

L'Aronde

The Magazine of SIMCA Club UK

Volume 36 No.6

November-December 2016



At the November NEC Classic Show, Solara, 1300 and Samba on SIMCA Club UK's stand and Rancho Decouvrable on the MATRA club stand



SIMCA Club UK at NEC Classic Car Show November 2016.....

Talbot Samba LS... Julian Pearson, 16,000 miles



SIMCA 1300 Guy Maylam/Stuart Wade, 24,000 miles



Talbot Solara 1.6GL, Tony Owen, 10,300 miles



More information on these three low mileage cars can be found elsewhere in this issue. The MATRA club had their stand nearby and displayed two cars... a rare 'Decouvrable' MATRA Rancho now owned by Peter Brownrigg next to the 'MATRA Shack' beach bar and an M530, the Ford V4 powered sports car that preceded the Bagheera.

New member Steve Wood's rare SIMCA 1204 Special, stripped down ready for rebuild...

Editorial ... November- December 2017.....

Cover photo: ~SIMCA Club UK's stand at the Lancaster Insurance Classic Motor Show at the NEC and Rancho 'Decouvrable' on the MATRA club stand nearby. More information on the cars in this issue.

Late October saw our AGM at the usual venue of Longford House at Cannock. A report on the meeting can be seen on pages 23 and 24.

With outdoor meetings at an end for 2016. November saw our appearance at the NEC. The stand and cars on display can be seen on the front cover and inside front page of this issue. Further information on the cars can be found on page 11.

David Chapman continues recalling the club's early years. This time he has reached 1988. His article and photos can be found on pages 7 to 10

New member Steve Wood has found a rare SIMCA 1204 Special and has already embarked on restoring the car that has not run since 1978.

Clive Milner continues the repairs to his Horizon after Damage caused by losing a rear wheel.

After driving brother Kev's 1200S coupe, It's given me new impetus to get mine back on the road. Progress report can be found on pages 19 and 20.

The model cars section this time features Slot car racing 1/24 scale SIMCA Rallye 2 and NSU TTS racers modelled on those raced in the 'Youngtimer trophy' and later the 'Kampf de Zwerge' events on the Continent.

Robert Taylor has added tips from his own experience to those from recent publications in a round up of suggestions re-protecting your car from the worst the British Winter can throw at it,

2017 subscription form enclosed... Please renew asap

For SIMCA Club UK membership matters use email
simca.talbot.uk@gmail.com

There's some of Carroll Shelby's advertising for tuning gear for the US version of the Horizon, the Dodge Omni.

Our 'French Connection' Alexis Zaregradsky is rebuilding his Horizon GLS after accident damage. This time he features the strip down of an Horizon SX he acquired for spares.

In the 1970s and 80's Kev and I did grasstrack and oval hot rod racing. At the time we used Fords just like almost everybody else. Recently I've been sharing some of our old photos on the 'Hot Rod History' facebook group. This has brought up some photos of SIMCAs in use on the same events from our Dutch friends. Also Kev branched out at the time racing an Avenger and later a Talbot Sunbeam against the Fords. Des Cooke's father Brian raced SIMCA 1204s and 1100s very successfully on the grasstracks and ovals too. Some of the photos I've received on page 25.

Dates for 'Forthcoming Events' are coming in thick and fast. I've included those I have for UK and French SIMCA. MATRA, Talbot events

Guy Maylam has sent in some late 60s advertising and test material from the then new SIMCA

1100.....

Mick Ward

Tel 01246 200045

Mobile

07713111339

Email

scukmick@aol.com



'01 Estate seen by Daniel Burrowes in a compound in Portugal.

For access to our forum go from www.simcatalbotclub.org

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 Dick.Husband@btinternet.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 746581 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 philipjowne@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 and Parts Suppliers

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 those models..... Contact COLIN HILL Horizon / Alpine / Solara spares / servicing / recovery 01437 737325 or 07510180574 colihill@hotmail.com also TALBOT stickers.

GUY MAYLAM can supply new old stock parts for most SIMCA. Talbot and Chrysler models - email 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 01246 278508 or email kev.ward1204@btinternet.com



Cars & parts for sale & wanted

LHD SIMCA Aronde for Sale

At the NEC Guy and Stuart were given a card from RM Motors at Stockbridge Road, Elloughton HU15 1HN, contact 01482 665346 or look on www.rm-motors.co.uk for more details on the car

Parts for SIMCA 1501 Estate

Used door glass and regulator, rear door glass and picnic table, possibly bumpers, 1301 engine for rebuild minus rocker shaft. Contact Alex 07759 046287 alexb1406@gmail.com

WANTED set of MATRA Bagheera

5.5x13 steel wheels, as fitted to the basic model and the 200 or so Bagheera S cars sold new in the UK 1977/8 Contact Daniel Burrowes on daniel.burrowes@hotmail.co.uk

NOS parts

pair of brake discs for Talbot Samba, 'Spidan' part no.0080750 @£25 the pair, also recon steering rack Lockheed/Delphi @ £25, water pump @ £15, Other Samba parts available including brake cylinders, gasket sets, ball joints, brake shoes and pads/driveshaft boots.

Alpine/Solara/Murena parts incl NOS brake discs and front suspension upright and bottom ball joints/clutches for 4 speed cars. Will swap any of above for SIMCA 1000 parts.

Contact Mick Ward 01246 200045 or scukmick@aol.com

Samba Cabriolet for sale

C reg, no MoT but in very good condition, garaged until recently, many spares incl, £1800, contact Eddie on 07855 811 787 (Croydon)

Forthcoming events..... 2017

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

We will have a stand there and should have two of just 6 RHD 1200S coupes there to celebrate 50 year since that model's launch plus a selection of cars from the wide range we cater for.

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, Sunday 11th June.

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.

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

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 www.wythall.org.uk

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

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

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 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.

