

L'Aronde

The Magazine of SIMCA Club UK
Volume 37 No.6 November-December 2017

Kev & Lesley Ward with their Bagheera at the NEC show and below, Stuart Wade, Guy Maylam, Des Cooke and Tony Owen who supplied the cars and manned the SIMCA stand over the 3 days.....



SIMCA, Chrysler & MATRA at the November 2017 NEC Classic Motor Show.



Guy & Stuart's 1100 Estate



Greig Dalgleish's Series 1 Bagheera



Tony Owen's Chrysler 2 Litre



Kev Ward's late model Bagheera



Des Cooke's 1204 Special



Simon Farmer's Renault Avntime



Des's 1204 Special engine

Editorial November – December 2017.....

The last big event for this year was the Lancaster Insurance Classic Motor Show with Discovery at Birmingham's NEC. Photos appear on the front and back pages of this issue and with a report inside.

Our AGM took place in October and I've summarised the main points of the discussion there. I've also included in my own report a few ideas for material for future issues of L'Aronde. Remember, articles for your mag are always welcome from our members.

David Chapman continues his history of what was then still the SIMCA Owners' Register now starting out into the 90's.

Alexis Zaregradsky reports on his activities over in France with his Horizon returning to the road and a final circuit outing for 2017 for his Sunbeam Ti.

Guy Maylam has sent in a road test from a 1962 issue of the Australian *Wheels* magazine.

Edward Martley updates us on a gearbox rebuild on his 1301S notes how club membership has helped him with this project.

Colin Hill writes about his Peugeot 305 van, quotes the production figures for some Talbot and MATRA models and has supplied a photo from Australia very appropriate to 'our' cars.

Dick Husband has found details of just what it cost to buy an Aronde new back in the day..... Not cheap motoring..!!!

I've included the dates for 2018 events we know so far. Please let us know about any local to you that may be of interest to members.

- **A 2018 SIMCA Club UK subscription form is included with your L'Aronde. Please renew promptly as it makes the process so much easier for Edward, our treasurer and myself re. future print runs for the magazine.**

photos below: Long standing member Bill Hawthorn sent these photos of his Aronde P60 with the caravan in France in 1967.



Mick Ward 01246 200045

07713111339 scukmick@aol.com

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Simca Club UK - www.simcatalbotclub.org 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

Committee and technical advisors

President & Aronde Advisor - Dick Husband 07785 595221 angel.motors.wales@gmail.com
Unit 5, Spring Gardens Ind Estate, Whitland, Carmarthen, SA34 0HZ

Vice President, Archivist, Vedette Advisor & Events - Guy Maylam 01892 538598 guymaylam@aol.com
67 Longmeads, Rusthall, Tunbridge Wells, Kent, TN3 0AU

Membership Secretary - Daniel Husband 07904341819 simca.talbot.uk@gmail.com
5 Grange Road, Hartshill, Nuneaton, Warwickshire, CV10 OSS

Secretary-& Samba Advisor - David Chapman 01737 765331 dn_chapman@tiscali.co.uk
18 Cavendish Gardens, Redhill, Surrey, RH1 4AQ

Treasurer & 13/1501 Advisor - Edward Martley 01295 255173 emartley@talktalk.net **NOTE CHANGE OF EMAIL**
8 Rye Close, Banbury, Oxfordshire, OX16 1XG

Auditor - Philip Ewan 01642 818926 philipewan28@gmail.com
8 Wycherley Avenue, Linthorpe, Middlesbrough, Cleveland, TS5 5HH

Magazine Editor, Press Officer, Competition/Modifications Advisor - Mick Ward 01246 200045
scukmick@aol.com 96 Newbold Back Lane, Chesterfield, Derbyshire, S40 4HQ

Associate Editors - Kevin & Lesley Ward – for contact details see below

1100/1204 & Matra Bagheera Advisor – Kevin Ward 01246 278508 kev.ward1204@btinternet.com
11 Belfit Drive, Wingerworth, Chesterfield S42 6UP

MATRA cars other than Bagheera Advisor - Clive Nelson 02380 867804 clive@automatra.co.uk
4 Maplewood Close, Larchwood, Totton, Hants SO40 8WH

Chrysler 180 & 2 Litre & 1300/1500 Advisor - Stuart Wade - 01622 532057 V8stu@aol.com
Forge Stones, Heath Road, Boughton Monchelsea, Maidstone, ME17 4HS

Alpine/Solara/Tagora & Horizon Advisor - Colin Hill - 01473 737325/Mobile 07510180574 colihill@hotmail.com
The Old Mill Cottage, Dallinghoo Road, Bredfield, Woodbridge, IP13 6BD

1000, Rallye & 1000/1200S Coupe Advisor - Phil Hart - 01733 242242 philhartsr3@talk21.net
10 Rectory Way, Stilton, Peterborough, PE7 3XS

Sunbeam & Lotus Advisor - Marcus Maylam - 07771 591366 marcus.maylam@btinternet.com
79 Culm Lea, Stoneyford, Cullompton, Devon EX15 1NJ

MATRA Club magazine editor & contact - Philip Owen – 01509 852974 philipjowen@yahoo.co.uk

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

Services, parts suppliers and Sales& Wants

Angel Motors..... Dick Husband is now at Unit 5, Spring Gardens Industrial Estate, Whitland, Carmarthen, SA34 0HZ. He will increasingly be able to supply spares without the distraction of running the MoT and garage part of his business which he has discontinued. **Note NEW EMAIL.....**
angel.motors.wales@gmail.com 01994 241722 or 07785 595221

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 these models..... Contact COLIN HILL Horizon / Alpine /Solara spares /servicing / recovery
01473 737325 or 07510180574 colihill@hotmail.com also for Talbot stickers

GUY MAYLAM can supply new old stock parts for most SIMCA, Talbot & Chrysler models.....
guymaylam@aol.com or tel. 07801 187131

KEVIN WARD can supply parts with particular emphasis on MATRA-SIMCA Bagheera and SIMCA 1100 items. Contact him on 01246 278508 or email kev.ward1204@btinternet.com



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MICK WARD 01246 200045
SIMCA TALBOT MATRA scukmick@aol.com



Brakes, steering, suspension, filters, gaskets,
wheel bearings, etc. Contact Mick for all
things SIMCA TALBOT MATRA.



