

L'Aronde

The Magazine of SIMCA Club UK

Volume 35 No.3

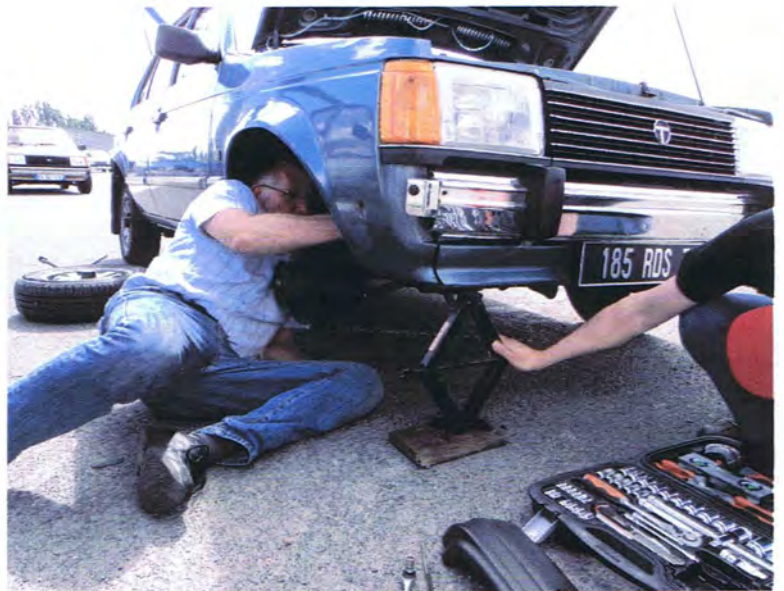
May-June 2015



Guy, Stuart and Alexis Zaregadsky with their **Horizons** at the May 2015 French National at Parthenay . Alexis has supplied his report on the event.and the photos on the following pages.



Seen at the French 'National' at Parthenay.... I suppose it adds up to a VF2 and a half ..!!!



Stuart at work on Alexis' Horizon.....



Simcat..?????



80 years of SIMCA represented in models

Editorial..... May-June 2015

Outdoor events feature strongly in this issue with reports on

Our **National Meeting** at the Battlefield Line in Leicestershire which saw a good turn out of cars.

The **Retro Show** at Santa Pod just a week later saw fewer SIMCA, MATRA & Talbot cars but we enjoyed it.

The **French National Meeting** in May at Parthenay attracted a huge variety of cars from the range. Alexis Zaregradsky reports on the event and has supplied the photos on the cover and elsewhere in this issue.

Forthcoming events sees more detail on the weekend at the 'Fat Lamb' and the associated tours of the area. Also events we can attend as a club, if there's enough interest, later in the season.

By the time you read this I'm hoping my **1100 pickup** will finally have returned to the road.. The finally assembly has seemed like one step forward... two steps back at times, not helped by the 'safe places' I put all the fiddly bits away in being so 'safe' I couldn't find them when needed.

I've included some further material I've 'dug up' on the 1100 light commercials too.

The pickup will be my second 1100 currently on the road as I've recently acquired Kev's **1100GLX**. Don't worry rear engine fans, I've not gone completely FWD... The **Rallye 2** is on the way back to its original pre accident shape and work on my RHD **1200S coupe** can restart now the parts for the pickup are no longer piled around it in the garage.....

Guy Maylam has sent a 'period' road test of what must claim to be the first hot hatchback... the short lived, on the UK market, **1204 Special** which seriously impressed the writer.

The exploded view of a **1307/8** in the last issue had the captions missed out. I promised a key. It was from a German brochure so I'll ask our German member to translate it for me for next time.

It's good to see interest in cars from both ends of the UK range chronologically is picking up. I've recently been contacted by members working on **Arondes** and **Sambas**

Any material on these models always welcome here at **L'Aronde**.....

I've included advertising material for both the later Arondes and the Samba covering the early 60's to the mid 80's.

Please use the free advertising available to members in **L'Aronde**..... whether it be to sell parts no longer needed, offer parts up for swaps for what you do need or to put out an appeal for those elusive parts to complete your pride & joy.

Members keep finding amazingly low mileage cars, particularly from the later **Talbot** range. I'm promised articles on recent discoveries for future issues.



My 'new' SIMCA.....

Mick

Tel. **01246 200045** mob **07713111339**

Email scukmick@aol.com

Simca Club UK..... Directory

Reformed by Bob Friendship in 1980 as the Simca Aronde Owners Register, later the Simca Owners Register. Now also incorporating the Talbot (1979-1986) Owners' Register

Website www.simcatalbotclub.org



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The views expressed in articles or letters in L'Aronde are not necessarily the views of the committee of Simca Club UK.

No responsibility will be accepted for loss, damage or injury arising in the consequence of anyone acting on information contained in this publication.

Note Changes above for 2015

Services & parts suppliers etc.....

CB Motors *Large stocks of spares, new & secondhand for SIMCAs, Talbots and other older cars, MOT, servicing etc.....*

Contact Dick Husband on Dick.Husband@btinternet.com

Or tel. 02476 325577.

Dick is based at Unit 5, Acton Business Centre, Pool road, Nuneaton, CV10 9AE Fully equipped MoT bays etc.....

For **TALBOT**.... Exhaust systems / Windscreens / Gear change rods / Driveshafts / water pumps / Alternators / Starters / service items plus many bits you thought you couldn't get again, and free advice on those models

COLIN HILL.... Horizon/Alpine/Solara Spares/servicing/recovery.
01473 737325 / 07510180574

TALBOT stickers also available from Colin.....