Photo below is what Santa Pod uses to illustrate the clubs section of their website for the 2017 Retro Show



Simca Owners Register – The early years: Part 2 – 1988

The start of 1988 saw me make an addition to my fleet of cars. At that time I owned two Simca 1100s and a Talbot Samba. The first 1100 was the blue GLS Special, CPM826T, which I had bought new in 1979, and the second was a 1977 1100 GLX, in Autumn Leaf, RPD655R. The Samba was the everyday car and I found another low mileage example at Stag Hill Motors, a large Peugeot Talbot dealer in Godalming, Surrey. It was one of the very last Style models which had the light grey velour upholstery, not the more familiar red colour. So C938JOP joined the collection. Quite why I sold it about 18 months later I cannot now recall, only that it was a mistake, in that it was probably the best Samba I ever owned. Great gear change, quiet engine, supremely comfortable seats. As the Style models did not have a clock I gave it a touch of luxury by fitting the digital clock as supplied with the cabriolet.



David Chapman's Samba Style at Jamaica Inn Bodmin Moor Cornwall August 1988.

Dave and Jenny Evans joined the Register at about this time, Dave having seen the article about us in Practical Classics. He owned a 1960 Aronde P60 and had been a member of Club Simca International, of which Bob Friendship wrote in the first articles in this series. Dave and Jenny proved to be very good supporters of the club for many years, Dave becoming magazine editor for a while in the 1990s.

Dick Husband had returned to the UK by this time and we started to plan the first Simca National Rally. Dick suggested holding it at the Coombe Abbey Country Park, just to the east of Coventry city. At that time I believe the local council was responsible for the Park, and a date was fixed for Sunday 5 June 1988. Phil Ewan wrote to a number of other French car clubs, inviting them to the event, while I contacted everyone in our club. Dick managed to get sponsorship from Castrol, provided we marketed the event as

Castrol Simca 88. The sponsorship was useful in that it provided us with a set of direction signs to use around the Park and some silverware to use as prizes for best car, etc.

A number of us travelling some distance stayed the Saturday night at the Coventry Post House where I had negotiated a preferential rate and we made our way to Coombe Abbey on the Sunday morning. Bill and Eileen Hawthorn, Jill and Phil Ewan, Clive Forder, were among the party. Only two other French clubs had supported us, the main Citroen Car Club and the 2CV Club, but with several examples of these cars they formed a nice contrast to the 25 Simcas and Talbots that arrived. The latter were very much in the minority, but they were then all less than 10 years old. My good friend Malcolm Crawford drove my Samba to Coombe, while I brought CPM826T. Visitors included a superb early Rolls Royce, which won Car of the Show. The only disappointing aspect of Castrol Simca 88 was the weather, which was very gloomy, if not actually wet.

New members were joining at a steady rate, partly due to the Register being listed in Peugeot Talbot News, and partly through the windscreen cards which I had printed early in the year. Each card had details of the Register and which models we catered for, my address and telephone number and then space for the recipient to complete their name and address and post it off to me. Stocks of cards were sent to each member with the request to leave one under the windscreen wiper of any Simca seen around the country that did not have a Simca Owners Register sticker on it. I cannot claim originality for the idea, as I copied it from the Post Vintage Humber Club, but it certainly proved very effective in boosting the membership. Dick kept a big stock of these cards, and put one in with every order he received for Simca spares. An example card is pictured in this issue. Among the many members joining this way were Simon and Daniel Burrowes, and, I believe, Phil Hart.

The introduction of the windscreen cards became even more important later in the year when Peugeot Talbot ceased publishing PT News and replaced it with a quarterly lifestyle magazine, "Rapport" which was not supplied to dealers but mailed to Peugeot owners. While it did contain information about new Peugeots, it did not list any of the classic car clubs with a Peugeot connection. But we had done well from the publicity in PT News and I was grateful for our listing over the last four years.

Shortly before Castrol Simca 88 I had taken a call from Bill Smith, who was Sales Manager at Corner Garage, Burstow, Surrey, the PT dealer where my two 1100 were serviced. He had just acquired a Simca 1200S coupe, could he join the Register and would I like to see the car? You bet – I knew about these cars but I had never seen one and never expected to, certainly not in the UK. The car was white, imported from southern Italy and therefore rust free. It was completely original, down to the wheels with the sporty black metal hub caps. These were identical to the ones fitted to my 1100 GLX and Bill swiftly ordered some spares of these from Peugeot. He and his mate Andy Johnson had entered the 1200S in the Pirelli Classic Marathon, which was then a new event closely following the original route of the Monte Carlo Rally. Bill and Andy not only completed the Marathon, but won best in class (up to 1300cc, if memory serves).



Bill Smith's Classic Marathon winning 1200S with cups on bonnet at Filching Manor.

Around the same time I had a call from Audas Vipas, who also had a 1200S coupe. He had first seen his car several years before he acquired it, parked in Eaton Square, near Victoria. He explained that, being a policeman, he had been able to contact the owner and he offered to buy the car when it came up for sale. This 1200S was one of the six RHD conversions carried out by Warwick Wright, without Simca backing. Audas was an engaging character and attended a number of our meetings with the 1200S. The car is now owned by another club member, Brendan Montgomery.

The Matra Enthusiasts Club, in the shape of Dick Gilbert, then the chairman, had ticked me off for saying that we welcomed Rancho and Bagheera owners. We could not possibly have the knowledge of these cars that they did. I replied that we were simply saying that such owners could join, although I did always point out that a dedicated Matra Club existed as well. Mr Gilbert seemed to take this on board, and then I suggested we hold a joint meeting so that Simca and Matra owners could see each others' cars. This was held at the Filching Manor Motor Museum, East Sussex on 25 September 1988. In fact only one Bagheera and one Murena turned up from the Matra Club, but six Simcas arrived. These included Simon and Daniel Burrowes in a dark green square headlamp Simca 1000 LS, and Bill Smith and Andy Johnson brought the white 1200S complete with silverware. I first met Edward Martley at that event, driving his Triumph Toledo rather than the 1301. The Bagheera was a superb example of one of the rare Courreges models and the owners were very friendly.



SIMCA-MATRA meeting at Filching September 1988, on right are Edward Martley and Simon Burrowes.