CARS & PARTS FOR SALE and WANTED.....

Wanted Set of 5.5x13 steel wheels as fitted to base model MATRA-SIMCA Bagheeras and the 200 or so Bagheera S sold new in the UK. Contact Daniel Burrowes on Daniel.burrowes@hotmail.com

Chris Salter is looking for a good home for his '78 Alpine as his Citroen GSA project is costing a small fortune. It was on the road a few years ago and is basically sound, Tyres, Wheel refurb and a bit of welding should get it on the way to an Mot. A good project for £700. Email simcauk@yahoo.co.uk



Forthcoming Events for 2018...

Some Dates for 2018.....Practical Classics Restoration Show, Birmingham NEC, 23rd to 25th March 2018. This time we'll be marking the end of production of the rear engine SIMCAS with at least one example of the Rallye 3, Just 1000 of which were the 'swansong' to 1000 production.

International SIMCA Meeting, Libramont Belgium, 10 to 13 May 2018 See advert on next page.

Peak District Weekend... 23rd/24th June 2018. In conjunction with the MATRA Club with a club stand at the Classic Car Show at Carsington Water visitor centre near Ashbourne Derbyshire.

Retro Rides Gathering Shelsley Walsh Hillclimb, Provisional date 18th August (may change when motorsport fixtures there are finalised..) We'll have a club stand and hopefully a few of our cars will be running up the Hill this time.

Late June/early July sees the Retro Show at Santa Pod where we usually have a stand. Date has not been announced yet. If it clashes with our Derbyshire weekend, we'll obviously give it a miss.

Any events local to members which may be of wider interest please let us know so I can publicise them in our magazine.



Aronde Prices and Tax.....

Dick Husband asks... ' Why and how did anyone buy one?'

Car/year	Price	Tax	Total
SIMCA 9 1953	£632	£264	£896
SIMCA 90A 1958	£616	£309	£925
SIMCA P60 1959	£632	£264	£896

These were prices for 4 door saloon models. You can see why the 2 door coupe and Sports models never came to the UK. The Oceane would have cost £2000 plus..!!!

The P60 Dick had in 1982 before he sold it to Jill & Phil Ewan.



Dick's Aronde 9

International Simca Meeting

BELGIUM - LIBRAMONT

from 10 to 13 may 2018

Simca Matra Talbot club Belgium

info@simcabelgium.be <http://www.simcabelgium.be>

Logos and Sponsors:

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- TALBOT**
- MATRA Sports**
- PIERRE JOEL MOTORS** (1300 Wavre)
- Impressions d'Yves** (Rue du géant 6 • 1400 Nivelles • 067 22 17 13)
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Libramont-Chevigny *Office du Tourisme Libramont-Chevigny*

Simca Owners Register – The Nineties: Part one - 1990

I didn't think "the Early Years" tag was appropriate now the Club was into its second decade, hence the revised title. 1990 was an action filled year from a Simca standpoint, and marked my first trip to France seeing Simcas in their native land.

In March we held a Lakeland weekend, based at the Salutation Hotel, Ambleside. Unfortunately I was unable to attend, but a good number of members did, including some who are very much still with the club, including Clive and Marie Milner, Phil and Jill Ewan, Bill and Eileen Hawthorn and David and Kathy Hoare. The weekend was organised by David and Glenys Thompson, and a great job they made of it.

There was very much a "Matra" flavour to the club magazine, as we kicked off the year with an article by yours truly on the Rancho (not that rare back in 1990) and the next issue looked at the RHD Bagheeras sold by Chrysler in the late 1970s. As Chrysler themselves said, "The Bagheera is not a car that can really be described, it needs to be seen and experienced to fully appreciate its individuality and beauty".

Our national rally, Simca 90, in June was again at Coombe Abbey Country Park, Coventry, with a record turnout of 35 cars, 27 being Simcas and 4 Talbots. Highlights were no fewer than 9 Simca 1000's (I don't believe we ever managed to exceed that number), a smart Tartan Green Talbot Horizon 1.1 which was the first Horizon to appear at Coombe, and voted best car was John Harris' 1970 Simca 1301 GLS in red, perhaps the best 1301 we ever had in the club.

July saw me spending a week on holiday in Paris, during which I saw 25 Simcas in everyday use. There were so many Talbots around, I did not bother to count them. How different it was to be only 5 years later. Fortunately, I did photograph many of the Simcas, and some of these subsequently appeared in the magazine.

The weekend of 11/12 August saw the club return to the Yeovil Festival of Transport, a great show now sadly missed. An added attraction was a remarkable offer we received from the manager of an old coaching inn at Swindon (yes, there is an old part of Swindon), namely £19.50 for a room on the Saturday night. Several of us stayed there on the Saturday, and displayed our cars at Yeovil on the Sunday. Dick Husband brought his much travelled Aronde 9, Derek Killen with the help of friends brought 3 of his fleet of Simca 1000s, including a rare automatic version, Derek and Keith Simmonds brought their mother's Aronde Castel estate, Jill and Phil Ewan were present with their faithful 1006 GLS, and I was the sole front wheel drive representative in my low mileage navy blue 1100 GLS Special.

