

L'Aronde

The Magazine of SIMCA Club UK

Volume 37 No.1

January-February 2017



Horizon with 318 miles from new?? Guy Maylam explains..... Below: Melvins of Glasgow, original suppliers of Tony Owen's Tagora..... more in this issue.....



Late 70's delivery of various cars from the range. To complete the 'in house' outfit a DODGE transporter in place of the Merc?



'period' Motor Show stand..... obviously 'pre Bagheera' with the M530 pictures along the bottom.....

Editorial.. January-February 2017.....

Cover photos... line up of 'club' cars in front of Melvin's of Glasgow featured in the article on Tony Owen's Tagora.

Also the virtually unused Horizon featured in Guy Maylam's article.

The dawning of 2017 sees the very last of 'our' cars reach the 31 year old mark. It is therefore quite surprising that they keep on coming 'out of the woodwork'. Such an example is the Chrysler Horizon seen on the cover that must be the nearest thing to a brand new Horizon anywhere. Guy Maylam writes about its history and how it is now safely in the care of club members. Other Horizons in varying conditions appear in this issue too.

Tony Owen's Tagora and other cars in his collection were featured by *Practical Classics* magazine who received some interesting feedback on the car's history which appears in this issue.

David Chapman carries on, arriving 1989 with his SIMCA Owners Register – the Early Years Part 3. *David supplies photos he took on the appropriate years. Any members who have others from the same era... please send them along and I will gladly include them in future issues.... Ed*

Sorting through his collection of club magazines prompted Edward Martley to document the history of our club magazine *L'Aronde*.

David Hart posted photos from the 70's of a customised SIMCA 1100 van. It turns out it still exists..... with the same owner, a club member too..!! I've included other photos of SIMCAs given the 70's 'custom' treatment too along with others of the light commercials in use.

The above prompted me to dig out photos of other unusual 'creations' based on or connected with 'club' cars.

Members have been busy repairing, dismantling or rebuilding their cars. Robert Taylor writes about Samba gearchange woes and his remedy. Clive Milner continues to reconstruct the rear corner of his Horizon. Kev Ward shows how he's given a Bagheera something MATRA didn't seem to believe in.. **Engine access!!**

For the earlier SIMCA content, I've collected a page of photos featuring the SIMCA 8 and 9 sport models from the late 40s/early 50s.

End of March/beginning of April sees our effort at the *Practical Classics Classic Car & Restoration show* at Birmingham's NEC. Our stand will feature a 1200S Bertone Coupe, at least one racing SIMCA 1000, an early Chrysler Horizon and other SIMCAs from the 50s and 60s. I've included the ad which gives info on ticket deals for club members.

I've added various 'archive' photos and material that have cropped up.

Thanks to members who have renewed for 2017..... Please note this could well be the last issue of L'Aronde sent to those not renewing..... Ed

Mick Ward

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Horizon Ultra



Simca Club UK - www.simcatalbotclub.org Directory

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Now also incorporating the Talbot (1979-1986) Owners' Register

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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

Services, Parts Suppliers & Sales

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.

Dick.husband@btinternet.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 01437 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.....

Two Talbot Tagora GLS in SE London lock ups. Info from pifletcher@talktalk.net who is advising owner on moving them on.

1985 Talbot Horizon 1.1LS. Mitchell Sewell inherited the car which doesn't run now due to a dead battery. Has been sitting in a garage for the last 5 years. Not in the best condition but hasn't had much use at about 35,000 miles.... Source of parts? Basis for restoration?

Mitchell is on email Manchester_11@hotmail.co.uk

Cheynee Lewens has a Horizon windscreen in the Newcastle area which he's had for over 15 years. He's wondering whether it's worth anything to anyone on here. C.lewens@hotmail.co.uk

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

Mick Ward still has some of the Samba NOS parts advertised in previous issues of L'Aronde. Email scukmick@aol.com or phone 01246 200045 for current stock..

Practical Classics Restoration Show, NEC Birmingham, 31 March to 2nd April.....

We will have a stand there and will have a RHD 1200S coupe there to celebrate 50 years since that model's launch plus a selection of cars from the wide range we cater for. See ad on next with ticket deals.

Rancho 40th Anniversary Celebration, MATRA museum Romorantin, 13 & 14th May.... Contact Clive Nelson (see Directory page) for more information.