Dick Husband had acquired a Simca 1301 Special from Angel Motors a while ago, which his wife was using. However, she did not really take to it and I liked the idea of having a 1301, so I bought it. SBX955K was a good example mechanically and bodily, having benefited from Angel Motors' patent rust proof process of drilling holes in the sills and other box sections and squirting oil into them. The only drawback to the car, as Dick pointed out, was that every panel seemed to be a slightly different shade of metallic gold. This was no doubt due to the combination of poor paint, age and the extremes of weather. I kept the car for several years and only sold it due to the fact that it really needed a complete respray. Then, of course, there was always another 1301 available, but although I acquired others that looked smarter, I did not find another that drove as well. A useful lesson.

Last event of 1988 was the AGM, held at on Saturday 29 October at the Chace Crest Hotel, Coventry. 15 people attended, which represented a fifth of the membership. In terms of cars owned by members, there were 15 Simca 1000s, 3 of these being the 1200S coupe version, 12 Arondes of the pre P60 variety, 8 P60s, 5 1100 cars, 4 1100 vans, 6 1301s, 5 1501s, 2 1500s, 3 Chrysler Alpines, 3 Talbot Alpines, 4 Tagoras, 2 Solaras, 1 Horizon, 7 Bagheeras, 1 Matra M530, and 1 Murena. We had 78 members in total, so we finished the year on a high and looked forward to 1989.



Chace Crest Hotel car park Sunday morning 30th October 1988. 3 SIMCA 1000s, an 1100GLX and 1501 Special. Identifiable are Kev Ward (back to camera) and Bob Friendship (leather jacket). Phil Ewan is hidden by rear door of 1979 1000 GLS special.

In the next issue of L'Aronde....

After the Practical Classics article featuring Tony Owen's Tagora - feedback from the original dealer about that very car, also 1200S and 1204 resto progress

SIMCA Club UK at the NEC Lancaster Insurance Classic car show

Three low mileage cars made up the club display.

The **SIMCA 1300** was launched in 1963 to replace the Aronde, retaining the 1290cc Aronde engine in an all new body. LHD cars were all originally column gear change. The RHD versions had a simpler floor change with 'back to front' gear positions. This 1965 car spent all its life with one family and had done just 24,000 miles when laid up in the son's garage in 1989. It was bought from him in 2014. The car was returned to the road in 2016 with brakes, water pump, radiator etc replaced ready for the international SIMCA meeting at Venray Raceway in the Netherlands. It completed the journey without incident. Other than a clean, no bodywork has been carried out. Most of the chrome has been replaced but the interior is all original.

The 16,000 mile **1983 Talbot Samba LS** had one owner from 1983 to 2012. It came with its original bill of sale and every tax disc from 1983 to when it was last on the road. When the owner retired from driving. It was offered to the SIMCA Talbot Club, where Julian, the present owner purchased the car and carried out a sympathetic restoration. The car had no panel rust which is rare on a Samba. It had some minor body scrapes commensurate with an elderly driver which were removed. The car was then given a complete respray and original factory graphics were replaced. The wheels were powder coated and chassis treated with Dinitrol.

Talbot Solara 1.6GL.. Jamaica Brown/Norfolk Tweed. First registered 30th January 1985 to Talbot Motor Co. B690PVC was one of the last 'GL' models registered, as most Solaras and Alpines were designated 'Minx' or 'Rapier' from late 1984 onwards. There followed one owner from July 1985 to January 2016 when Tony purchased it, having covered only 10,300 miles in 30 years!! In fact from 1995 to 2015 the car covered less than 200 miles in total but was Mot'd yearly by the elderly lady owner. Some mechanical recommissioning and cosmetic paintwork was carried out to get the car roadworthy again. B690PVC is a 'Series 2' Solara, which meant power steering and a 5 speed gearbox were standard- a feature of all Alpines and Solaras from October 1982 onwards. It was rare for a car of this class to have both of these back in the early 80's. The GL model had tinted glass, cloth door inserts, deep pile carpeting, full wheel covers, stereo-cassette, chrome window surrounds and a graduated decorative tape treatment on the body sides. The price of the car new in 1985 was £6445, equivalent to £19245 today. Although a total of 184,976 Solaras were built (1980 to '85), very few remain roadworthy, only 15 are currently on UK roads.

Another SIMCA 1204 in our club....

New member Steve Wood has bought the SIMCA 1204 Special that came up on Ebay recently. The 1204 Special was a twin DCNF Weber equipped model that topped the '1100' range, only being on sale in the UK for around one year 1970 into '71. This makes 3 of this model in the UK club with Des Cooke owning another and Kev Ward one with a Honda 16 valve transplant.

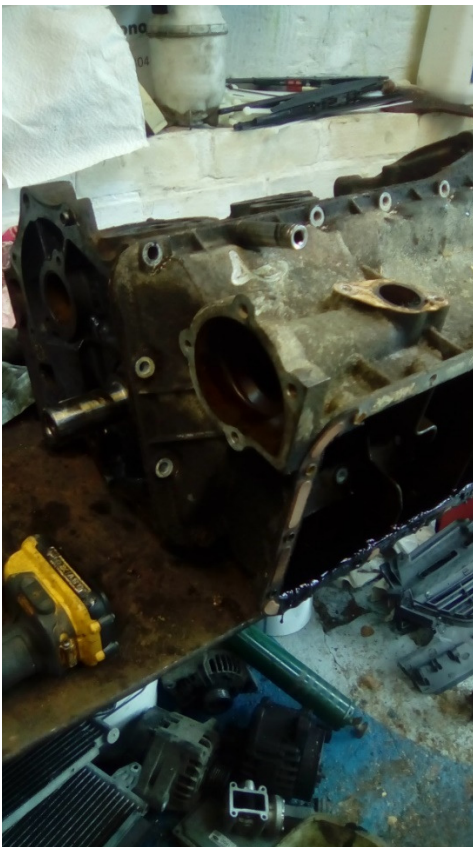
The car has been standing for 38 years, the last tax disc reading '78. It appears to have been laid up with engine problems as Steve found the head gasket had gone and pistons 3 & 4 badly deteriorated.

He has set about its restoration straight away by removing the engine and gearbox. The engine is being rebuilt, replacement pistons have been sourced. And the head is being checked and skimmed. Front suspension is off ready for shot blasting/powder coating and Steve has sourced many suspension parts online. The DCNF carbs are well seized and may need replacements.