Mick Ward wrote a great article for the magazine reporting on his and brother Kev's racing 1000s, and that was a story which was going to run for a long time. In September we made a Simca pilgrimage to the Bluebell Railway in Sussex, which started a series of "Simcas and steam" meetings around the country which we have continued up to the present. This initial one came about through club member Chris Cooper, who had a 1978 Simca 1100 from new, being a volunteer on the Bluebell Railway. He really did the organising, arranging the day and car parking spaces at Horsed Keynes, and all we had to do was turn up. We managed a good selection of Simcas, with 4 1100s, (3 of them mine, thanks to Ian Hunt and Phil Ewan driving one each), 2 1000s (Jill Ewan and Derek Killen), my 1301 Special driven by Guy Maylam, a 1501 estate, David and Kathy Hoare in their Chrysler Alpine and no fewer than 3 Arondes: Dick Husband's Simca 9, Terry Treadwell's black P60, and Bill and Eileen Hawthorn's P60, now owned by Tony Bennett. Despite the rather poor weather and the disruption to trains caused by Channel Four filming that day, we all enjoyed ourselves.

The weekend of 13/14 October was quite an occasion for me as Jill and Phil Ewan had invited me to accompany them on their trip to the "Enter the Dragon" meeting at the Zolder motor racing circuit in Belgium, an event organised by the Belgian Simca Matra Talbot Club. 27 years on, some of the details are now a bit hazy, but as I recall Jill and Phil picked me up from Redhill in their 1000, some time on the Saturday morning and we drove to Dover, then ferry to Calais, and then a dash across northern France and Belgium until we reached Zolder. The weather was very good, bright sun most of the time, and en route we were invited to join a golden wedding party at the café we chose for a refreshment break.

Arriving at Zolder the Saturday evening, we were booked into the appropriately named Hotel Pitts, which was indeed situated adjacent to the racing circuit. Unfortunately the hotel had clearly seen better days, and though it was comfortable, the public rooms were very musty and I believe the hotel closed not that long afterwards. Nevertheless, the breakfast was fine, in a room overlooking the circuit, around which a number of Simcas and other cars were doing practice laps. We then drove into the designated Simca Club parking area, the only RHD Simca there, in the process meeting up with two Dutch Simca 1100 TIs (the first 1100 TIs I had ever seen). We were made very welcome by Fonny Van Vliet, then President of the Belgian Simca Matra Talbot Club, and enjoyed both the racing on the circuit and the fantastic variety of Simca and other classic vehicles in the car park. There was even a Simca Arianne, another first sighting for me. Before we left, we were able to do a few laps of the circuit together with some of the other Simcas, and Jill was clearly enjoying the experience. I was busy photographing some of the other cars as we went round the circuit. All too soon it was time to make our way back to England, but it was a great experience which encouraged me to take my own car next time an international Simca meeting was held.

The season finished with a very well attended Annual General Meeting, at the Chace Crest Hotel, Coventry, on Saturday 27 October. No fewer than 25 people were present, out of the total membership of 87. Cars in the Register now comprised:

27 Simca 1000s, 17 Simca 1100s (including 2 vans), 6 1301s, 11 1501s, 1 1500 estate, 3 Chrysler 180/ 2 Litres, 2 Talbot Horizons, 2 Talbot Tagoras, 1 Talbot Solara, 1 Talbot Alpine, 9 Simca 9 Arondes, 3 90A Arondes, 7 P60 Arondes, 1 Matra Rancho, 4 Matra Bagheeras, and 1 Matra Murena.

The main news was Bob Friendship standing down as President, as he did not have enough time to be as active in the Club as he would wish, but we have of course seen Bob from time to time at our events over the years, most recently at our International Meeting at Beaulieu, ROUTE UK in 2014.

The last magazine of the year had an article on the last Simca - badged car in our club, the Solara, which in the years to come was to attract quite a following but then had just a solitary example on our books. Jill and Phil announced a northern pub lunch meeting in Derbyshire for January 20 1991, to get the next year off to a good start.



SIMCA 1100 in Paris, summer 1990. Note brand new Peugeot 309 behind it.

Photos from David Chapman's SIMCA Owners' Register – the 90's



Some of the many 1000s at SIMCA 90. Derek Killen owner of several presents rests on bonnet of one



A selection of the front engine cars at SIMCA 90 and Len Veacock (wearing tie) examines Dave Evans' P60 Aronde, while Clive Forder chats to the Simmonds family beside their P60 Castel estate

MATRA & Talbot production figures..

Colin Hill

While looking through an A – Z cars of the 80's
I noticed they quoted production figures.
Here are the ones for some of 'our' cars....

MATRA Bagheera	47,802
MATRA Murena	10,613
Talbot (Chrysler) Avenger	187,722
Talbot (Chrysler) Sunbeam	118,268
Talbot (Chrysler) Alpine	185,827
Talbot Solara	98,150
Talbot Alpine/Solara -Minx/Rapier	27,750
Talbot Tagora	23,470
Talbot Samba	198,470
Talbot-MATRA Rancho	N/A



The Horizon didn't appear in Colin's figures.
The Talbot MATRA rancho did but as N/A.

SIMCA & MATRA at the NEC Classic Motor Show 10 to 12th November '17

The main theme for the SIMCA Club UK stand was the 50th anniversary of the launch of the SIMCA 1100. Two mint condition rare models from that range were on display... Guy and Stuart's beige Estate, believed to be the only one on the road here in the UK, and Des Cooke's twin carb 1204 Special, arguably the first 'Hot Hatchback', only sold from 1970 to '71. Completing the line up was Tony Owen's Chrysler 2 Litre, another model that is now a very rare sight.