SIMCA Club UK

www.simcatalbotclub.org



SIMCA Club UK windscreen stickers available from Mick Ward at club meetings or

Mick Ward

01246 200045
scukmick@aol.com

In buying parts for 1000 1100 & MATRA projects, stuff for later Talbots turns up... Try me for brake & suspension parts, gaskets, racks, filters, small electrical bits.
some body panels

Some parts for older SIMCAs and S/H parts too

Also contact **Kevin Ward** for parts as in advert above. **01246 278508** or kev.ward1204@btinternet.com

I'm aware the previous 'Services' page needed updating. This is a temporary one. If you wish to be included please send in your ad. just a few lines or photos/logo, ad. as mine aboves or however you wish to advertise your parts, services etc.....ED.

NOS parts for SIMCA & Talbot...

Samba..... Lockheed-Delphi TS229 remanufactured steering rack @£25

Samba brake discs, 'Spidan' part no. 0080750 @£30 pair

Shock Absorbers to fit **1100, Horizon, Alpine/Solara**, Q-H 'Lip' branded for both ends of some models..... @£20pair.

Samba bottom ball Joint Q-H GSJ163 & VECO VB054 @£5 each

Alpinespeedo cable 1975 to '78, 'Moprod' MSD586..... @£5

Alpine.....Handbrake cable Moprod MBC828.....@£7.50

May have Horizon ones too.

Samba inner driveshaft boot kit, Q-H QJB249.....@5

Some parts to fit **Tagora** and **180/2Litre** some wheel bearings, pads and a 180 clutch centre plate.

Samba water pump, fits all models plus Peugeot 104, Citroen Visa super and Renault 14..

Large stock of air filters for most models plus gasket sets and brake shoes/pads for some *Open to offers for job lots as need some space.!!!*

Contact **Mick Ward** for cost of postage and more info on **01246 200045** or email scukmick@aol.com

1970 SIMCA 1000 For Sale.....

Chance to buy one in mint condition, no expense spared including Porsche 924 seats covered in original SIMCA material. Contact **Mark Reilly 07914325444** or markreillymark@aol.com **£3750**



Sorry about the lateness of this issue. I held it back to include June's events then a few computer problems intervened....

Also breaking (need the space), 2 or more accurately, one and a half **1993 MATRA built Renault Espace Mk 2.**

All parts available except 2 litre petrol engines, gearboxes, driveshafts and gearchange parts...(earmarked for 'wild'track SIMCA 1000 projects)...

Many now hard to find parts...lamps, most glass, electrical bits, brake servos. Set of 6x14 'Smith' alloy wheels (4 x 100mm centres) 2 with near new Barum M&S tyres.. 2 full sets of 7 seats (swivel fronts) grubby but fabric intact....ideal van conversion. Most panels, fuel tanks, one rear axle, exhaust parts... **Mick**

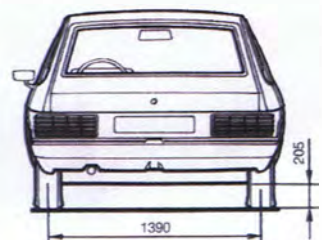
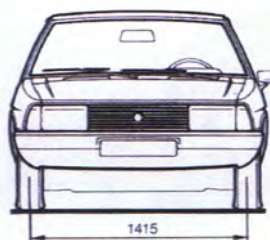
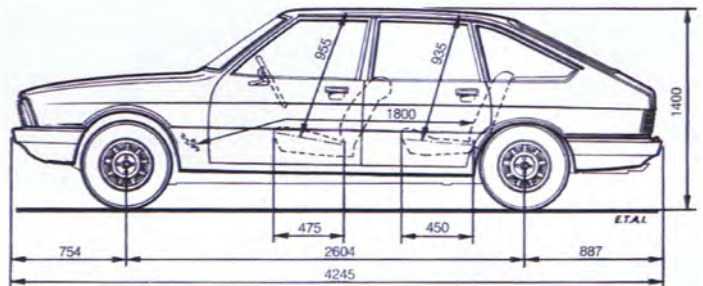
Samba parts wanted.....

Member Robert Taylor is looking for Samba body panels or repair panels and may be interested in mechanical parts you have. He has had a number of Sambas in the past and is working on getting his current cabriolet fully restored for later this year. Contact Robert on...

01252 783174 or **07764611319**

Email karytaylor.174@btinternet.com

Also samba 1982 on our club forum has returned to working on his Samba hatchback and is looking for an engine to fit it. He's hoping to find a decent 1360 but anything considered.



Dimensions of the early Alpine.

Forthcoming events 2015.....

MATRA-SIMCA weekend at the 'Fat Lamb' Ravenstonedale, Cumbria. CA17 4LL.....

The weekend is from Friday 31st July to Sunday 2nd August at the hotel on the edge of the Lake District.....

The whole hotel was booked out to the MATRA Club until the end of March, after that the hotel was to make rooms available to the general public.... There may still be rooms available

The weekend rate i.e. Friday & Saturday Dinner, Bed & Breakfast (obviously includes breakfast Sunday morning) is £230 per double room.(special group rate)

A deposit of £50 per room is required to secure the booking. This is payable directly to the Hotel.

Book directly with the hotel on 015396 23242,. You must say the booking is with the MATRA Club to get above rate..... although both clubs are invited.

On Saturday there will be run/tour of the area giving us time to be back for our evening meal.

They are 'dog friendly' and charge £10 per dog.

The owner of the 'Fat Lamb' is a diehard old car enthusiast, being into old Jaguars and big Healeys himself but really welcomes clubs taking over there for their weekends.

More info from Kev & Lesley Ward 01246 278508 kev.ward1204@btinternet.com

On the Sunday we'll drive out to the Lakeland Motor Museum , LA12 8TA where a parking area for us will be reserved.



Forthcoming Events 2015.....

Further info on 'Fat Lamb' weekend July 31st, August 1st & 2nd

Tour on Saturday 1st.... Starting from the Fat Lamb at 11.00 ish...

The proposed route would be via Orton/ Crosby/ Ravensworth/ Shap/ Bampton/ Helton/ Pooley Bridge/ Tirril/ Yanwath/ Eamont Bridge/ Cliburn/ Temple Sowerby.. About 42 miles and approximately an hour and three quarters.....