From the photos, the bodywork looks to have survived well by '1100' standards just needing welding in the area of the sills and rear wings. The doors and bonnet are OK. Guy has supplied a pair of front wings.

We look forward to seeing this project progress.....





It's good to see another car from the 1100 range being restored. After all the Alpine, Solara, Horizon, Bagheera and Rancho all borrowed heavily from the original 1100 technology from back in 1967..... The 1204 engine saw only limited use in the SIMCA range in Europe. From '67 to '71 it was used in their 1200S Coupe and the Fwd 1204 Special. SIMCA Spain used it in a few of their SIMCA 1000 Special and Rallye models. For the USA market, all '1100s' were sold there as '1204' with a single carb version of the engine. After '71 a 1294 engine with the same stroke but a larger bore took over from the 1204.

Clive Milner repairs his Horizon...

After the damage caused by a wheel breaking loose after somebody's attempt to steal his wheels Clive has set about repairing the damage to the rear inner and outer wing and boot floor.

The first photo shows the wheelarch after beating out as much damage as was possible. What could not be repaired was cut out as seen in the photo. Clive explains that as the best he could do due to the way the metal was crushed and the lack of available access. Some was pushed out by ramming a piece of wood and various other things through an access hole in the boot. The inner wheelarch was concertina'd and there is not enough room to beat it back to shape.

The second photo shows the OSF wing cut from the blue and silver Horizon tacked into place with a bit of hammer work to agree the shape. More to follow but rain has hampered work and, now the clocks have altered. Evening work is out

Clive



Photos round up



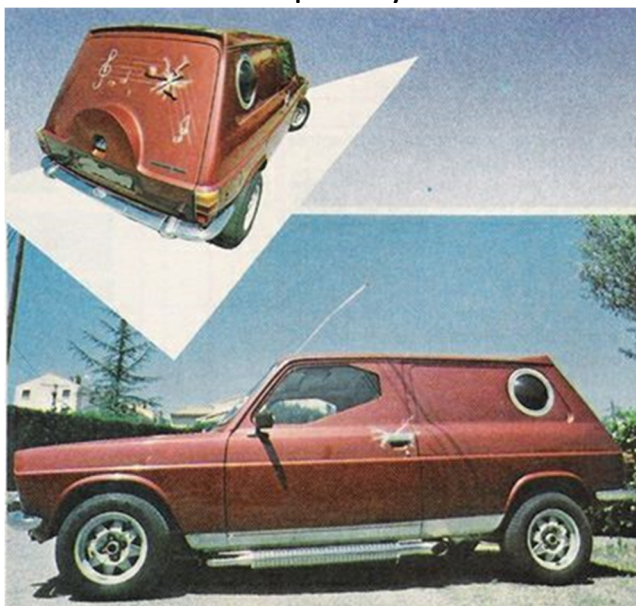
another shot of the line up at our 1988 AGM



SIMCA Club UK at a 1980s Stoneleigh show



Below: Custom 1100 van spotted by David Hart.....



Guy Maylam found this road test from soon after the launch of the SIMCA 1100.....

Hard driving suits this Simca

By Michael Braham, Post Motoring Correspondent



■ Simca 1100 GLS saloon

IT'S a front wheel drive 1100 with a transverse engine. But it's not, as you might think, from the BMC stable.

In fact it comes from Simca, the French manufacturer which — like our own Rootes Group — is now a subsidiary of the Chrysler car giant.

The Simca 1100, which was announced last October, has a well-defined character that is unmistakably French. It just begs to be driven in the French manner — in other words, flat out.

The road holding (aided by radial ply tyres as standard) can only be described as phenomenal. And the 1118cc engine has that "unbustable" quality that makes maximum speed and cruising speed one and the same thing.

Suspension

As the top speed of the model I tested is nearly 90mph, motorway cruising in this country is no problem at all. At 70mph there is quite a lot of wind noise and roar from the tyres, but the all-new engine is hardly extended.

The independent suspension is designed to deal with appalling French roads and uses torsion bars and anti-roll bars. It takes all but the very worst potholes in its stride, while still controlling body roll on corners.

To these qualities add front disc brakes and the precision of rack and pinion steering and you have a car that can be hustled round corners at hair-raising speeds in complete confidence and safety.

For this reason, among others, the Simca 1100 is great fun to drive. It bounded along the winding lanes of Berkshire at a pace which would put many more powerful cars to shame.

Acceleration from 0-60mph takes 19sec and the engine is unusually flexible, pulling well from low speeds in top or third.

The car lent me by Penta (Caversham) was a four-door GLS, the most luxurious of the saloons. It costs £879. Import duty and devaluation have pushed the price up, but there is no doubt that the 1100's engaging character will appeal to many motorists in these days of standardisation.

Versatile

The saloon has a versatile body that, with a little rearrangement, can give 41 cu ft of luggage space. The back seat folds right forward and access is through the top-hinged rear door. The spare wheel is slung under the tail of the car to increase space still further.

Front seats — fully-reclining in the GLS — are comfortable, though I would have liked more support in the small of the back. Leg room for the driver is fairly restricted and is reduced even further when the rear seat is tipped forward. All round visibility is excellent.

The pedals seem to be set more to the left than is usual, though this doesn't make them awkward to operate. Fairly heavy pressures are needed on the brake pedal but the clutch is pleasantly light and smooth.

The floor-mounted gear change has a light action, but it is a stretch to reach first and third gear when the driver has his seat set right back and he is wearing a safety belt. There is synchromesh on all four forward gears.

The trim is a little garish, in the French fashion, but the fascia is well padded and the dashboard has been designed to collapse on violent impact.

There are no quarter lights, but swivelling nozzles at either end of the fascia admit fresh air.

Stale air is extracted through the rear quarters.

The heater is powerful and has a variable speed booster fan which soon cleared frost from the windows. With full choke, the engine started first time on a very cold morning.

There are two-speed windscreen wipers but I thought that both speeds were too slow. The area swept makes it obvious that the wipers are mounted for a left-hand-drive version. Windscreen washers are operated by a button on the floor where the dipswitch is normally — an arrangement I like because it leaves the hands free.