Next door, the MATRA Enthusiasts Club stand had 3 cars. Greg Dalglish's '74 Series 1 MATRA-SIMCA Bagheera from the early years of production. Kev and Lesley Ward's Bagheera showed the car at the end of its production life being from the final batch before the Murena took over. The third car was from the 21st Century, MATRA's final car product, Simon Farmer's Renault Avantage.

Both stands attracted huge interest and it was great to see many old friends. I managed to retain my voice this time despite talking SIMCA and MATRA almost non-stop, sharing my time between the two stands. I got round a good part of the show, at least the stuff that interests me. From a personal point of view, the dealers' stands and exotic overpriced auction stuff leave me cold.



Photos on these pages by Mick Ward, Stuart Wade and Clive Nelson.



rear of the year...???



1204 Special..... The first 'hot hatch'



Chrysler 2 Litre.....



Only 1100 Estate on the road in the UK....

SIMCA & MATRA at the NEC Classic Motor Show 10 to 12th November '17



'Eric' making use of Bagheera middle seat



Dauphine and 4CV/750 commercial



'02 and '74 MATRA products.....



Abarth coupe below.....



If it's rear engined and French, I'll be there with the camera.



Another view of the MATRA club display.



Why it is a good idea to be a member of SIMCA Club UK. Edward Martley

The synchromesh had been getting worse on all gears on my 1974 model SIMCA 1301 Special.

Thanks to the following I now have a gearbox that performs like new.

Stuart Wade and Guy Maylam provided a donor gearbox. I have the remaining parts free to a good home.

Dick Husband found some important new old stock gearbox parts. Hardy Engineering of Leatherhead Surrey did a fine job on restoring the gearbox. It was not a cheap job, nor did I expect it to be, but it was a good job. They commented that when the car was in their yard with other more exotic vehicles it attracted the most attention from visitors who did not know what it was. Many years ago, I converted my Triumph Toledo to overdrive with the help of Hardy engineering.

Dick Husband has also found polybushes that will stop the annoying clunk from the anti roll bar links. Polybushes are a good thing as they are long lasting and resistant to oil.

A SIMCA 1301/1501 tip...

A useful tip for those who cannot find an 048 battery for the 13/1501S is that the 053 is slimmer, has the same performance and has the terminals in the correct place. That leaves space to fit a heat shield or a battery box if required. Batteries do not like cold or heat.

Classic car show at NEC

At the recent show at the NEC two visitors to our stand said that SIMCAs were the worst cars they had ever had. They then recounted tales that showed they thought maintenance was optional. I conclude that a car is as good as its owner and there's 'nowt as queer as folk'



Edward with his 1301S at our 2013 'National' meeting at Newark Aircraft Museum..... 15

13/1500 and '01 owners out there,,, let us hear from you.???

Dick Husband, our President welcomed members to the meeting noting the good attendance, representing nearly 25% of our membership.

Present were..... Mick Ward, Kevin Ward, Lesley Ward, Pam Henderson, John Henderson, Robert Chinnery, Colin Hill, Debra Bennett, Tony Bennett, Pete Hawke, Ros Hawke, Grant Kearney, John Bradshaw, Philip Ewan, Jill Ewan, Guy Maylam, David Chapman, Stuart Wade, Dick Husband, Edward Martley, Jennie Nicholls, Bob Hussey.

Apologies were received from.... John Beattie, T. Chadwick, Jeannette David, Bob Friendship, John Harris, Phillip Hodge, Trudi Heathcote, David & Kathy Hoare, Daniel Husband, Marcus Maylam & Kim Spooner, Clive Milner, Clive Nelson, Andrew Thacker, Michael Whitworth, Steve Wood.

Membership... Edward Martley reported on behalf of Daniel Husband..... We have had a good number of membership enquiries but only a few have resulted in new members. Some members have not renewed having sold their cars and in the last issue I noted the sad death of Brendan Montgomery from Northern Ireland. However, numbers are reasonably stable at around the 100 mark. There is always the potential for new members as 'club' cars do keep turning up. A discussion followed on an Aronde Monaco coupe that has been advertised recently with a somewhat dubious history.

Magazine Editor's Report.... See following page.Mick Ward

Edward Martley commented on the club accounts that had been audited by Philip Ewan. He noted that we are in a comfortable state financially, the cost of some items like stickers had now been written off. The costs for L'Aronde had reduced slightly. He proposed to keep the Subscription to £23 for printed copy of L'Aronde and £20 for PDF at the level of the last two years. Mick Ward proposed we accepted the accounts and Dick

Husband seconded with full agreement from the meeting.

Election of Committee. The current members were willing to continue and Jill Ewan proposed they would be re-elected en masse. This was seconded by Colin Hill and carried by the meeting.

National Rally 2018 and other events....

Guy Maylam suggested that, after our enjoyable event at Wythall Bus Museum this year, Coventry Motor Museum and Gaydon were possible venues for our annual get together.

Lesley Ward said she had looked into a club stand at a classic Car show here in Derbyshire at Carsington Water near Ashbourne. The show, in aid of the Air Ambulance, which we attended earlier this year, is held next to the visitor centre at the reservoir, was well attended last year despite poor weather and there was lots to do for the rest of families. On Sunday 24th June 2018, It is also part of a MATRA Club Peak District weekend which we are welcome to join in with. This suggestion went down well with the meeting and was unanimously accepted

Other events where we intend to have a stand during 2018 are the two Classic Car Shows at the NEC, in March and November and, if there is enough interest, the Retro Show at Santa Pod and Retro Rides Gathering at Shelsley Walsh Hillclimb. We used to have a stand at 'la Vie en Bleu' the French car event at Prescott Hillclimb. This seems to have 'lost its way' in recent years being merged with an Italian car event which is overshadowing it. We encourage members to let us know of events local to them which might be of interest to more of our membership. John Bradshaw mentioned the Citroen Club's event at Stratford upon Avon racecourse to which we are invited. He will let Mick know of the 2018 date and details for L'Aronde. On the International front 2018 sees the SIMCA MATRA Talbot event to be held at

Libramont in Belgium on 10th to 13th May. A number of us will be attending.