SIMCA Racing Team meeting, Flagey Echezeaux, Dijon 27 & 28th May.....

This is the 'Mecca' for rear engine SIMCA enthusiasts and is the last meeting at this venue. I have the info on the event which I can email..... Ed.

50 years of the SIMCA 1100 celebration at Glebe farm, Boughton Monchelsea, Kent.....

at the home of Stuart Wade and Guy Maylam's collection they are proposing an 'open day' for SIMCA, MATRA & Talbot cars, among the 'club' cars there hoping to get as many as possible of the remaining SIMCA 1100s lined up alongside their own examples of this model. The date is **Sunday 11th June.**

Santa Pod Retro Show, Sunday 18th June, Santa Pod Raceway.....

We will have a stand there as usual. Massive show with the opportunity to simply show off your car and/or chance to give it a go on the drag strip if you wish and a free autotest competition. info from Mick Ward... Ed

SIMCA Club UK 'national' meeting Wythall Transport museum, 9th July

the museum is at Church Lane, Wythall, Worcs, B47 6JX. It has an extensive collection of buses and other vehicles and is a regular venue for car club events. More information to follow from David Chapman... www.wythall.org.uk

Retro-Rides Gathering 2017, Shelsley Walsh Hillclimb, 20th August.....

We will have a club stand there. There is the chance to give your car a run up the hill. This is bookable on forum www.retrorides.org nearer the time. I managed to get my racing 1000 invited as a guest car at the 2016 event and got runs up there all day. More info as it becomes available from Mick Ward... Ed.



Impressive SIMCA 1000/Rallye line up at French Hillclimb

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Simca Owners Register – The early years: Part 3 - 1989

I should start this article by correcting an error I made in the last one. As some of you Matra enthusiasts may have guessed from the photo in the last issue, the Bagheera which joined us at the meeting at Filching Manor in September 1988 was not a Courreges model, but a 1977 Bagheera S, YGX249S, owned by Brian and Venetia Thatcher Atkins. Does anyone know if the car is still around?

1989 began with the news that the well known 1955 Simca Aronde Grand Large had been sold by Christie's for a then unheard of £3,000. As I remarked in L'Aronde at the time, the car then had only covered 18,000 miles and was in excellent condition, and £3,000 should not be regarded as a benchmark price for an Aronde. Among the new members in January that year was Guy Maylam, who had just bought a 1954 Aronde (for much less than £3000) from Nicholas Daniel, another member of the Register. As we all know, the Aronde was to prove not the only Simca Guy acquired.

The previous year I had organised an experimental South East region social meeting one weekday evening in April which was well attended. At that time we had around 20 members living within a 25 mile radius of Redhill, so in 1989 I organised another, also well attended.

In terms of national meetings, given the success of Castrol Simca 88, plus the 3 day Town and Country Festival near Coventry, it seemed sensible to repeat that programme. Again Dick managed to secure sponsorship, and Castrol Simca 89 was held on the first Sunday in June. This time the weather was excellent, and in addition to 14 Simcas of various types we had a Chrysler 180 with under 20,000 miles on the clock, a Chrysler Alpine, two Matra Simca Bagheeras, a Talbot Alpine, Talbot Solara and Talbot Samba Cabriolet. Citroen were represented by two DS models and a 2CV. Clive Forder gave his supercharged Simca 1000 SR a rest and instead brought his nice Triumph Vitesse. Jill Ewan's 1006 GLS won the Car of the Show award, while Kev and Mick Ward were presented with the Castrol Simca shield for their great contribution to motor sport using Simca 1000s.

For the Town and Country Festival of Motoring at Stoneleigh in August we managed to get 11 cars on the stand on one of the 3 days, Kev and Mick Ward boosting the numbers by bringing one of their racing Simca 1000s. We also managed two 1301s, my own gold car being joined by Dave Evans' blue example. Dick Husband's dark blue Chrysler Horizon was adorned with POLICE badges, being displayed as in pursuit of some dubious car thieves in accordance with the Festival's theme of "Take and Brake". I subsequently learned that Spanish Police used Horizons. For me the highlight of the show was on the bank holiday Monday, when we were visited by Michael Bilas and his two sons. Michael owned a 1966 Simca 1501 plus a very rare Aronde 90A, and I

accompanied them back to the public car park in order to photograph the 1501. Little did I think that many years later, this car would join Guy Maylam and Stuart Wade's extensive collection at Maidstone.