Instrumentation is simple and straightforward and includes water temperature and fuel gauges and low-fuel warning light. There is a nine-gallon tank and petrol consumption works out at about 32mpg.

There are two courtesy lights, a clock, cigarette lighter, steering column lock, dipping mirror, lockable glove box, map pockets in the front doors and assist handles for the passengers.

De-tuned

Lights are operated by a master switch and a lever on the left of the steering column. Main beam gives a good spread for fast night driving but the change to dipped beam can be disconcerting because the Simca has Continental-style sharp cut-off. The battery is charged by an alternator.

The 1100 was designed with long life in mind and its de-tuned engine and five-bearing crankshaft should go a long way towards ensuring reliability. It feels like a car that doesn't need cossetting, yet won't let you down.

Photo that spilled over from page 25. Kev's racing Sunbeam at speed at Skegness stadium early 80s



Dodge Omni GLH..... 'Hot' Horizon from USA.....

As most members will know, versions of the Horizon were sold in the USA. They differed in various ways including using Macpherson strut front suspension and were sold as both the Plymouth Horizon and Dodge Omni. Former member and Murena owning John Lockwood has sent me this advertising material for the Carroll Shelby tuned GLH (goes like hell...!!) version Of the Omni ...



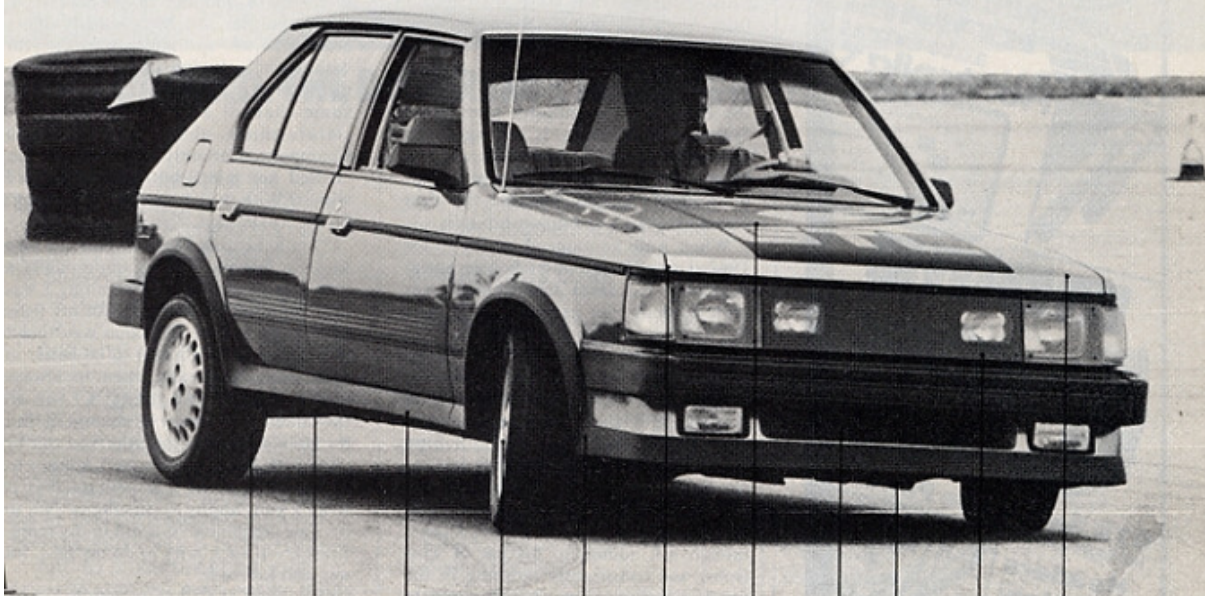
Carroll Shelby

How to build an autocross Omni.

"That's right, an Omni, not a Charger. Get the 2.2 engine and the 5-speed with 3.56:1 final drive ratio, and you've got the same basic mechanical package... in a 4-door car that's shorter and lighter. You can prepare your Omni to run in SCCA's new Street

Prepared Category (Class C) with performance parts from Direct Connection."

Direct Connection performance parts are sold locally at your speed shop, Dodge or Chrysler-Plymouth dealer's. For off-road use only.



195/150/15 radial tires
Direct Connection autocross springs
(front and rear)
Direct Connection side skirts &
wheel lip molding (avail. 1984)
Chrysler/Shelby 15" x 6" alloy wheels
(may req. wheel well mod.)
Direct Connection front air dam
(avail. 1984)
Direct Connection tubular exhaust
headers
Holley 500 CFM 2 bbl. carb
(req. manifold modification)
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SIMCA 1000 Slotcar racers

Years ago we had a selection of slot racing cars, many being modified Scalextric and Airfix models ranging from Tiny FIAT Abarths, race prepared Triumph Heralds to US 'hot rods'. In the 90's at a Zolder Classic Club Race meeting I got a SIMCA Rallye 2 slot racer in 'Jaegermeister' colours. It was not a success on the track as it replicated some of the 1000s we've had over the years by regularly falling apart. Since then Kev has had a Revell, I think, Rallye 2 model of Christoph Wilde's successful racer which is a much better model. On the SIMCA Rallye and Coupe Facebook group a range of 'BRM' SIMCA 1:24 scale slot racers was pictured. Again, one replicates Wilde's car but other liveries are available on the R2. An NSU TTS is also offered, presumably sharing the same chassis. A feature of these



Models is a rear axle with a central UJ which allows the suspension to sink to negative camber, aiding road handling just as on the full sized 1000 and Coupe

Look on www.brmmodelcars.com



Never mind 'winter draws on' – because it seems to be already here! By Robert & Kary Taylor

Listed below are some winter tips on 'caring for your valued car'.

If you want to store the car – Always store it in a well ventilated dry area

Underside of car cleaning – on a dry sunny day lightly power wash the underside of the car including mudguards.