Spares availability.....

Dick Husband introduced the topic saying that parts turn up but descriptions on ebay etc are not always accurate. He is now able to supply many parts having sorted much of his stock since his move to Wales. He also noted the advent of 3D printing (see Phillip Hodge's article in the Sept-Oct 2017 L'Aronde) of parts for our cars. Daniel Husband now has a 3D printer in conjunction with his work at MIRA and is looking into the manufacture of items such as nylon bushes.

Colin Hill said exhausts were being remanufactured for the range, particularly for the later Talbots by a German supplier. He can also supply many parts for these later cars, French suppliers are having parts remanufactured and while prices are high, the parts are available. Dick noted that some parts from those for the Aronde onwards on French Ebay were actually made in Argentina. There were question marks over the quality of some reproduction parts originating from China.

Ed. My own ability to supply parts is now more limited as some of my main suppliers of 'job lots' have retired from autojumbling.

Low emission zones and other developments were discussed. It was noted that London had introduced an extra charge and responsibility to implement similar zones has been passed on to local authorities. Dick said the vehicles affected would be mainly from 1977 to 2005. Dick Husband commented on the fact that more modern so called 'clean' diesel vehicles seem to cause more respiratory discomfort when MoT-ing them.... Possibly through the chemicals used.

The statement from some manufacturers that no more petrol or diesel cars will be produced after 2020 or whatever, is misleading. It should read all their vehicles will have a least some electrical propulsion in addition to the other fuels.

Any other business homed in on the EU ruling of some years ago that threatens to require compulsory third party insurance on any machinery. This threatens use of vehicles in motorsport and, taken to its logical conclusion motor lawn mowers etc. There seems to be confusion about the extent of this but the RAC Motorsports Association are campaigning against this.

Another well attended and constructive meeting leaving our club looking forward to a successful 2018. Mick Ward

1200S fuel tank issues...???

Three of the owners of these cars, Kev Ward, Patrick McCambridge and myself are having similar problems with the fuel system. Kev's car refuses to draw fuel through when the tank is anything less than half full. Our first thoughts are maybe the pickup pipe that goes from the top diagonally down to the bottom of the tank has rusted off short.

On my car and Patrick's, even with a new pump or an electric pump, fuel cannot be drawn from the tank. I'm going to try blowing through from the pump end with an air line. If not I'll try fitting a different outlet to the tank. It has been suggested that the drain plug could be adapted for an outlet. The big problem there is that the drain plug for the tank is directly above the exhaust..!!!

Recently I have had the engine running really well on my coupe. I achieved that by using a remote fuel supply. Ideas, suggestions on this problem would be very welcome. The position of the fuel tank on rear engined SIMCAs, in particular the coupes, means access is limited with engine & box needing removing before the tank.

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We are on track for 6 issues of L'Aronde again this year. The September-October one was in the process of being printed at the time of our annual general meeting.

Our club founder, Bob Friendship, had previously converted each issue into PDF for us. Late last year health issues meant he stood down from that role. Thanks are due for his efforts. Currently Trevor at RED Design & Print, our printers, puts each issue into pdf for us at negligible cost. For the future, I will probably look to upgrading my software to become 'self sufficient' in this respect.

The flow of material from Club members has been really encouraging again this year enabling me to cater for the wide range of cars covered by our club.

We now have regular contributions from members in France and Belgium too.

Without going to the lengths of another questionnaire I'd like feedback on what members want from their club magazine.

Subjects that I'd look for as Editor are... Additions to members' collections, ongoing restorations and the finished product, barn finds, 'archive' photos from the heyday of 'our cars' and past SIMCA, MATRA & Talbot get togethers, tips on overcoming common problems and modifications to eliminate them, SIMCAs and Talbots still in regular use and travel stories involving the cars, reports of meetings where club cars have attended, member's other interests, 'period' articles, road tests, press releases etc, motorsport related articles and photos, after all while a small number of us flew the flag for the SIMCA 1000 Rallyes on the track in the UK, they are still a force to be reckoned with in classic events on the continent.

If you doubt your own literary skills, don't worry, I'll work on turning a few notes and the odd photo into a page or two for our mag.....

The above is not by any means a comprehensive list. Anything however loosely related to 'our cars' is always welcome at the Editorial desk. I'm pleased to see David Chapman has resumed his series on the early years of the club and, in the October issue, Philip Hodge described how he has had plastic parts for his Aronde P60 recreated using 3D printing.

This AGM marks the 20th anniversary of me taking over the editorship of L'Aronde and, despite having reached the three score years and ten, I still enjoy doing it. If members like what they get, I'm willing to carry on editing our mag, maybe not for another 20 years though...!!!

Mick Ward

October 2017

Thanks for the vote of confidence at the AGM folks..

As a club we are members of the FHBVC, the body set up to support the interests of owners of older vehicles in the UK. As Editor of our club magazine I receive a printed and a PDF copy of their newsletter. If you'd like to receive the latest issue of the FBHVC bulletin just email me on scukmick@aol.com and I'll send you the PDF version.

Colin Hill writes....

Robert Chinnery and I travelled to the AGM in my Peugeot 305 van (a former David Chapman vehicle of course) loaded up with Talbot spares for various members. At least the brochure still quoted Peugeot-Talbot, so I was happy to attend in one of 'our' vehicles. For a 1.6 litre (Peugeot engine) albeit with the Talbot BE1 gearbox, well and truly loaded up and yes, with Robert in the front, the journey of 360 miles returned a consumption figure of 45mpg and 3 hours either way.





