Colin Bond: Holden Monaro GTS 350
- 3rd Mal McPherson: Renault R8 Gordini

1971 Victorian championship.

- 1st Mal McPherson: Renault R8 Gordini
- 2nd Gil David: Holden Monaro GTS 350/Ford Cortina
- 3rd Peter Janson: Holden Monaro GTS 350/Holden Torana GTR



Story bard on Dave's car. [Worth the read, so zoom in on your screen]



The immaculate aluminium body work on an MG.



A mini Marcos - never seen one before.

[It was a kit car with a fibreglass body on a Mini chassis and running gear]
 See: https://en.wikipedia.org/wiki/Mini_Marcos

The original Michelin Man

The original Michelin Man from 1894. The Michelin Man is white because rubber tyres are naturally white. It was not until 1912, that carbon chemicals were mixed into the white tyres, which turned them black. The change was structural, not aesthetic. By adding carbon, tyres became more durable.

Michelin also began reviewing restaurants so that more people would travel further distances in their cars to eat at these restaurants. This in turn would wear down their tyres faster, and force them to buy more. The star system that Michelin uses goes up to three and is broken down by whether or not it's worth driving to the restaurant.

One star: "A very good restaurant in its category"

Two star: "Excellent cooking, worth a detour"

Three star: "Exceptional cuisine, worth a special journey..."

<https://www.facebook.com/photo?fbid=10225713105427424&set=gm.1747339152415545&id&orvanity=186075975208545>



Lisa Molvig spotted this story and picture on Facebook. The Michelin Man, known as Bibendum, is one of the oldest trademarks still in use.



Bibendum in 1894 (above) and a more modern version on the right

NEW ZEALAND REPRESENTATIVE'S REPORT – by Gerard Crombie

New Zealand Report

It hardly seems any time at all since the last report, which must mean I've been doing many other things and had very few car events. There have however been a couple of car club related activities, one in particular worth relating, being a visit to the Hans Compter Car Collection in Whangarei.

Since the trip to Whangarei was a 360 km round trip in the day no one took their classic cars. Four of the five participants travelled from Auckland and the fifth met us at Hans Compter's, where we were greeted by Hans who was ready to give us a very interesting commentary and tour of his unique collection of vehicles. Most of the collection comprises pre WW2 European cars many with names and manufacturers virtually unknown or somewhat rare in NZ.

Hans is Dutch, arrived in New Zealand in 1980 and over time brought to NZ his European collection of cars. His largest shipment was scheduled to be over 90 cars but there was only space for 63 on the ship and the remainder came later. Hans, who is now 83, continues his involvement but a significant amount of the maintenance is done by his son Dennis.

In the photo on the right are some cars of less common vehicle manufacturers in the collection: Pictured in the foreground is a

De Dion Bouton next to a
La Buire then a
Mors and a
Gregoire
(at the far end is a Prince)



Included in the collection is this early 1950's Simca Aronde station wagon, possibly the oldest Aronde I have seen.



Before lunch we toured shed one and just as we thought we were finished, Hans suggested we had a lunch break and he would show us his second shed.

The Jewett car pictured here started with some encouragement, apparently the engine has never been overhauled, but then ran incredibly smoothly.



Moving into the second shed the showpiece was the biggest (at least tallest) car in NZ – a 1920 Rolls Royce Silver Ghost. It had bullet holes from an incident during the second World War – the panel has been replaced but the original panel is hanging on the wall.



Right. A rare and valuable vehicle, Hans has is a 1952 Lancia Aurelia that once belonged to Argentina's leader Eva Peron.



An impressive and beautiful vehicle is this 1909 Motobloc made in Bordeaux - France. Motobloc was apparently the first manufacturer to make a crankcase and gearbox in one casting.

Another particularly large car was this 1927 Hispano-Suiza (right)

By the time we departed we had enjoyed three and half hours at the Hans Compter Collection and could have spent longer but for the need to keep moving on the return trip home that day.



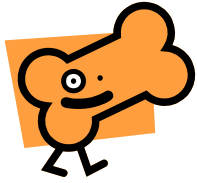
The next scheduled car trip was to a Car & Tractor collection in Cambridge but not only had we been there previously it also got cancelled. On the scheduled day we went instead to a Marine Reserve Visitors Centre at Goat Island, Leigh. Watching Starfish that had been turned on there back flipping themselves upright and then watching an Octopus eating a mussel reminded us of our visit to the Seahorse Centre on the Tasmanian Simca AGM in 2019.

Picture of Octopus feeding on a mussel.



I see pictures on facebook of Colin and Lucy doing there usual Christmas parade run with the little fire engine. Not only that, they also got a special feature in the local newspaper. If you haven't already seen it you might like to look it up on facebook.

Merry Christmas and a Happy New Year to you all from Yvette and Gerard in New Zealand.