Underside body protection – When it is dry check the underside of the car for loose or damaged under-seal and repair as necessary. If you have not already done so, remember to wax oil the inside of doors, body panels, bonnet, boot lids, box chassis sections etc. You can buy a hand pump which is fitted with a hose to squirt the wax oil onto those difficult areas. If you find it hard to pump the wax oil, it may be because it is too cold and thick so, a tip is to place the tin into a bowl of very hot water and the wax oil will become a fluid. Sometimes access can only be made for the hole by drilling either a 6 or 8mm hole, for example the underside of the doors etc. I recommend immediately after drilling the holes and before inserting the wax oil, paint the raw edges of the hole to stop rusting also I would suggest that you buy some rubber plugs to block these holes afterwards.

Security – buy a spray can of silicone lubricant and spray some into the door and boot locks, then smear an amount of petroleum jelly onto the key then insert it into the locks and turn the key a few times to work well into the lock, this will help stop the locks from freezing up in the depths of winter.

Door and boot rubber seals – It is worth wiping these with a thin coat of glycerine.

Exterior chrome work – buy a spray can of wax then spray all chrome work, it will stop tarnishing.

Engine – some cars are fitted with a lever on the air inlet system, this has to be changed to a winter setting. This will help with starting the car on damp and cold days. Also, check that the pipe which is collected from the inlet to the exhaust is secure and in good condition.

Cooling system – it is worth draining the radiator fluid from the cooling system and re-charge it with ethylene/glycol (blue) anti-freeze and de-ionised water. The mix should be 1 part anti-freeze to 2 parts water.

Screen washer – it is worth draining and cleaning through the complete system, screen jets, hoses and tank, then re-charge the tank with a strong winter washer fluid mix and then test the system.

Battery – it is worth disconnecting and removing the battery from the car, then check the battery tray area for corrosion. If corrosion is found, take whatever steps are needed to clean, repair and repaint as necessary. Wash and dry the outside of the battery, also clean the terminal posts for any corrosion, pay similar attention to the terminal clamps. When this has been done re-fit the battery and remember to smear petroleum jelly over the battery posts and clamps then tighten.

Electrics – It is worth going round the car and check that all lights are working and in good order, also remember to check the interior and dashboard lights. Any blown or blackened bulbs must be replaced, also check for rusty bulb holders and earth fixings, clean and smear with petroleum jelly and re-assemble.

Distributor – check the points are clean and adjust as necessary. Wipe the HT leads with a petrol moistened cloth, check for damage and replace as necessary.

Tyres – Check that your tyres have a good amount of tread on them, if you are unsure have them checked by a tyre centre as most of them do it for free.

Emergency breakdown kit – basic tools, reflective vest, torch and warning triangle. Some auto factors do a nice spare bulbs and fuses kit – remember always to replace any bulbs used from this kit, other items are spare fan belt and condenser, also for 'just in case' remember to carry a good foot or electric tyre pump....

Health & Safety: Always remember to wear the appropriate body, mouth (face mask) and eye protection when working on the car.

Remember. In general cars like to be used not stored, so drive and enjoy them as much as possible !!!

1200S resto progress at last...!!

Mick Ward

Brother Kev wrote about his 1200S coupe project in the last issue. While work on mine has gone in fits and starts since 2012, he has his up and running and has beaten me to getting one on the road. Having driven his, I'm 'fired up' again. Once they are both on the road we'll have one third of the 6 in total right hand drive conversions restored in the family and very likely the only examples of the 1200S Bertone coupe back on the road in the UK, unless anyone knows otherwise...????

Having got the Rallye 2 back on the road after accident repairs, a few issues sorted on the 1100GLX and the pickup and Youngtimer racer running OK with the 'FIMCA' currently in mothballs, now is my chance to get the 1200S finished for its 50th birthday in 2017.

First job was to complete work on the rack and pinion conversion. The front suspension and rack were already in place when work halted earlier this year. The steering column needed some thought. The column from a 1000 saloon was too short for the coupe. After comparing some parts, I found that the section below the UJ from a MATRA Bagheera was longer. I was then able to cut the original one for the steering box and grind a locating notch for the UJ bolt, also usefully retaining the original 1200S steering wheel and stalk switch assembly. I had to add another 'bearing' in the end of the shortened outer column. With extra bracing below the dash, the whole assembly feels much more rigid than the half hearted mounting on the RHD conversion which had seen the steering box fittings crack on both our cars.

Rubbing down the areas to blend in the wheel arch repairs is an ongoing job. Paint can wait until it's up and running. Meanwhile, a particularly fiddly job was refitting the fuel tank and its surrounding metalwork with it seemingly 1001 small screws. Engine and gearbox will soon be going in. The engine ran spot on before I stripped the car down having done just 80000km in its 10 years on the road. (1967 to '77)

The main problem I'm finding after such a long term rebuild is finding the parts I carefully put away in 'safe places'. In many cases, so safe, the owner can't find them now. Still I've got the LHD 'spares' coupe to raid for bits and pieces. It proved useful for the same reason with parts for Kev's car. Engine and gearbox were the next job. When I first got the coupe, I thought "more room around the



engine than on the 1000 saloon"..... wrong!!!! The curve on the rear panel and other bits get in the way of manoeuvring the engine about. After trying without success to mate the engine and box in situ, I started again and bolted the two together, put the car high on ramps and lifted everything up from below after sliding the assembly under the car. I've kept the earlier type gearbox which mounts on a single round rubber bush at the front of the subframe and to the engine with just 4 bolts in place of 6 on later 1000's. The box in this car is an unknown quantity but, if there are problems, I've got two others from the early cars via Kev's and the scrapper to go at. Gearboxes are something I shy away from taking to bits, ever since in my early motoring days I rebuilt one for a Triumph Herald and had bits left over when it was all reassembled. The end result still worked though...!!!

Next up was the contortionist's job on a 1000 or coupe of fitting the clutch slave cylinder which lies under the fuel tank. From past experience I'd already trimmed a chunk out of the shroud around the tank to make things easier. I fitted the cylinder after the engine and box to make sure I'd first properly connected the troublesome plastic pipe that SIMCA and Talbot owners will know only too well.

Exhaust retains the cast manifolds which connect to an Ebay bargain stainless system I bought when I first got this coupe.

Loads of 'plumbing' came next, connecting up fuel hoses and pipes for the front mounted radiator and heater. We've noticed how low the original cooling pipes hang on the coupe around the rear suspension area but, as they seem to give just enough ground clearance and it's hard to raise them and still clear the suspension, they will be fixed as SIMCA intended.