Then break for lunch at approx. 1.00 at the Kings Arms at Temple Sowerby.

The post code is CA10 1SB and phone 017683 62944.

Paul has suggested here as they are a sister hotel to the Fat Lamb and he can arrange lunch for us there. We could have a private room and they can provide whatever kind of food we are looking for.....

Return Route would be via Culgaith/ Langwathby/ Melmerby/ Hartside/ alston/ High Force (possible stop off)/ Middleton in Teesdale// Brough/ Kirkby Stephen? Fat Lamb..... about 65 miles and approximately two hours. This latter run takes in some superb moorland roads and spectacular views (on a good day).

A more detailed route will be given out on the Saturday morning.

Sunday leaving Fat Lamb approx. 10.00 to get to the Lakeland Motor Museum for 11,00ish

If you are not staying at the *Fat Lamb*.... Feel free to join us on either day.

Retro-Rides Gathering 2015, Shelsey Walsh hillclimb, Sunday 23rd

August..... Huge show that outgrew nearby Prescott.....even chance to take your car up the hill if you wish. There may just be time to book a club stand if there's any interest????? I'm going anyway. Mick 01246 200045 scukmick@aol.com

MATRA Club Maintenance meeting, Sunday 4th October, at The Green Man, Brackley Hatch, Brackley near Silverstone, Northants, NN13 5TX.

A late season chance to show off your car, talk about projects and problems/repairs, buy, sell or swap parts or just catch up with old friends. From !0.30, lunch in the pub and leave by 3.30.All MATRA, SIMCA, Chrysler, Talbots welcome.



From Des Cooke's collection.

Please let us know of any events that may be of interest to Members

***SIMCA Club UK National Meeting 2015.... Shackerstone Station on the
Battlefield Line, Leicestershire.***

Report & photos Mick Ward

This preserved stretch of railway line links three villages between Leicester and Nuneaton. We were assembled at the railway's HQ at Shackerstone.

I'd called there on the way back from a past AGM. It must have been the late 90's because I was in the orange LHD 1000 GLE I ran for many years. Arriving there I remembered the heavily potholed approach road which hadn't changed much. At the entrance we found Roger Kirby stranded with an uncooperative Solara. Fuel problems were initially diagnosed but later in the day, after a tow thanks to John Beattie and much work by members, Stuart Wade fitted another distributor which got it going.

The 1100 pickup still not quite finished, I'd arrived in the **SIMCA 1100 GLX** I'd recently acquired from brother Kev who came with Lesley in their **1204 Special**.

A full list of cars and members attending appears at the end of this article. The most numerous models there were the **Talbot Solara** and **Alpine**. Other models from the range, such as the **1000** and **'01** were represented by a single example.

Most of us took a ride on the railway. A diesel railcar was on duty, leaving one or two a little disappointed there was no steam power in use on the day.

It was good to catch up with members old and new along with a few past members and Peugeot 205 enthusiasts who dropped in..

The weather cooperated for the most part with odd sunny periods and duller but dry spells. The rain only really caught us as most were leaving.

Thanks must go to Guy Maylam for organising the event.

The enjoyable drive there & back confirmed that twin carb 1442 power really does go well in a SIMCA 1100. That recipe basically adds up to what SIMCA (Barrios) supplied as the 1100Ti for the Spanish market... My Talbot 1100 VF2 pickup has just received

the same power boost thanks to 'dead' Bagheeras supplying the parts.

18 cars from the SIMCA, MATRA, Talbot range attended the meeting..

Arriving in Talbot **Solaras** were.....

Roger Kirby

Robert Chinnery

Jeannette David

Simon Taylor

Ros & Pete Hawke

In Talbot **Alpines** were.....

Julian Pearson

Grant Kearney

With Richard Gooch in an earlier

Chrysler model.

The **Aronde** range was represented by ..

Dick Husband's **Aronde 9**

Daniel & Amy Husband in a **P60**

Edward Martley brought his **1301 Special**

Jill & Philip Ewan supplied the sole **1000**

Titus Taylor flew the MATRA flag with his **1.6 Murena**.

Two **Horizons** were on displayfrom John Beattie

Guy Maylam and Stuart Wade

The sole **Samba** was brought by Michael Whitworth

Jut two **SIMCA 1100s** were on show....

My modified **1100 GLX**

Kevin & Lesley Wards' **1204 Special...**

now with 16 valve Honda power.

David Chapman arrived in his **Peugeot 205** and a few other 205's joined us for a short time.

A number of members and ex members were there without their cars, including Tony Bennett, new member David Knowles and Samba owner. Edd Kippax. Apologies if I've missed anyone or have not included wives and partners. With people arriving & leaving at different times and taking train rides, it was not easy to put faces to all the cars & names to visitors..

Midlands meetings seem to be popular for our 'National' I suppose we need to be thinking of suitable venues for the 2016 event reday for discussion at the AGM. **Ideas??? Suggestions???**

**SIMCA Club UK National Meeting 2015.... Shackerstone Station on the
Battlefield Line, Leicestershire.**
Report & photos Mick Ward



My 1100GLX, Colin Hill's Solara Minx, Richie Gooch's Chrysler Alpine and Robert Chinnery's Solara. *Right:* Ros Hawke's Solara, Mike Whitworth's Samba, Kev Ward's 1204.

SIMCA Club UK National Meeting 2015.... Shackerstone Station on the Battlefield Line, Leicestershire.
 Report & photos Mick Ward



Roger Kirby's Solara, David Chapman's 205, John Beattie's Horizon and Jill Ewan's late model 1006 Special.

Julian Pearson's Alpine, Jeannette David's Solara and Guy & Stuart's Horizon Special

Santa Pod Retro Show 21st June 2015..... Mick Ward

At this event in 2014 we got an impressive line up including two genuine 1000 Rallye 3's.

For the 2015 Retro Show, just a week after our 'National' our numbers were down to just 4 cars.