Simca is a notably good performer and it also has handling and brakes to match. It is one of Australia's best selling Continental cars.

SCINTILLATING SIMCA

Available in two price sizes, the Simca offers good value for the person who likes handling, performance and looks in the Continental manner.



Back view of the Simca shows the relatively clean appearance. Spring loaded hinges in the boot lid eliminate the need for external handle.

54 WHEELS, January, 1962

By IAN FRASER

OF all the cars to come to Australia from Europe, few have won as much popularity as the Simca.

In spite of the initial service difficulties and all too frequent changes in dealership, the Simca has come out of it all with flying colors.

Gradual improvement both bodily and mechanically make both the 1961 models much better cars than those of even three years ago. Of course, they are now Australianised and have quite a high local content built into them at the Chrysler plant in South Australia.

From the Australian motorist's viewpoint, local assembly is a good thing. Although it means a lack of status if the guy next door has some high priced fully imported car, the laugh is more than likely on him.

In Australianising the Simca, Chrysler has made it a great deal more practical than the full imports. For instance, the body is dust-

WHEELS

FULL ROAD TEST

proof and all the interior trim is of durable plastic of various kinds, all of which help the car keep its appearance after a few years of pounding along in the dusty outback.

The really surprising thing about the Simca is that it is a very conventional car. There is nothing about its specifications that give any idea of its true character. On paper, at least, it seems to be only fractionally different from dozens of other cars of similar size and price.

It becomes rather a different story when you get in and drive the Simca. It feels lively and responsive on the road — a car in which you feel confident of handling any situation.

This probably accounts for much of the Simca's local success. Australians are quick to realise when a car is roadable and when it is not. Most of the best selling cars are ones which are able to take Australia's often unusual road conditions in their stride.

The demands are strenuous — from crowded cities of two million people to fast but narrow highways; over steep mountains to thousands of miles of rough, rutted and appallingly dusty roads in the outback (and, in many cases, even closer than the outback).

For a car to have any real hope of success locally, it must be able to take these roads without hesitation.

The Simca is one of the cars that will.

Further evidence of the Simca's ability is that rather fussy sporting motorists who have found it necessary to use a saloon to replace a sports car, very often chose Simcas. A large number of them appear regularly in competition events ranging from road racing to trials.

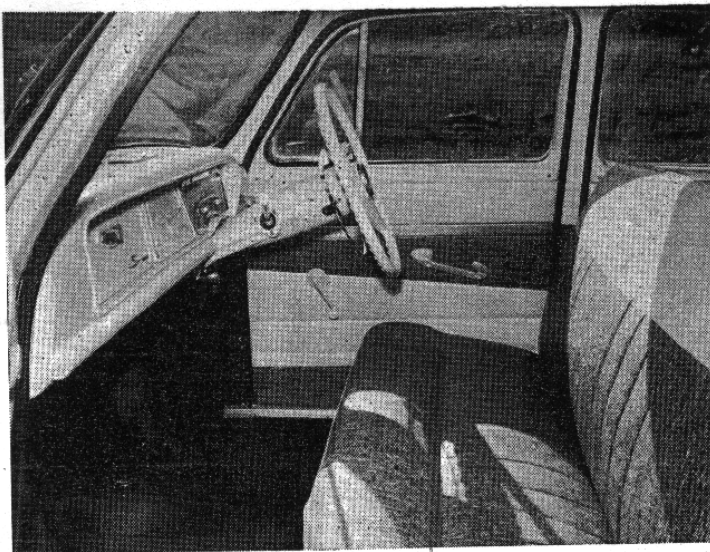
The really keen enthusiasts have found that the engine can be modified to give almost 80 bhp without it being necessary to modify the brakes or suspension to make full use of the power.

Simca was one of the first cars on the Australian market to have as standard equipment things which are normally extras, like layback seats, a heating and demisting system and windscreen washers.

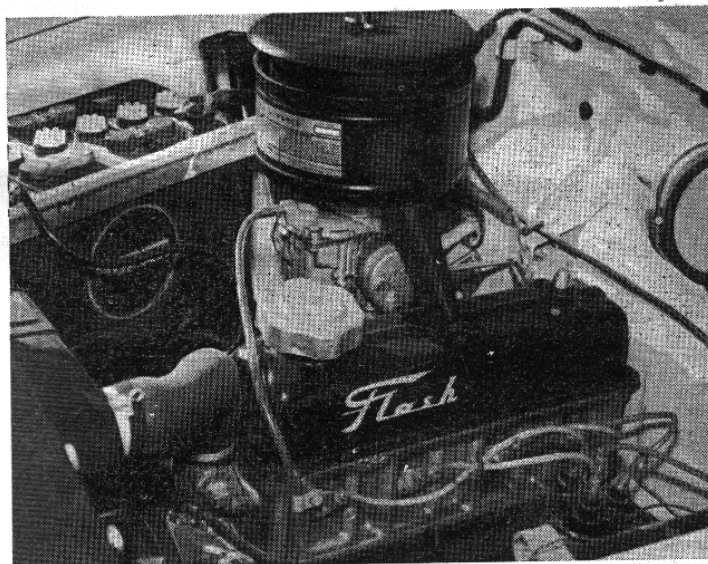
Needless to say this started a trend among other manufacturers to do similar things, but others preferred to remain in the slightly lower price bracket with minimum equipment cars.

This became the famous £1000 barrier. Until recently Simca ran smoothly on the other side of the magic £1000, but then weakened and moved into the market with a £948 car, giving the more expensive version the Rush engine.