Once driveshafts are fitted, brake callipers fitted and everything bled, I plan to get it running and finish the rubbing down. It may well go for its first MoT since 1977 in red oxide primer. We can think about a coat of a decent shade of red at a later date. Just a personal thing but the original vaguely metallic maroon does nothing for me or Bertone's sleek lines.

A set of Revolution Alloys will finish it off although the Horizon Pullman wheels it currently stands on would look OK cleaned up..... Bumpers could have been a problem with rusted through sections but the 'scraper' came to the rescue and I've now made up a full set. Odd missing bits of interior trim will come from the same source.



Alexis Zaregradsky reports From France on his Horizon repairs.....

Alexis has recently been dismantling an Horizon SX to supply parts for the repairs to his accident damaged Horizon GLS. The stripped SX bodyshell will soon be bound for the scrapyard....



Are you restoring, repairing or even dismantling a SIMCA, MATRA or Talbot car??? If so, let us know how you're getting on... problems, the easy bits, tips etc. Any unwanted, left over parts also could be of use to other members

SIMCA Club UK AGM 2016 at Longford House Premier Inn..

Saturday 22 October.....

President Dick Husband welcomed everybody to the meeting. He noted that, for a relatively small club, we always get a good proportion of members attending the AGM.

Present were: Daniel Husband, Dick Husband, Edward Martley, Robert Chinnery, Colin Hill, Steve Woodstock, Pete Hawke, Ros Hawke, John & Pam Henderson, Titus Taylor, Clive Nelson, Debra Bennett, Tony Bennett, Guy Maylam, Philip Ewan, Kevin Ward, Mick Ward..

Apologies received from: Cornel Baxendale, John Beattie, Malcolm and Jeanette Bennett, T Chadwick, David Chapman, Des Collins, Des Cooke and Claire Pointer, Jeannette David, Bob Friendship, Denys Gardiner, Robert Hadfield, Mike Hammond (thanks for everyone's time, effort, knowledge and patience!), John Harris, Trudi Heathcote, David and Kathy Hoare, Philip Hodge, Grant Kearney, David Knowles, John Marshall, Miles Rowland, Robert and Kary Taylor, Lesley Ward, Michael Whitworth.

Membership Secretary Daniel Husband reported that membership was holding up well at over the 100 mark with a recent influx of members with some interesting cars. It was noted that our marques were now more in focus thanks to ebay ads for interesting models in the range, Potential owners and buyers then are on the lookout for sources of parts and information leading to us, Most enquiries are via the internet recently.

Magazine Editor Mick Ward's report appears on the following page.....

Treasurer Edward Martley circulated the accounts for the year ended 31/12/2015 and proposed subscriptions stayed at the current levels i.e. £20 receiving magazine by PDF and £23 receiving paper magazine. as we have a healthy balance from the success of the Beaulieu Route UK International meeting in 2014. Edward noted that £1 of each member's

subscription goes to the FBHVC, the body fighting our hobby's corner in the face of increasingly ridiculous legislation etc. PDF Copies of their regular newsletter are available to members by emailing Mick, our magazine Editor.

Robert Chinnery proposed we accepted the accounts seconded by Mick Ward and accepted by the meeting.

Election of Committee for 2017

Dick Husband went through who does what. He noted that his contact details have changed. Tony Bennett proposed the committee and advisors were re-elected en masse, seconded by Colin Hill. The meeting voted unanimously for that.

National Rally and other events for 2017.....

David Chapman had suggested Wythall Transport Museum in the Worcester area as a suitable venue for our 2017 National meeting. He had been there to check it out and reported favourably. Information was passed around and the meeting decided it could be a good venue as they regularly accommodate car club events. We normally meet in June so June 18th was suggested as a possible date. Guy Maylam noted that he and Stuart Wade had earmarked 11th June for an open day at Stuart's Glebe Farm to celebrate the 50th anniversary of the launch of the SIMCA 1100. June would be a busy month as the Bromley event will be on 5th & 6th.

In addition to the 'National', we will again have Club stands at more general Classic and Retro events. November will see our usual appearance at the Lancaster Insurance Classic Show at the NEC and Late March the Practical Classics Restoration Show also at the NEC.

Mick Ward will book us a stand at the 18th June Santa Pod Retro Show (usually early July) and the Retro Rides Gathering at Shelsley Walsh Hillclimb which is already fixed for Sunday 20th August. Dick Husband asked members to let us know of any other events members might be interested in attending.

Clive Nelson mentioned the 40 years of the Rancho event at Romorantin on 13-14 May. He is

hoping to organise a MATRA convoy there. I hear the SIMCA Racing Team meeting at Dijon on 27 & 28 May will be the last one at its long term venue at Flagey-Echezeaux .

Spares availability for Simcas & Talbots.....

Dick Husband noted that CB Motors no longer exists and he will now be trading as Angel Motors. ... see 'Services' page for contact details. He said that as he unpacks the 200+ tons of spare parts he has relocated to Wales, he will be in a better position to supply parts both NOS and secondhand as he'll no longer have the distractions of running an Mot station and garage. He repeated past warnings about some of the Ebay 'remanufactured' parts being of dubious quality and often wrongly labelled and also 'NOS' parts that have suffered in years of storage, In general, supplies of parts were beginning to dry up.

Mick Ward backed this up saying some of the autojumble traders that had previously supplied him with 'job lots' of NOS parts had now retired so new 'finds' were becoming rarer.

Colin Hill is the source of parts, advice and repair/ servicing for the later Talbot models.

In addition to the advertisers on the 'Services' page of L'Aronde, the other advisors on the 'Directory' page are worth contacting for information on spares sources for that particular model.

Any other business.....

Philip Ewan has been working on a club constitution which can be circulated for members' comments and discussed and voted on at the 2017 AGM.

Further to the discussion re. our 'National' meeting for 2017, David Chapman has now found June 18th is not available at Wythall Museum, so has booked Sunday 9th July for us.

Some dates for 2017 events are now available... see 'Forthcoming Events' for information.

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Guy Maylam supplied this from the earliest years of the SIMCA 1100.