That August I part exchanged the Samba Style for a new Peugeot 309 3 door hatchback, fitted with the familiar Simca 1294 cc engine. I did so primarily because it had been reported in the motoring press that Peugeot were going to stop using that engine in the 309 and switch to the Peugeot TU range of engines. In fact this did not happen for another two years. I was very pleased with the 309, G899APH, finished in Graphite Grey metallic paint and red bumper inserts, so at a glance it looked like a 309 GTI.

The season finished with a very well attended Annual General Meeting, this time at the Barn Motel, Hockley Heath, on Saturday 28 October. No fewer than 27 people were present, out of the total membership of 80. Cars in the Register now comprised:

20 Simca 1000s, 14 Simca 1100s, 8 1301s, 5 1501s, 1 1500 estate, 3 Chrysler Alpines, 1 Chrysler 180, 1 Chrysler 2 Litre, 1 Talbot Alpine, 1 Talbot Solara, 2 Talbot Tagoras, 19 Simca Arondes, 1 Matra Rancho, several Matra Bagheeras, 2 Matra Murenas and 1 Matra M530.

With the Ward brothers very active on the motor sport scene, and both new members and interesting cars emerging at regular intervals, the Simca Owners Register finished the 1980's in a very healthy state, and we looked forward to a new decade with the Simca flag flying high, Peugeot Talbot having kindly donated a flagpole to us. The 1990s were to see a good number of us take our cars to France and further in Europe, but you will have to wait for the next article to learn more.



Castrol SIMCA 89 Coombe Abbey visiting SIMCA 1500



Pair of Citroen DS models at Coombe Abbey.



Talbot Solara and Talbot Samba at Castrol SIMCA 89



The neat lines of a SIMCA 1000 displayed at the Town and Country Motoring Festival, August 1989, The styling was said to have been influenced by the Chevrolet Corvair.

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Michael Bilas' 1966 SIMCA 1501 at the Stoneleigh Festival. The car is now in the care of Guy and Stuart.

Replied 24/9/88

Joined



SIMCA OWNERS REGISTER

(Recognised by Peugeot Talbot)

Our club was founded as the Simca Aronde Owners Register. We have progressively widened the scope of our membership and now cater for all Simca cars, the related French made Fiats and Fords, together with the Simca based Chrysler 180/2 Litre, Matra Bagheera and Rancho, and Talbot Alpine, Solara, Horizon and Tagora models.

Benefits include technical advice and location of spares plus a bi-monthly newsletter called "L'Aronde". We attend a number of classic car events which provide opportunities for members to meet socially and discuss restoration projects.

If you either own or are interested in these distinctive French cars, please print your name and address below and post this card today. Full details will be sent by return, or telephone David Chapman (0737) 765331 for further information.

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Address MOSS ROSE COTTAGE 29 Fore St
Northam
DEVON Post Code EX39 1AW

Ed.... Something I omitted from Part 2 of David's Club History in the last issue. It is an example of the windscreen card that brought in many new members. First contact with the club tends to be via the internet nowadays.



The Bill Smith/Andy Johnson Pirelli Classic Marathon 1200S, restored in Silver and owned by Daniel Burrowes. It has since passed on to a new owner in Belgium.....

Feedback from Tony Owen's Practical Classics Article

After the article in the November 2016 issue of Practical Classics featuring Tony's Tagora and some of his other cars, Peter Lees wrote to supply further information on the car. Peter has worked in the service department of Melvin's of Glasgow, the dealership featured on the cover. The registration on Tony's Tagora in the article 'rang a bell in his brain' as he put it.

Melvin's have now moved across the road to the recently refurbished Citroen dealership and the site was levelled ready for flats to be built... progress?? . During the move, the General manager called Peter into his office to look at some old photos he'd unearthed. Peter has worked there for 39 years since joining in 1978 as an apprentice from school at 16. That's where Peter had seen Tony's Tagora, It had been a demonstrator and had been kept by Melvins for a year, longer than they usually would.