The cheaper car differs in that it does not have a heater, washers or layback seats. Instead of the latter, there is a conventional bench type which is just fine. Whether or not



Standard version of the Simca differs little from the more expensive model in that it has a bench seat and lacks a cabin heating system.



Engine is a simple, but highly effective pushrod overhead valve unit. Circle on scuttle is where the heater would normally go in de luxe car.

you miss the heater depends what you are used to.

Personally, I find heaters to be something of an essential luxury, if such a thing exists.

Once being used to a heater, it is hard to do without one. No doubt people living in Northern Queensland would quake at the thought of it ever being cold enough to need one, but southerners seem to be able to put them to good use.

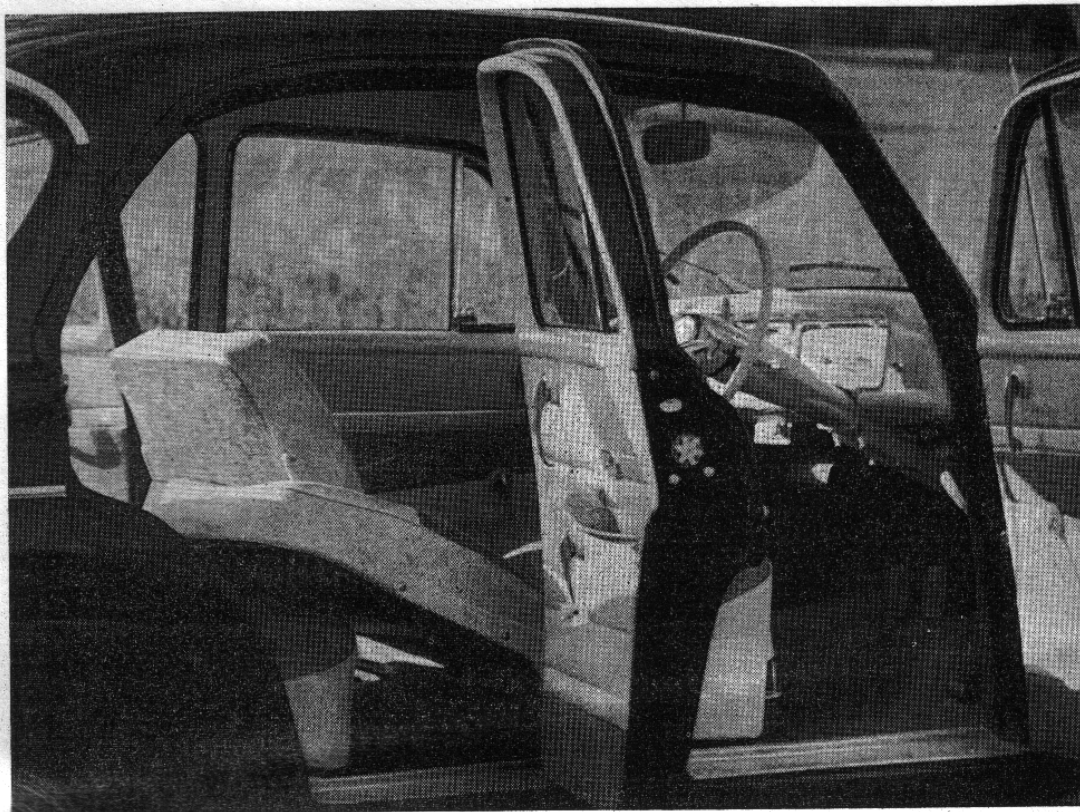
From the appearance under the bonnet I got the impression that most of the heater's plumbing was still in place and that fitting one would not be a particularly big task. Thus, the people who can live with-

out layback seats but like warmth could probably strike a compromise cheaply and effectively.

For a relatively inexpensive car, the seat gives good support for the back and legs and the rather coarse plastic material with which the car is trimmed helps keep the occupants glued to their seats when the car is being cornered with enthusiasm.

Whilst no one could say that the Simca is beautifully finished (it is certainly no worse than most other cars of similar price) it is at least practical.

All the controls are grouped around the hub of the steering wheel and



Passengers in de luxe model Simca get lay-back front seats with a divided squab. This car also has a first class heater and demister.

come in easy reach of the driver's hands. The lights are operated by twiddling the knob on the end of the stork on the right hand side of the steering column. Pulling and pressing the knob dips and un-dips the headlights and when the parkers are on it is possible to flash the main beams by pulling the knob — an interesting and effective method of warning other motorists of your intention of overtaking them.

Like a lot of other French cars, past and present, quite extensive use has been made of that yellowish plastic for door handles, dashboard and numerous other odds and ends.

I disagree with it for dashboards because I am sure it would splinter in the event of an accident and could cause serious injury to passengers. Why, oh why, can't manufacturers pad the dashboards of their cars?

Actually, the bottom of the Simca's dash has a small strip of padding which appears to be for knee protection.

Whilst this may sound like a blast specifically at Simca, I hasten to assure you I am taking about 80 percent of other car companies to task as well.

However, I must say that the Simca is one of those cars you look at as being very safe and forgiving. The handling, for instance, is good enough to keep even the most reckless driver out of most trouble and brakes are wonderfully effective.

The hub of the wheel does nothing except threaten the driver's chest in the event of an accident. A horn ring on the lower half of the wheel effects audible warning. There are two tones which can be selected from a hub-mounted switch. One is to gently remind townspeople of your presence and the other has a high penetrating note designed to carry at high speeds on country roads.

Instrumentation is effective and easy to read, but there are few actual dials. In fact, a speedo and fuel gauge are the limit but the warning lights are bright and well placed.