Joining my **1100GLX** on our stand it was good to see Titus Taylor's **Murena 1.6**, Jennie Nicholls' **Sunbeam Ti** and brother Kev's Honda 16V powered **1204**..

While few in number, the cars caused quite some interest.

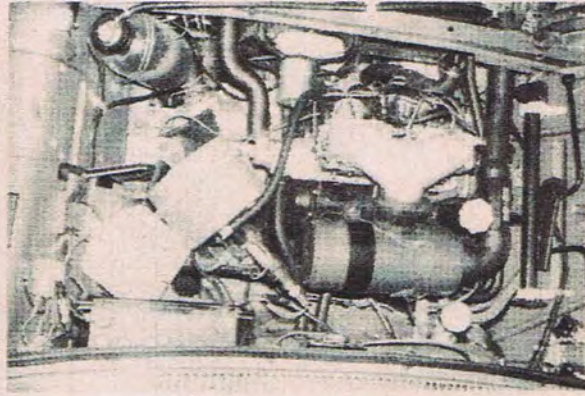
The show had the usual huge variety of old cars, offering something for every taste. Titus and I decided against trying our cars on the drag strip. A comparison would be interesting some time as they use very similar spec twin carb engines. I'd imagine the sleek lines of the Murena would be a bonus against the 'shed like' aerodynamics of the 1100.

Along with a vast range of road cars on the strip were a few 'full on' dragsters giving demonstration runs. One of Santa Pod's *Fireforce* jet cars crossed the line at the end of the ¼ mile at just over 290mph . The weather held out too with just a strong breeze spoiling things slightly.....It was good to see members Bob Hussey, David Knowles & J Richmond there too.

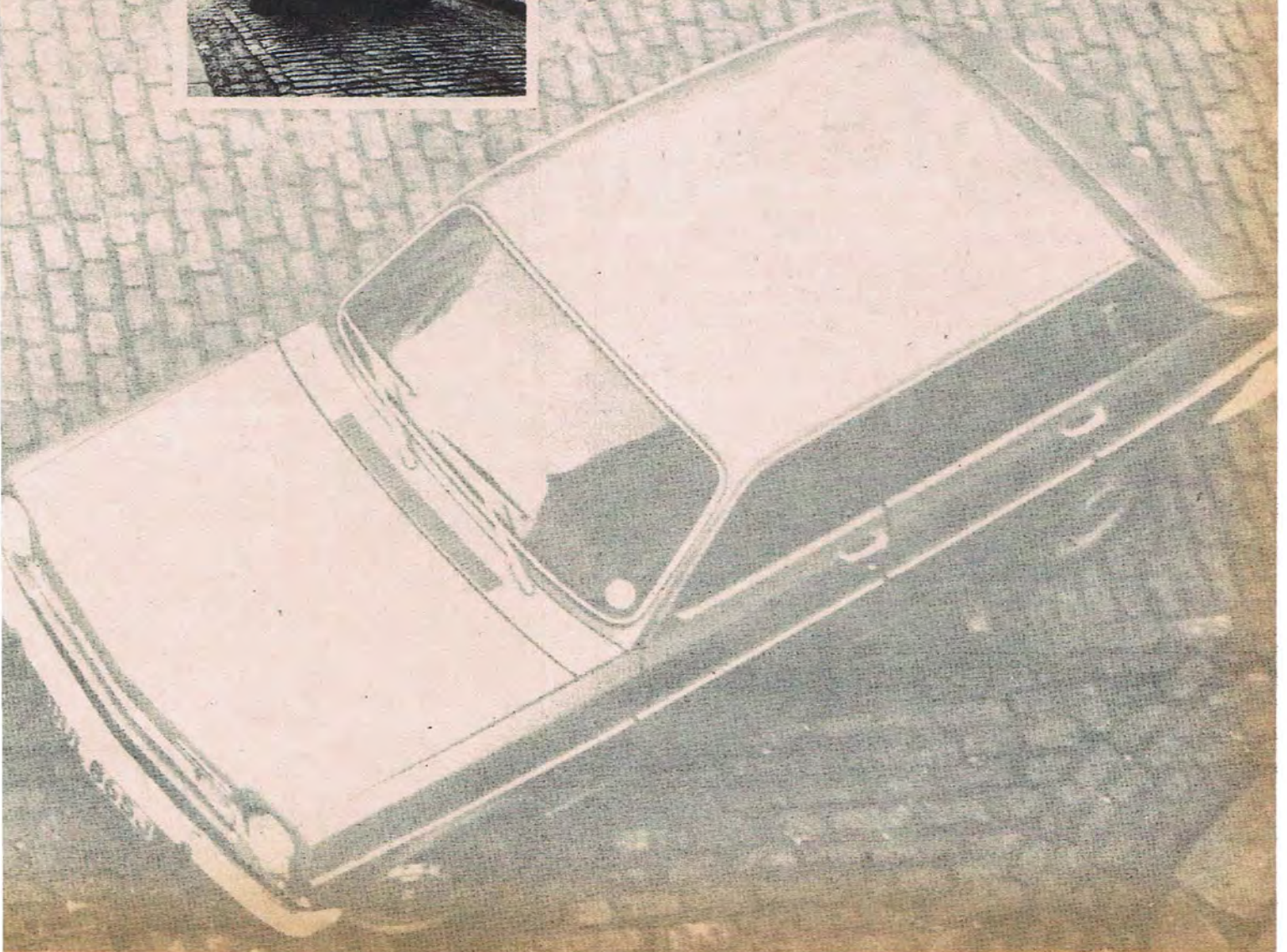


Other photos.... FIAT X19 dragster (VW powered) and the result of a Mini estate and a Mazda MX5 joining forces..!!!

SIMCA 1204



PHOTOS: SPENCER-SMITH



IT IS not this magazine's policy to road test each and every new car that comes on the market. Most of them are merely badge, trim, and/or change of colour exercise anyway.