The photo below explains the reason. It had been given out to Celtic and Scotland footballer Danny McGrain as a promotional vehicle. The photo shows Danny receiving the car with sales staff looking on. Peter comments "even with this extra promotion the Tagora was a sales flop and few remember them now."

He notes that all the models in Tony's collection were 'bread and butter' work for him back then and very familiar sights in the workshop..... for all sorts of reasons. He mentions he has loads of photos of the cars at the time including those of an evening function for the launch of the Sunbeam Lotus where Henri Toivonen and his codriver Paul White appeared with their rally car. Also they had the Hillman Hunter used by Andrew Cowan to win the London to Sydney Rally. Peter's memories of time spent working on the Talbot range weren't always happy. Tappet adjustment on a warm SIMCA engine was always a pain and lifting in and out the overdrive gearbox on a Hunter was daunting, due to the weight. But, he says "now, looking back, things weren't so complicated to do as they are today, where maintenance seems to have been overlooked when the cars were designed.

Tony's Tagora was found by a friend (David Herraghty?) back in 2002 in a garage in Glasgow after the death of the elderly owner. It still had just 17000 miles from new, although there was a note in the service book that the speedo was changed at 9000 miles. It was quite dented and scratched and a can of creosote had been spilled over it, but there was no rust!! It was restored and Tony bought it in 2007.

There are believed to be only 5 Tagoras left in the UK. Tony also has a 2.6SX version which is a fantastic quick car The blue vinyl roof has long gone..!!

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Inside Melvin's showroom back in the day.....



September 2nd sees the 2017 Talbot Tagora Meeting at Krems in Austria.

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Further information can be found on website www.talbot-tagora.de

AS-NEW HORIZON

Club members may know that I like low mileage unrestored cars.
Indeed my friend Stuart Wade and I already have a reasonable selection of low-mileage “club” cars
which fall into this category.

An 11000 mile Talbot Alpine SX, 12000 mile Talbot Horizon GL
and a 7000 mile Simca 1100 GLS are probably the highlights.

However I have to say I was pretty amazed to hear of a really low mileage Chrysler Horizon
last year.

This one had covered a scarcely believable 318 miles!

The car was to be auctioned at a sale rooms in Dorset, so Stuart and myself decide we
really should take a look to see if the car was genuine!

On arrival at the auction area we had plenty of chance to give the car a thorough
look over.

There had been no attempt to prepare the Horizon for sale, and it still had
an accumulation of dust from its many years storage.

However a close inspection revealed that this really was a completely genuine
car, with all its original paintwork.

Its Sweetcorn colour is always a striking one too.

There is usually a story with a low mileage car of course, and there was no exception with this one.

The car had been won in some kind of lottery in Ireland.

Indeed it had been supplied direct from Chrysler Ireland.

The lucky winner had been an Air Lingus pilot, but he had not in fact used the car.

The 318 miles on the clock seem to have been covered when the pilot brought the
car over to his Bristol home.

When the owner died the Horizon was discovered in his garage, almost entombed
by hundreds of crates of wine and spirits!

Apparently he always insisted on using his full duty-free allowance for each trip,
and being a professional pilot he did a lot of trips!

What is rather pleasing is that the car is a Chrysler Horizon, rather than a later Talbot one, and an
extremely early example at that.

As it seems to have never been registered it is hard to get an exact date,
but it may well be a 1978 car.

There seem to be only two Chrysler Horizons left now, including Stuart and my Seville Orange
1.3 LS, so this makes it three now!

Having viewed the car and discussed it with Stuart and David Chapman we decided
that the car really needed to be saved for the nation... or something!

Anyway, between the three of us we did manage to bid enough to acquire the car,
and it is now in good storage at Glebe.

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car is unregistered, and effectively a new car, it has been decided to keep

it as an exhibit and not put it on the road.

As the

I do have a number of other Horizons in the collection if I feel the need to drive one.
My every day car is a Talbot Horizon in fact, so I don't feel too bad about this.

The car will act as a reference point for an early original Chrysler Horizon, warts and all, with its lack of paint coverage and messy undersealing!

We may well show the car in 2018, as that year will be the 40th anniversary of the Chrysler Horizon's launch.

Remember of course that the Horizon was Car of the Year, following on from the Alpine two years previously.