Funny Bones

When I die, I want to die like my Grand-father who died peacefully in his sleep at the steering wheel of his car. Not screaming like all the passengers in his car. ~Will Rogers

Have you noticed that all the people in favor of birth control are already born.? ~Benny Hill

Nothing spoils a good story like the arrival of an eyewitness. ~Mark Twain

Why is it that when we talk to God we're said to be praying but when God talks to us we're schizophrenic.? ~Lily Tomlin

If it's sent by ship, then it's a cargo, if it's sent by road then it's a shipment. ~Dave Allen

An archaeologist is the best husband a woman can have. The older she gets the more interested he is in her. ~Agatha Christie

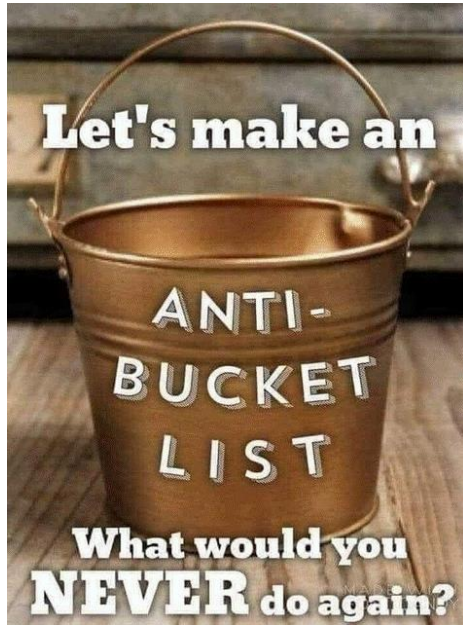
The man who smiles when things go wrong has thought of someone to blame it on. ~Robert Bloch

Always borrow money from a pessimist. He won't expect it back. ~Oscar Wilde

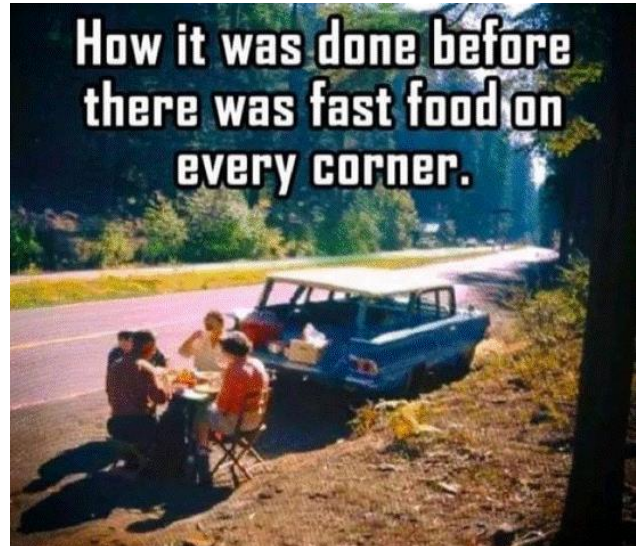
And finally something topical:

Have you ever noticed that archeologists keep finding the remains of ancient men and women? What happened to the other genders?

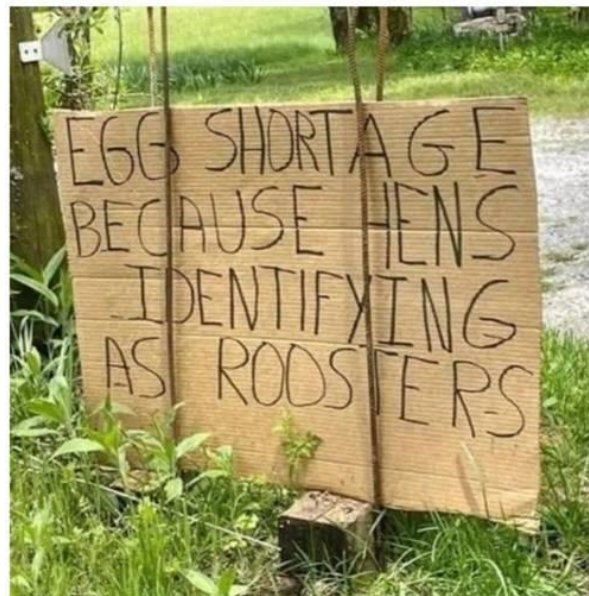




**Birthdays are good
for yor health.
Studies show that
people who have
more birthdays
live longer.**




SIGN OF THE TIMES



Always make sure your loved ones are buckled up.





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SH02984 29/04/11 A

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, it will be much appreciated if you could pay your membership dues. We have too much pride to beg. 😊



SIMCA CAR CLUB AUSTRALIA Inc.

**CLUBMEMBERAPPLICATION/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

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

Secretary/Treasurer S.C.C.A. Inc.
Iain Dyer
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NEWSTEAD TAS 7250

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