The number of small family saloons are legion. Many of these, because they lend themselves to conversion, are of interest to our readers. Few of these models are truly significant. But every now and then one enters the scene that is. Such a car is the Simca 1204 Special.

The first of the front wheel drive Simcas, the 1100 was introduced to Merry England three years ago now. But Simca in those days really put most of their efforts into their well known rear engine rear wheel drive 1000 machines.

Under the Chrysler flag the small car market has been covered on all fronts with Rootes, still doing the rear engine rear wheel drive Imp, the front engine rear wheel drive Avenger, and Simca doing the rear engine rear wheel drive 1000, and the front engine front wheel drive 1100 range. Whatever formula a buyer may favour has been accommodated under the sign of the Pentastar. The Simca 1100 range is essentially European in concept as opposed to American orientated. Towards the end of '70, a bigger engine version of the 1100 with appreciably more power became available. This was the 1204 Special.

This engine has been around for some time, being the heart of the 1200 Coupé. Even with lengthened stroke it's still, at 1204cc, over-square. Perched on top of the motor are two Webers, both twin choke downdraught affairs. With a 9.5:1 compression ratio the maximum power is a very healthy 75 bhp at 6000 rpm. The four cylinders in line are topped with an 8-port crossflow aluminium head. The crankshaft has five main bearings. The whole lot is cooled by a sealed water system, and a thermostatically controlled fan is standard equipment. The motor in the 1204 Special produces 25% more power than its standard sisters. All this with the same peak power rpm. So well engineered has been the power transformation that the torque has even gone up too, though at 70lb/ft at 3600 rpm this happens further up the scale than on the standard engine.

On the 1204 you get front wheel drive. An all synchromesh gearbox operated by a floor mounted lever, all made to a Porsche licence. The final drive, though, is slightly higher than the 1100 unit.

Suspension-wise, the front is independent thanks to parallel unequal length wishbones and longitudinal torsion bars. The lower wishbones pivot from the front subframe. The upper

wishbones are attached to a tubular cross-member. With an 8 $\frac{1}{2}$ in unladen ground clearance and fairly ample suspension travel, obvious body roll has been partially controlled by a transverse anti-roll bar. The shock absorbers all round are hydraulic telescopic double-acting ones.

At the back, it's again independent with trailing arms and transverse angled torsion bars. The trailing arms are welded up, box-form pressings. Here again there's an anti-roll bar linking both trailing arms.

The steering is rack and pinion which gives the car a 36ft turning circle and very high geared it is too. The straight line stability, even in the worst conditions, namely jumping out from under bridges on the M1 onto elevated and exposed sections with heavy cross winds, was first class.

The wheels on the 1204 are still 13in dia. but their width has been increased from the 4 $\frac{1}{2}$ in 1100 type to 5J. The tyres are still radial on the 1204, but of heavy duty rating.

Another difference in specification of the 1204 is that it's been fitted with a Bendix brake servo, a fairly large one. Otherwise the 9.2in diameter front discs plus the 8.5in diameter rear drums, give the 1204 extremely impressive braking performance.

Apart from the right up to date basic mechanical concept, the 1204 is significant in another very practical way. It represents just about the best automotive value on the GB market today. For what you get, the £1039 including the PT figure, is worth every penny. The purchase of additional accessories would be superfluous, as it is a complete package deal car for any enthusiast.

Simca have a thriving competition image in France and recently Gerard Larrousse, Porsche Star Rally Driver, was persuaded to use the new mid-engined Simca CG-Proto MC, and thus equipped won a top French Rally, the Critérium des Cévennes. A team of three 1100 Simcas, you may remember, appeared on the London-to-Sydney Marathon. So the Marque's image is far from aunty.

As soon as I drove the car, the available performance convinced me this was not just a pretty little Family Saloon. The performance was incredible, and the willingness of the engine to rev almost without compare.

I got just over 95 mph flat out, with a standing quarter mile coming up in about 18.5 seconds. 0-60 took about 13 seconds, and the 3.7:1 final drive made for some very impressive maximum speeds in the gears — 30 mph in first, 60 in second, and an almost unbelievable 85 mph in third. Although a rev-counter wasn't fitted, I was assured that nothing much happened above 7500 rpm!

One snag I found was that most

of the other motorists on the road just would not appreciate what a very quick performer the 1204 was. It wasn't until they had been conditioned by seeing the rear end of the 1204 disappear into the distance in a matter of seconds that the car's potential was truly digested.

I didn't find the clutch all that forgiving. The best starts were to be had by spinning the old wheels, though if any lock was applied at the time a certain amount of tramp could be induced. In fact, so good did I find the road holding that it was almost impossible to determine which end of the car would break away first. Really over the limit, a back-off produced the usual front end tuck into the corner and a moving out of the back end. At first the body roll, as opposed to a Mini, was disconcerting — but again familiarity and bloody good seats (fully reclining and fitted with standard head rests) made this no disadvantage.

I found the gearlever conveniently to hand but a little stiff to operate. The push away from the driver for first gear was rather awkward. No doubt this feature would be no problem with left-hand drive.

I'd like to have seen an oil pressure gauge fitted as well as a rev counter. Standard instruments, although of a high quality, were far too basic for a sports saloon.

Accessibility for the convenience of the passengers, I found to be an example to others. Here is a sports saloon that has full four-door advantages yet the reclining front bucket seats could be used for lay-by shuteye stops on longer journeys. And again, if required, the steed could be turned quickly into an Estate Car by folding flat the rear seat and making the most of the vast opening rear tailgate lid.

I didn't like the on or off heater — the controls here could well do with some re-thinking. However, the stay awake fresh air vents on each side of the dash were most welcome in the early hours. Talking of the odd moonlight flit, I found the auxiliary quartz-iodine driving lamps, rectangular affairs set into the grille and so out of the way of careless parking, really excellent. These could be selected, yet as soon as the dip was called for they could be automatically extinguished.