However as a “trailer queen” the Horizon will have to get used to travelling behind my Land Cruiser though!

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Kev Ward has recently been dismantling his long serving (since 1988) series 1 MATRA-SIMCA Bagheera for a total rebuild.

Anyone who has had experience with Bagheeras will know that access to the 1294 and 1442 SIMCA/Talbot engines and 4 speed box isn't one of the strong points, particularly on the Earlier Series 1 with its tiny access hatch. Kev found some welding was necessary some years ago around the rear boot and bulkhead area so took the opportunity to 'spaceframe' that area with box section steel and fit removable panels for access. The rear engine mounting (as used on the 1100 and 4 speed Alpine) along with the pivot for the gearchange mechanism is mounted on a removable crossmember. Originally these were welded to the rust prone boot floor and bulkhead. While the covers/boot floor were removed, Kev took the opportunity to photograph a very rare sight... **engine access in a Bagheera!!**



Access on the Bagheera is hampered in front of the engine by the large plastic fuel tank on the left hand side. Jobs such as changing the starter motor and the clutch slave cylinder often involve releasing an engine mounting for more access. Further along things like the alternator, water pump and distributor, relatively accessible on 1100 and Alpine lie behind the bulkhead at the rear of the passenger compartment.

Despite the lack of access and major rust issues, the Bagheera is a great sportscar, particularly for its era...

Looking at a Lancia Beta Montecarlo at an NEC show, I noticed the mid engine access was better than the Bagheera, more like Kev's modifications. However, the Lancia suffers just as badly in the rust stakes without the advantage of fibreglass panels to clothe the rebuilt structure.



I was doing some tidying up over Christmas and I filed my collection of *L'Aronde*.

I have a continuous series to date from Volume 13 No.6 Dec 1993/Jan 1994.

I also have Vol.12 No.5 Oct/Nov 1992

Bob Friendship produced issue 1 in March 1982 in foolscap format.

The magazine was renamed *L'Aronde* in 1985.

The Ewans took over from late 1985 to Volume 13 No.6 Dec 1993/Jan 1994, publishing in A4 format.

Dave Evans published in A5 format from 1994 to the end of 1996. The volume numbering went a bit odd as follows.

Volume 14 1 to 4 (1994)

Volume 5(sic) 1 to 4 (1995)

Volume 6(sic) 1 to 4 (1996)

The Wards took over from 1997 in A4 format with Volume 17 getting the numbering back on track. There have only been two or three incorrectly numbered issues since – collector's items? There have been six issues per year.

I discovered my first connection with the club – 1988 at Filching Manor in my Triumph Toledo.

What has not changed over the years is the good quality of the magazine – well done to editors past and present.

The creation of PDF copies by Bob Friendship is a good thing as it avoids the cost of overseas postage and also creates a useful archive.

As an aside, I also filed my collection of *Dolly Mixture*, the magazine of the Triumph Dolomite Club. Their subscription in 2002 was £22, so our £20 (PDF only) and £23 (paper) subscription for 2017 are not too bad.



L'Aronde

The Magazine of SIMCA Club UK
Volume 35 No.3 May-June 2015



A number of the **SIMCA Sports** based on the immediately post war SIMCA 8 and the early 50's Aronde seem to be 'coming out of the woodwork'. Many of the cars are for sale or being restored in the USA.



This 8 Sport is fitted with an American V8.... And is for sale there @ \$78.000.....



The later 9 sports at a Motor Show.....



The following photos show the refitting of Jeff McKay's hood in and other 'Sports' found in the USA.....



Ed.... I'm always on the lookout for material for L'Aronde on the older SIMCAS. For the UK, that generally means the Arondes and a few cars from the Vedette range of the 1950's going on into the early 60's. The pre WW2 FIAT based SIMCAs tend to only exist on the continent and in the USA.

SIMCA 1000



On peut présenter Lucien GIROUX comme étant un précurseur de ce que l'on appelle aujourd'hui le CUSTOM. Lecteur assidu du magazine et toujours prêt à donner des idées à la nouvelle génération, il nous a envoyé les photos de son véhicule qu'il a transformé en 1969. Cette modification a été faite sur les bases d'une SIMCA 1000 et vous remarquerez que Lucien a incorporé dans la caisse un becquet arrière ! A l'époque, cette transformation était une véritable révolution. Notre aîné est toujours possesseur de ce véhicule qui a des papiers et roule sur route.