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See the enthusiastic road test of the 1100 elsewhere in this issue.

SIMCA Club UK..... Magazine

Editor's report 2016..

2016 will see 6 issues.. I'm always looking for material for future issues. Thanks are due to regular contributors.... Guy Maylam supplying road tests and 'period' articles as well as news on their collection, Colin Hill for regular updates from 'Talbot Towers', Alexis Zaregradsky for reporting from France, Philippe Vanderbist from Belgium and Southern France, Dick and Daniel Husband, Daniel Burrowes, Julian Pearson, Tony Owen, Bob Friendship, David Chapman, Kev Ward, Robert Taylor and others sorry if I missed you out.

At the last AGM. I asked for more Samba and 'older SIMCA' material. The appeal was answered by Claire and Phil Wright and Robert and Kary Taylor with their Samba Cabriolet restorations and some Aronde information has also surfaced.

While I can write endlessly on SIMCA 1000's and Coupes. 1100s and MATRAs from experience of owning, restoring and racing them, my experience of Alpines, Solaras and Horizons is limited to a few I've owned (mainly as engine donors for the aforementioned) so, articles on these cars re. experiences with them, restorations, tips etc would be more than welcome to add to Colin's existing Talbot input. I'm also aware of maintaining coverage of the wide range of cars our club caters for. In a questionnaire we sent out a few years ago one owner of one of the rarer cars in the club noted there wasn't much on his model in L'Aronde. To be honest, there's not much around anyway.... Simple solution... Write something to get the ball rolling. ..!!!!

I'm currently finding 'period' articles on SIMCA engine tuning and competition in the early years which I've translated and invite feedback on these.

Bob Friendship recently completed his series on the formation of the club. For the latest issue,

David Chapman has taken up the baton to continue the club history from his viewpoint and experience. Maybe the theme of 'how it all started' regarding the SIMCA. MATRA Talbot enthusiasm from individual members' points of view is a possible theme for articles. ...???

Previously I've invited members to write about their 'Other Interests' and received a few articles... Is this a possible thread??? Already touched upon are railways, crafting/card making, preserved aircraft, vintage excavators.... Any further contributions always welcome.

Please keep the material flowing in..... anything related to 'club' cars, old cars in general, motorsport, travel with the cars, restoration projects and reports on what works well and what breaks or falls off, 'archive' articles, road tests, photos and old car events local to members where their SIMCA , MATRA or Talbot is adding variety to the usual sea of Ford, MG etc... seen in the UK.

2017 marks my 20th year as SIMCA Club UK's magazine Editor. I still enjoy doing it and, if the membership wish me to continue, I will do so gladly... ***which apparently they do..!!***
Mick Ward October 2016

*Thanks for the vote of confidence at the AGM,
Here I go into the 20th year. I have some material
already for the January-February 2017 issue....
Any contributions welcome.
.....Ed.*

Note that the subscription form for Club membership for 2017 is enclosed with this issue of L'Aronde. Please renew promptly as it makes things so much easier for Edward, our treasurer and myself re. future print runs for L'Aronde.

SIMCA and Talbot in short Oval Racing

Mick Ward

Up to the late 80's Kev and I used to race in oval 'Hot rod' racing... mostly small Fords up to 1700cc on racing tyres in 'non contact' races on the 1/4 mile oval tracks. Eventually some 'different' cars were tried.. Kev's Avenger and Sunbeam being some of the first of their kind out there. Some of the continental visiting drivers brought other cars from the range over.....



Volker Timm from Germany Scirocco powered 1000



Over here the Dutch and German Drivers were at a disadvantage as UK races went clockwise opposite to theirs leaving the LH driver close to the unforgiving Armco barrier



Ipswich 'World' final '86.... The 1000 didn't finish.



Above: Kev's Avenger and Sunbeam.

Colin Hill writes....

Happy new owner of ex Talbot Towers Horizon GL. It follows the sale of one of my Solaras (page 27 Sept-Oct L'Aronde). The Horizon has gone to club member and real Talbot enthusiast Malcolm Bennett. It was previously owned by Robert Chinnery and David Chapman.





My second 'Road Saloon' racer in a sprint in front of Thoresby Hall, Nottinghamshire. We still go there with our SIMCAs but for Classic Car Shows. Motorsports events are no longer held there.....Ed

SIMCA CLUB UK

Treasurer: Edward Martley, 8 Rye Close, Banbury, Oxfordshire OX16 1XG
Telephone: +44 (0)1295 255173 emartley@talktalk.net



APPLICATION FOR RENEWAL OF MEMBERSHIP

I/We would like to renew my/our membership of SIMCA Club UK for the Year 2017
and agree to abide by the rules of the Club. *[please note details overleaf].*

Name[s]:	<i>[Member]</i>	<i>[Additional Member(s)]</i>
Address:		
eMail address:		
Magazine:	<i>Paper Copy (Yes/No)</i>	<i>PDF Electronic Copy (Yes/No)</i>
Telephone:	<i>[Home]</i>	<i>[Mobile/Work]</i>

CAR DETAILS, even if previously notified, to update records *[please list any additional cars overleaf]*

Make and Model	Year	Registration Number	Engine Capacity	Colour

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Please return this form to the Treasurer at the above address

ADDITIONAL CAR DETAILS				
Make and Model	Year	Registration Number	Engine Capacity	Colour

Data Protection Act, 1984

Under the Data Protection Act, unincorporated members' clubs such as SIMCA Club UK may hold records on members on computer files without registering under the Act as long as individual members do not object.

We have compiled such a database, including the following information:

- *Name and address*
- *Telephone and fax numbers as notified*
- *Cars owned*
- *Date joined club*
- *Latest year for which subscription paid*

If you object to your details being held in this way please notify the Treasurer, Edward Martley.

SIMCA Club UK Membership Lists

Membership lists are periodically prepared and distributed to members only. These include the following information on each member:

- *Name and address [including forename, where known]*
- *Telephone numbers as notified*
- *Cars owned*
- *Joining date*

If you wish any of your details to be omitted from the membership lists, please notify the Treasurer, Edward Martley. Please do not simply omit the relevant details from this form as, in the absence of specific instructions to the contrary, they will be added from our existing records