Winking turning indicator warning lights are fitted, but become almost superfluous in view of the fact that the wipers are time-switched and not self-cancelling with the wheel movement.

Taken overall, the standard of equipment is very good. The self parking windscreen wipers sweep a wide area of the windscreen, work sufficiently fast to clear really heavy rain.

The Simca has earned itself a reputation for being a car with outstanding handling qualities. It is a well earned reputation, for I venture to say that very few other cars in the same class would have a hope of staying with the Aronde on twisty roads, regardless of the surface.

Although the back axle is solid, it does not hop to any extent on corrugated dirt roads. On really hard

bumps, the front end thumps rather heavily at times, but since nothing broke off during our test one assumes that Simcas are meant to do this. Only very severe holes will cause the suspension to bottom.

The Simca is an understeerer. If you go into a corner fast, the front end washes out slowly and controllably. When the limit of adhesion is reached, the back wheels lose traction and come around quite gently but can be put back in its place very simply. This helps to make the Simca a really safe car to drive. Anyone can get behind the wheel and go fast without getting into trouble.

For the weight of the car, the brakes are big. And they feel big when you leap on the pedal in an emergency. There is no fade, just efficient stopping without fuss, although the nose dips.

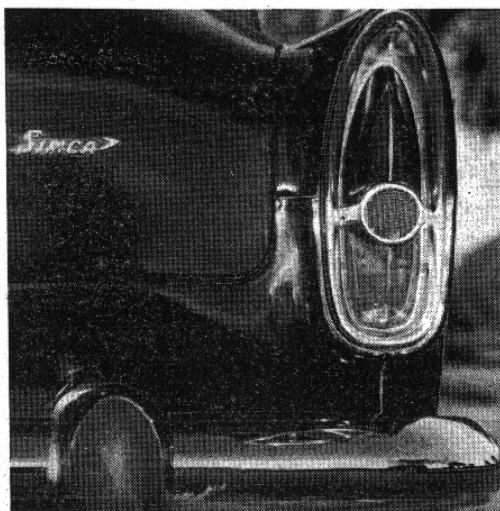
Personally I did not think much of the twist and release hand brake under the scuttle, but it worked well. A floor-mounted lever would be a much better proposition.

Taken overall, both the cheap Simca and its more expensive sister are particularly good cars. Which one you select is largely a matter governed by your bank book, but it is worth considering that you could not fit the Simca out with heater and layback seats for the extra you would pay initially for the de luxe.

As a roadable car, the Simca is a delight to drive. It always has been and let us hope that its affiliation with an American company will do nothing to upset the fine handling and brakes. #

wheels ROAD TEST

TECHNICAL DETAILS OF THE SIMCA



PERFORMANCE

TOP SPEED:
Fastest run 81.3 mph
Average of all runs 78.7 mph

MAXIMUM SPEED IN GEARS:
First 28.0 mph
Second 43.0 mph
Third 63.0 mph
Top 81.3 mph

ACCELERATION:
Standing Quarter Mile:
Fastest run 22.8 sec
Average of all runs 23.0 sec
0 to 30 mph 5.7 sec
0 to 40 mph 9.9 sec
0 to 50 mph 15.8 sec
0 to 60 mph 24.5 sec
0 to 70 mph NA
0 to 80 mph NA
20 to 40 mph 15.0 sec
30 to 50 mph 17.7 sec
40 to 60 mph 18.4 sec

TAPLEY READINGS:
First 475 lb/ton
Second 365 lb/ton
Third 300 lb/ton
Top 190 lb/ton

GO-TO-WHOA:
0-60-0 mph 28.2 sec

SPEEDO ERROR:
Indicated Actual
30 mph 29 mph
40 mph 36 mph
50 mph 43 mph
60 mph 52 mph
70 mph 62 mph
80 mph NA
90 mph NA

FUEL CONSUMPTION:
Cruising speeds 32 mpg
Overall for test 27 mpg

SPECIFICATIONS

Cylinders Four
Bore and stroke 74 mm by 75 mm
Cubic capacity 1290 cc
Compression ratio 7.5 to 1
Valves Pushrod overhead
Carburettor Solex
Power at rpm 52 bhp at 4900 rpm
Maximum torque 69 ft/lb at 2500 rpm

TRANSMISSION:
Type Four speed, synchro on upper three
Ratios:
First 16.38
Second 10.40
Third 6.51
Top 4.44
Rear axle 4.44

SUSPENSION:
Front Independent coils
Rear Semi-elliptic
Shockers Telescopic

STEERING:
Type Worm and roller
Turns, 1 to 1 21
Circle 35 ft

BRAKES:
Type Hydraulic

DIMENSIONS:
Wheelbase 8 ft 0½ in
Track, front 4 ft 1½ in
Track, rear 4 ft 1½ in
Length 13 ft 8½ in
Width 5 ft 0½ in
Height 4 ft 9½ in

TYRES:
Size 5.60 by 15

WEIGHT:
Dry 18 cwt

Alexis Zaregradsky reports from France on his Horizon & Sunbeam

My Horizon made its return to the road a month ago. It came out of the bodyshop with the front end repaired as new. It needed two years before its return to the road after its accident. It will be present in Belgium at the 2018 ISM.

Also there are photo of the outing on 12/11/2017 at the Magny Cours Circuit. This was the last event of the year for my Sunbeam.



More photos from Alexis on the next page along with a photo I received from Colin Hill

He writes... 'My ex sister in law's husband Gary **Talbot** took this photo when they were in Australia. He then thought of me with my Talbot connections.....'

Photos from Alexis Zaregradsky and Colin Hill.....



Talbot Post Office in Australia..... Photo sent in by Colin Hill



SIMCA & MATRA at the 2017 NEC Classic Motor Show 10to 12th November