Perhaps in towns the need for third gear was disadvantageous. The motor when being pushed was rather noisy too, but these things, plus the plastic imitation wood-trimmed steering wheel, could not be said to be deterrents to our knowledgeable readers.

Yes, a surprising little car. And one well worth looking at. **RH-E**

Location kindly provided at Pinewood Studios by Mirisch Films, on the Baker Street set of their recent superb release, Billy Wilder's The Private Life of Sherlock Holmes.

'Picking up' from where I left off what seems like ages ago.

Just when I thought I'd reached the end of the welding, some scraping and 'poking' while cleaning up the N/S cab floor revealed rust around where it slopes up towards the bulkhead forming a triangular box section with the flat floor below. I cut out the whole area above where the jacking point once was and the sloping area above....for two reasons.. To make sure I'd removed all the rust and so most of the welding could be done from above.

Cab floor done, sealed, painted and equipped with a few more drain holes, a rainy spell saw me working on the rest of the cab interior. Deciding that comfort scored over originality for me, I've fitted a pair of half leather 1.9 205 Gti seats. I made up a box section 'subframe' to adapt the Peugeot runners to the seat mountings on the 1100 floor and to get the height right for the pickup.

I'd some NOS rear brake cylinders in stock listed for the van & pickup to '84 although they look exactly the same as those I've used on every other 1100. New shoes and wheel bearings plus some serious 'exercise' to free the seized brake adjusters and handbrake cable were the next jobs. I'd already fitted some 'load leveller' coil over shockers so the rear end was ready to go back on its wheels. The slot mags now wear a set of 185x70x13 tyres.

Moving forward, the main run of brake pipe forward of the rear suspension is the only bit I hadn't previously replaced, so that will be done and I'm considering replacing the full length of what looks like the original plastic fuel pipe.

The engine is almost complete in the garage, just needing a few parts from the original 1118 engine transferring.

One 'fiddly' job before fitting the engine and box was a couple of the captive nuts for the engine mountings in the front chassis leg. After years of rust one had spun and pulled out of its housing, another nut fell off into the 'depths' just as I unscrewed the last threads of the bolt. Nothing a bit of 'mining' and rewelding won't cure (and improve on).

Fitting the engine and box was reasonably straightforward except for the usual fwd SIMCA/Talbot hassle in connecting the exhaust to the manifold. Some work was

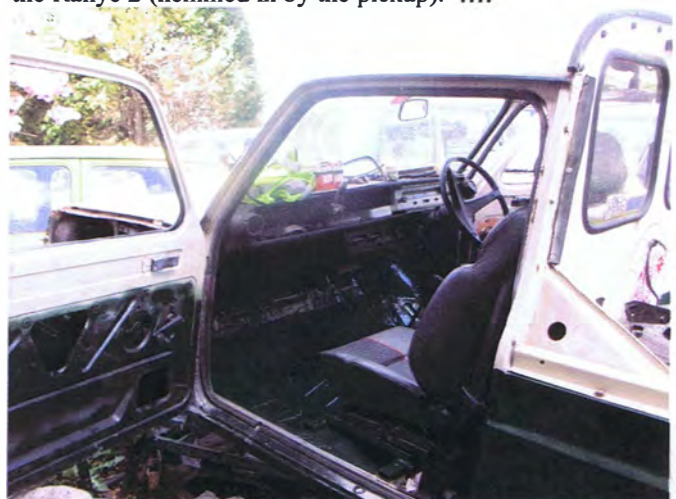
needed fitting longer throttle and choke cables to reach the twin DCNF carbs,



205 Gti seats proved a great fit.



Finishing the pickup will free time and space for my other projects.... The 1200S (currently buried in the garage with parts to go on the pickup) and the Rallye 2 (hemmed in by the pickup).



Having fitted the engine and gearbox and before I lowered the front end back to the ground, I decided to check out the front panel and head/sidelamp mountings. The rot I found can be seen in the photos. It was past any patching so I set to and cut everything back to the inner front crossmember and set about fitting a new front panel I had in stock.. I trimmed it slightly as I wanted to retain the original top rail to keep everything in place.

The headlamp bowls were rusted through. I have replacements but they may need a bit of adapting to take the new Ducellier headlamps I have which were original fitment on the VF light commercials.

Brakes were re-piped along with new flexible hoses, pads, shoes, one new and one rebuilt calliper, wheel cylinders plus a new dual circuit master cylinder I had in stock.

Once everything was 'plumbed' under the bonnet after fitting the radiator, I turned my attention to the air filter. I thought of using the original cylindrical one for the pickup but decided the arrangement in the photo offered more access.... An alloy tube from one of the Honda engines and a large cone filter I've used on my Espace (RIP) I then replaced the rocker cover with a 'smooth' one from a 1000 as all the brackets were now redundant. N/S sidelamp was held in by fresh air





Back on 4 wheels at last...!!!!



Firing it up was held up by a lack of a spark. Having checked and double checked the points, condenser etc. and replaced the coil, after trying another distributor I found it was a corroded connector on the small extension wire SIMCA chose to fit supplying power to the coil. It then burst into life and, after a bit of fiddling with the carb linkage, settled down to a reasonable tickover.

Once it was running and the brakes were bled, the really time consuming jobs started. The main problems centred around electrical connections, not helped by its years of idleness... at the time of writing I'm still trying to find ignition and oil warning lights..

things that worked OK before it was parked up in 2011.

The fibreglass front wings were never the best of fits but when offered up to the rebuilt structure, the ends of the bulkhead pushed them far too high up. After some 'adjustment' of the metalwork with the hammer and grinder the wings now fit reasonably.

I'd fitted a driver's door from a late 3 door 1100. I had to transfer the lock mechanism from the rusty original door as 80's 1100s obviously used different parts. Now it has decided to only work from the outside handle. The inner handle is connected but nothing happens. Fingers crossed, by the time you read this the final problems will be sorted and it will have an MoT.



VF gallery..... 1100 commercial photos from the web and elsewhere.