Lucien GIROUX
Saint Jean Le Vieux
01640 JUJUREUX



Lucien GIROUX was ahead of his time in what we'd now call custom cars. Avid magazine reader and always ready to pass on ideas to the new generation, he sent these photos of a vehicle he had transformed. This car was built in 1969, based on a SIMCA 1000 featuring cues from later years like the rear spoiler. At the time of writing it was still in use and completely road legal.....



Advertised in a 2007 issue of *L'Aronde* was this 6 wheeled Alpine based motorhome. Dick Husband tells us it was built in Coventry at a garage neighbouring his. The original constructor had worked at the Coventry factory which probably influenced his choice of front end. The rear *Coaster* conversion was developed from the Cortina based *Starcraft* using a galvanised rear chassis section. The then owner here in Chesterfield had fitted a Peugeot 1.9 Turbo diesel but found the turbo would not fit in the Alpine front end, leaving him with less 'oomph' than the original petrol engine. I resisted making him an offer for it and don't know whether it ever sold at the £1500 asking price. Checking the reg, it doesn't seem to exist any more..... The constructor apparently went on to convert other front wheel drive cars into *Coasters* including an Austin Ambassador and various Ford Mondeos.

Seen anything unusual based on a club car or van?? If so please let us know..... with photos..... Ed.



Left: Adrian Brannan has added another Horizon to his mint early orange Chrysler model. In just the opposite condition the V reg car was probably bound for scrap at Morris Leslie Classic Car Auctions but Adrian bought it basically for spares for his other Horizon. A one owner car, the bodywork has suffered badly but the interior is in remarkably good condition. Note the 'different' modification to rear door security. Ade is wondering whether to try to get it back on the road once an electrical problem (probably the HAL effect sensor) has been sorted, keeping the 'rat look'.



At the opposite end of the scale, This **Horizon Ultra** has turned up on Ebay, originally at over £3000. The car has been through the hands of Stuart Wade and Colin Hill, who added the graphics as used on French market Ultras. He commented 'does this mean they have reached this sort of value?' But thought, probably not. Soon after, the buy it now price was halved, I notice.



I believe the Ultra is an extremely rare example though here in the UK.



Horizon Owners.... Let us have your news, photos, ups and downs of ownership, tips etc Ed 22

These photos from 1963 turned up which I think originate from a Chrysler proposal to rationalise the rear engine range with the SIMCA 1000 and the Hillman Imp using the same base. It's obvious Chrysler UK asserted its independence and the Imp progressed in the form we know. However, an Imp Club member at last year's NEC Restoration Show, looking at our 1000s said the engines and gearboxes for the Imp were fitted to SIMCA 1000s for initial testing as the 1000 had already been launched before the IMP.



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**Handy tips you may wish to know from Robert & Kary Taylor – Talbot Samba Cabriolet owners.
We lost gear selection on our car and this is the way we solved the problem.**



While driving the car the gear linkage rod separated from the above.

Gear shift lever showing the ball end which connects into the gearchange linkage rod.

For information only, you will note that I have modified the gear lever gaiter – details of how I did this will follow in a later issue.

This is the type of gearchange linkage rod system that is fitted to the Samba.



This gearchange linkage rod runs from the gear shift lever to the back of the gearbox. The photo shows the disintegrated neck seal, I believed it could originally been possibly made from a neoprene type material. I also believe that this problem is probably caused by these linkage rods being located under the car and within the floor tunnel, they are fitted just above the exhaust pipe and over time they get attacked by heat, old oil and general road grime.



This is the gearchange linkage rod that I had the problem with, this part goes between the gear shift lever and the back of the gearbox.

After re-fitting the parts back to the car I also fitted tensioner springs (the sort that are used on carburettors) these were fitted between the rods and the underside of the tunnel this keeps the assembly under tension and firmly together.

Remember when drilling holes from the underside of any car it is always advisable to use a distance spacer on the drill bit. This will only allow you to drill the thickness of the metal and it will stop the problems of drilling through wiring etc.