A *Retro Rides* member from the Netherlands sent this photo of a pickup that has been for sale for a long time over there. Seen below with the *Simcamper* back end it and *Rancho* touches it once carried.



'Lefty'

Daniel Burrowes' current 1000 project is a Left Hand Drive car which he's building up to 'better than new' early Rallye 2 spec. in the 'rouge sarde' colour that the majority of Rallye 1's we got over here in the UK came in. The end product should have considerably more power than the original 1294 twin Solex carburetted Rallye 2 though, featuring more cc's and fuel injection on a Phil Hart built engine.. Daniel's fine attention to detail can be seen in the photos.



: Cars seen recently on *Simca-competition*



Top right... 'Lefty' taking shape on its 'period' Dunlop alloys.

Bottom right . Jill Ewan's 1006, which is probably the last SIMCA 1000 sold new in the UK has just received a new restoration. Jill promises photos for a future issue.

SIMCA, MATRA, Talbot worldwide.....

SIMCA 'proto' recently for sale on *Leboncoin* in France (photos from SIMCA Heckmotor Revue)..also SIMCA 1000s and turbo SIMCA-CG seen in the latest issue of '*Echappement*' still winning in hillclimbs and slaloms in France.....



The Poignon brothers' SIMCA-CG, car No.112 centre left, was featured in an article translated from *Echappement* in a past issue of *L'Aronde*. Let me know if you didn't see it and I'll send it. **Mick**

SIMCA, MATRA, Talbot worldwide.....



A product of SIMCA Brazil on the racetrack.....



A past member from the USA who raced a SIMCA 1204 sent me an advert from Denver Colorado. This *right hand drive Bagheera* had found its way over there. The ad. described the superbly resprayed body and other pictures showed the interior retrimmed in two tone leather and the price was by no means cheap, playing on the rarity over there..... but it went on to mention areas of rust needing attention which is where alarm bells start ringing regarding the Bagheera's structure.

1961 - MIL MILHAS BRASILEIRAS - Close Simca 59/60 - Interlagos - São Paulo



Prototyp Projekt 122

Above: Photos from the 2015 **SIMCA racing Team** meeting at Flagey Echezeau nears Dijon.... Did any of our members go there this year????



Simca Mistral Coupe

*Bottom right: early prototypes for what became the SIMCA 1000.....
These pictures and those on the next page from SIMCA Heckmotor Club's Revue.*



Simca Cerbiatto

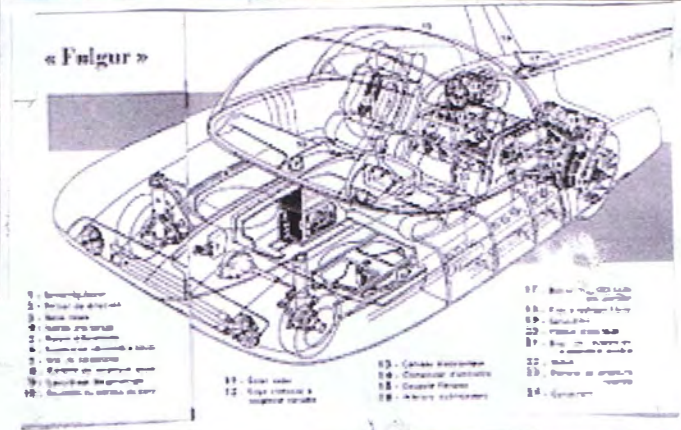
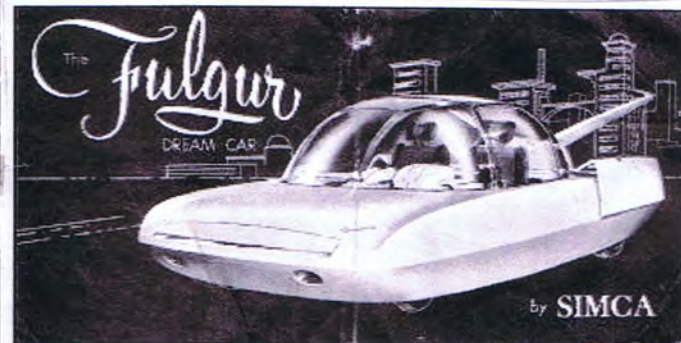
Early 60's prototypes... the Mistral based on the SIMCA 1000, the Cerbiatto on the 13/1500 range. Sadly, neither Reached production.....



Elio Basano mit „Selene“ II



Futuristic design studies that were doing the rounds of car shows on both sides of the Atlantic in 1960 & 61.



You have to be a real motoring man to appreciate this true story

SIMCA

was just another name...until he got behind the wheel!



A Simca hasn't enough snort in its exhaust to please a fresh-from-college sports car fiend. And it's wasted on a middle-of-the-road plodder. The average Simca owner is a family man who is happy to have found low-cost motoring with an exciting touch of 'glamour'. Now to the story...

Jim Walker who, in the course of a motoring lifetime, had driven many cars but not a

Simca, found himself taking one out on a test run at the invitation of his local dealer from whom he had bought every car he'd ever owned. So in this instance salesmanship didn't enter into the picture. Jim Walker had talked about a new car and the dealer had pointed to a Simca, and tossed him the key with the words, 'You might find it interesting to take that out!'

So here he was, in a car completely new to him. But already he was thinking that the Simca was making his present car feel like a sluggish lawnmower. He was intrigued.

Moving off from the lights he found himself cleanly away and first away. Very satisfying. Beyond the 30 limit he put his foot down. The Simca poured out power. Smoothly, effortlessly.

This was motoring! The gearbox was a joy! Light... precise... every change smooth and clean. You could put up averages that would out-perform many a more powerful car.

Knott's Corner came up fast. But not a hint of slip or roll as he came out of the double bend into the straight. He watched the needle swing towards the 90 mark as he moved down a clear and open road. The economical 1290 cc. engine with its five main-bearing crankshaft ran as sweetly as a six-cylinder unit!

No vibration. No shudder. A feeling of solidity instilled confidence. The Simca had something special about it. Far more character than you might expect of a roomy family saloon. Real personality!



He flicked on his right-hand flasher and pulled out to overtake. Convenient - signals, lights, windscreen washers, wipers - all controls at hand on the steering column. The Simca accelerated quickly to take him past in a safe sweep of power.

The red came up at the cross-roads and he applied gentle pressure to the brakes. 132 square inches of lining area (yes, exceptionally big brakes!) went into action and the Simca stopped on the line. Stopped smoothly and surely with an

assurance of safety that would be a blessing in an emergency.

He mulled over his feelings about the Simca as he cruised at 65-70 m.p.h. His doctor drove a Simca. A number turned up regularly at the golf club. Now he understood the car's appeal. Not extreme in styling. Continentally different, but no eccentricities. The solid feel of good engineering about it. Conventional yes, but not dull.

He handed back the ignition key. 'You can take my two-year-old any time you like - I'm sold on this Simca', he said to the dealer. 'Just a moment, Mr. Walker. You've driven it... but I haven't explained half the features... and with that new "Rush" engine, petrol consumption is well in the middle thirties and...'

THESE ARE THE MAIN POINTS HE PUT BEFORE THE NEW SIMCA ENTHUSIAST:

FULLY RECLINING NATURAL CONTOUR SEATS

"RUSH" 1290 cc. ENGINE WITH 57 WORLD ENDURANCE RECORDS TO ITS CREDIT

"STABIMATIC" SUSPENSION SYSTEM

BUILT-IN HEATER/FRESH AIR UNIT, SCREEN WASHERS

STAINLESS STEEL EXTERNAL TRIM

INDIVIDUALLY OPERATED PARKING LIGHTS

RUBBER-FACED OVERRIDERS

All these features are common to most Simcas. Prices start at £798 (inc. P.T.) Five models to choose from.



SIMCA

WITH THE WORLD RECORD "RUSH" ENGINE

CHRYSLER MOTORS LIMITED · KEW · SURREY Telephone: PROspect 3456 (20 lines)



**TALBOT
SAMBA
TAKES YOU FURTHER**

Samba Cabriolet



Alloy wheels are an option at extra cost.

The Samba has an 8.8 gallon fuel tank so, with these performance figures, it has enormous range for a car of its size.

Designed for a life of trouble free motoring, the Samba has electronic ignition and long life spark plugs for easy starting in all weathers and peak performance between 12,000 mile services.

Safety features include wrap-around bumpers – with integral front spoiler on saloons to boost fuel efficiency. Load adjustable headlamps, reversing lights and rear fog lamps plus excellent all round visibility mean the Samba driver can always see and be seen. All models have powerful halogen headlamps and laminated windscreen. The panoramic heated rear screen on the LS also has tailgate wash/wipe as standard.

Top of the line, the Cabriolet sports, servo assisted brakes, electric front windows and bronze tinted glass.

Like all Peugeot Talbot cars the Samba is backed by a 6-year anti-perforation warranty. Whichever Samba you choose, you'll find it a lasting investment.



Samba LE

MILES PER GALLON	
Constant 56 mph (90 kph)	
Constant 75 mph (120 kph)	
Simulated Urban Driving	

THESE FIGURES ARE THE RESULTS OF APPROVED TESTING PERFORMED BY THE DEPARTMENT OF TRANSPORT (UK) FOR THE TALBOT GROUP.

Samba LS 1.1

Samba LE photographed at Alton Towers



Horizons at the 2013 French National meeting

Samba

One of Europe's most economical cars. Big on performance, frugal on fuel, great on comfort. The elegantly compact Samba has plenty of room for four people and their luggage yet can slip easily through the traffic and park in tight spaces. A lot of cars promise what Samba so rewardingly delivers. Check the specification and compare.

From the thrifty LE to the open-top exuberance of the Pininfarina styled Cabriolet, the three Samba models offer endless driving pleasure and total value for money.

Front wheel drive with a transverse mounted engine makes for tenacious roadholding, safer cornering and all round independent suspension smoothes the ride. Three insulated mountings

support the engine in a steel cradle for quiet motoring even at high speeds.

There are three engine sizes. The LE model has a punchy 954cc engine that develops 45 BHP (PS-DIN) and returns around 54.3 mpg at a constant 56 mph.

Top of the Samba economy stakes is the 1124cc 50 BHP (PS-DIN) engine in the LS. Specially designed for fuel efficient motoring, the high torque of 63 lb ft DIN at 2,800 rpm means there is less need to change gear. The result is fuel economy up to 61.4 mpg at a constant 56 mph!

The sporty Cabriolet has a 1360 cc 80 BHP (PS-DIN) engine linked to a 5-speed gearbox and can achieve an impressive 49.6 mpg at a constant 56 mph. It has a top speed around 100 mph.



 **TALBOT**
SAMBA
TAKES YOU FURTHER

From the 14th to 17th May, I attended the SIMCA National organised by **Club SIMCA France**. This was our first event of the year 2015. As usual I went with my father in our Horizon. For the occasion we had changed the Horizon's bumpers for new ones. We had done the same with the door handles and badges and I had fitted some period accessories, (Horizon front bib, Bumper rubbers and air intake on the bonnet). We made the journey with a **Samba** and an **Aronde** from around Paris and arrived the Thursday afternoon ready to participate in the meeting until the Sunday.

On the site we found Stuart and Guy. We exchanged some documents and Stuart repaired my lower front wing that was bent, many thanks to him..!! On the site there was an autojumble, a group playing music and the full range of SIMCA, Talbot, Chrysler and MATRA. We also visited some of the tourist attractions and there was a parade in the centre of Parthenay on Saturday morning. The organisation had been excellent with a really good atmosphere.

We'll all be together again in 2016 in the Netherlands for the ISM...??





SIMCA 5 'Topolinos'