○ R9
○ R10

This lower gear selector rod is located at the rear of the gearbox. What looks like a collection of black dots in the above photo is in fact the broken degraded original neck seal. To the right are replacement rubber 'O' rings. Marked R 9 & R 10, these numbers refer to the size of ring. Clean out the debris of the old seal from the cup then insert the larger 'O' ring first marked R 10 into the cup followed by the smaller 'O' ring marked R 9. These fit nice and snug within the cup. Before fitting the rod I lubricated the cup with silicon grease. Offer the rod up to the ball end on the lever's they will fit tight so snap them into place using a pair of mole grips.

Your tips on how to overcome problems and ways of keeping the club cars on the road always welcome here at L'Aronde..... Ed.

Photo from some years ago. Three Ward bros SIMCA 1000s, two that gave us years of service and one project that was sold on.....

The orange and green wide arched car XYD 77M was a LHD '74 1000GLE, bought from Ben Sabran who'd bought it from a Frenchman who had moved here in the late 80's. It served me as daily transport for much of the 90's, originally with the 944cc engine. In later years it gained an 1118cc engine with rallye 2 cam from Phil Hart. On a single 40DCOE Weber carb, it really went well. Rust having caught up with the original panels, in its later years it acquired the big arched fibreglass wings I bought from a Zolder Classic Club Race meeting. It was eventually scrapped needing loads of welding when family bereavement meant we'd lost storage space. Parts kept our other 1000s going and the shell went to Phil Hart.

The Blue Rallye 3 arched car BTO 600K was a '72 1000 Special Kev bought from Nottingham. The original 1294 engine gave up on the M1 on the way home but, with another 1294 fitted and later on twin DCOE webers, Kev had many years use from it. Originally gold metallic, it was two toned in that and dark green. A major bout of 'rust surgery' was accompanied by a repaint in French racing blue eventually. Kev fitted a 1442 engine with standard 1000 cam and the twin DCOEs which proved a really potent, flexible recipe. The car moved on to Philippe Vanderbist who ran it for a couple of years before stripping it down for a rebuild. Getting a really solid LHD 1000 shell and moving back to Belgium saw the mechanical parts saved for the LHD project and the shell came to me. It currently lives under a cover at 96 Newbold Back Lane.

The Rallye 1 was bought from near Southampton. It had been owned by a guy who ran an engineering business. The idea had been to restore it but obviously business pressures had meant the R1 had just gathered dust for years in a corner of his workshop. On inspection I could see much of the welding had been done. Unfortunately, The new metal had been welded into the footwells and inner wings having been done leaving the original 'frilly' panels underneath/behind. I turned it on its side and spent ages grinding the original SIMCA rot from the underside. Before much progress was made on this car, the storage situation that saw the end of XYD77M intervened and it moved on to member Chris Tooze,

who I believe still has it...??



Clive has now got to the first stage of primer on the repaired rear corner. It has yet to be stoppered, flatted and re-primed. Working outside he's at the mercy of the weather of course.



Below: Following on from the oval racing photos last time. Here's the Ward Brothers in 1982 at Buxton Raceway .. with Kev in front in the Talbot Sunbeam and Mick in the Anglia (51) behind on the inside ...



This drastically customised pickup appeared in SIMCA Club Nederland's magazine *Simcarama*. It looks to be based on an 1100VF2 pickup.



The extra high top VF3 van which I don't think we got on the UK market.



Advert for customised VF1 van back in the heyday of SIMCA/Dodge/Talbot light commercials, found by David Hart as were the photos of Clive's van on the back cover page.

Next column, part of a fleet of VF2 vans with the Dutch telecom, PTT operation



Follow on from this page in the last issue. 'World' Hot Rod oval racing final Ipswich in the 80's. Volker Timm from Germany maybe thinking after the race 'Was the scirocco engine transplant the right way to go?'

Photos of ' Our cars, vans etc' always welcome for L'Aronde..... Ed

Member David Hart is a fan of the 70's and 80's custom scene, especially the vans. He has found photos of various SIMCAs given the 'treatment'. Some of the photos he has also posted on facebook and may have appeared previously in old magazine articles reproduced in L'Aronde.



I recognised the owner of one custom 1100 van as our own long standing member Clive Milner. He's confirmed the ID and that the van still exists....right..

hopefully to return to the road one day....



Below: Dutch Motorhome based on 1100 VF2 pickup

