

L'Aronde

The Magazine of SIMCA Club UK.....
Volume 36 No.4 July-August 2016



The cover photos show Mick Ward and Phil Hart's 1000 Rallye 2s At Santa Pod.
 Below is Robert Taylor with his newly restored Samba Cabriolet at Crich. Other
 photos from both events..... Mick
 Andy Owler's supercharged Bagheera..... Taken from top deck of tram.....



The 'works' of Phil Hart's Rallye 2.



The Husbands' Arondes.



Claire Wright's mint condition Espace 2



Kev & Lesley Ward and Clive Forder 1100 GLX



Editorial July-August 2016

The cover photos are.... *SIMCA 1000 Rallyes at Santa Pod. My ex youngtimer racer and Phil Hart's Rallye 2 racer. .. and Robert and Kary Taylor with their Samba cabriolet at our Crich 'National' meeting.*

Our National meeting at the Crich Tramway Museum attracted a good turnout of 'club' cars and was enjoyed by all who made it there. Photos from myself and Robert and Kary plus a report appear in these pages along with Colin Hill's mention of the member who tried but didn't make it.

A number of us put on a varied display on our stand at the Santa Pod Retro Show. Some had runs on the dragstrip..... details in this issue.

Bob Friendship, our club founder rounds off his story of 'How it all began' SIMCA wise. Maybe that's a theme for articles from other members.... In our case finding a cheap car for a 1300cc class of oval racing launched us on to the SIMCA path back in the 80's.

Our 'French Connection' Alexis Zaregradsky reports on his latest event with his Sunbeam Ti and a superb collection of the cars in France.

Robert Taylor describes the finishing touches to their Samba cabriolet resto. The finished article headed up the line of club cars alongside the tram tracks at Crich Here it is on its way to Crich.



Frank Breidenstein, president of the SIMCA Heckmotor (rear engine) club in Germany has recently bought a SIMCA which is not rear engined and has an interesting history.

The orange 1000 on the cover is Frank's former 'youngtimer' racer which I recently bought from Daniel Burrowes. Plan is to use it for trackdays. .. I just had to have a proper top notch racing SIMCA 1000 before I'm too old to enjoy thrashing round tracks.

The 'Ward Collection' now has another car on the road. Kev has now got one of the RHD 1200S coupes back in use with a new paint job. I've included photos of it at its first car show, a local event. I drove it there which has given me new impetus to get my own 1200S reassembled asap.

I've translated another 'period' article on French SIMCA tuners. This time Michel Tapie is featured.

I've included photos of SIMCA Rallyes in action and of the proposed '75 facelift for the 1000 that was ditched in favour of a simpler, cheaper 'update; Opinions.....????

David Chapman has booked our AGM for Saturday 22nd October @ 5pm at our usual venue of Longford House Beefeater at Cannock, Staffs,

Mick Ward 01246 200045
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Simca Club UK..... Directory

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



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

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

Services and parts suppliers.....

CB Motors..... Dick Husband has now moved out of his premises at Nuneaton. Once he is established in his new premises, he will be able to supply spares more readily without the distraction of running the MoT and garage part of his business..... He will let us know as soon as he is 'up and running'

He can be contacted on email

Dick.Husband@btinternet.com

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 on 01246 278508 or email kev.ward1204@btinternet.com

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Wanted *Tuning/Competition parts and other spares for SAMBA and Peugeot 104..... 8 port head, carbs, manifolds, etc etc.....* Tom Leach..... email him on leachibob6r4@hotmail.co.uk

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.



Phillip Hodge sent this one of a Ford Vedette pickup built at the SIMCA factory seen at a Pendine Sands hot rod meeting. Below is a 2008 youngtimer race with 3 SIMCAS near the front of the pack.

Forthcoming Events 2016.....

Retro Rides Gathering, Shelsley Walsh Hillclimb WR6 6RP, Sunday 28th August..

Massive show featuring all shades of the old car hobby along with all day action on the famous hill, the oldest motorsport venue in regular use. We have a club stand there and your Editor's Ex Frank Breidenstein, Ex Daniel Burrowes 1000 racer is among the 'guest cars' to have a go on the hill. Cost is £10 in advance, £15 On the day..... More info on www.retroridesgathering.com and, if you want your car on our stand, contact Mick Ward who will send you a Clubs area windscreen pass.



SIMCA Club UK Annual General Meeting, Saturday 22nd 5pm at October at our usual venue, Longford House Beefeater, Cannock Staffs.

NEC Classic car show Friday 11th to 13th November 2016. SIMCA Club UK have their usual stand. In Hall 5, I believe Guy and Stuart plan to have a display of saloons from the SIMCA-Talbot range this time.



Another 90's racing photo..... ICS Historic saloons at Mallory park

Proposed SIMCA 1000 facelift in 1975.... What do you think???



The thinking was very much the way Renault went when they made the R10 from the R8 by lengthening the ends. It would have needed 4 new wings, front and rear panels and lids plus all new lamps, bumpers etc. Presumably, the idea was dropped on cost grounds and the facelift that did take place just involved the rectangular headlamps and front panel plus a bonnet to match, a look which, in my personal opinion; only works with the Rallye 3 bodykit.

What do readers think of the 'new' 1000 that never was.....????

Bob writes.....“How it all began.”

In this last article I attempt to tidy up the series and include a few photos from my archives.

Part 6: The Aronde Register reborn concludes “How It All Began”.

Several months after I began the original article I finally got my act together and penned a letter to Practical Classics magazine explaining my intention to create a club for Simca Aronde owners.

In due course the tiny club advert appeared in the May 1982 issue.

Club details had previously appeared in a 1981 edition of Old Motor. Unfortunately I do not have a copy but a letter from a gent by the name of Jake Salter, dated Feb. 1981 provided me with the evidence that this was so.



After the published letter in Practical Classics, enquiries began falling on my doormat. I did try to answer asap but this was not always regular practice. One time, this led to an interesting and amusing occasion. I had been on night shift at the dairy where I worked. It was late morning and the doorbell of my flat, two flights up, rang out.

I opened my front door and peered at the young man standing there. He enquired “Oim lookin’ for a bloke called Bob Friendship who runs the Aronde Register”. “Yes, that’s me” I replied. Noticing his aussy accent I remarked that a chap in Australia had written me several times.

“That’s right, mate, ya didn’t answer me letters so here I am!”

It was funny. He and his partner were on a whistle stop tour of Europe and he had left her, I don’t remember where, to specifically come to see me.

I gave him some original Aronde workshop manuals and off he went absolutely delighted. I did help him out with a few spares which I sent out to him. I think he’s still about so if you see this, Chas (Harrison), “All the very Best, Mate!”

From the outset, the club was small but letters came from Dick Husband, Jill & Phil Ewan, Dave Chapman, Eileen Simmons & her sons, Derek & Keith, and not forgetting Howard White. Some arrived from overseas, Eire, Australia (!) & Cyprus to mention a few.

Some of you may have seen the primitive newsletters I produced from time to time. The Xerox machine in the office of the Dairy Crest factory, where I worked, was put to good use. At weekends there was only a telephonist so I had uninterrupted use of this, then-new, machine. Over four weekends I created 16 copies, printed both sides, of the two original Aronde workshop manuals, each one having over 100 pages. Good old Dairy Crest!

Dick Husband was one of the first to communicate his interest to me. I think we had been Aronde enthusiasts for a similar time. It was with much interest that I read his engaging letters, some with accompanying photos to illustrate his hands-on Aronde ownership.

We first met up at the Yeovil Festival of Transport during the late summer of 1982.

I had permission from Peugeot’s legal department to reproduce the Simca logo and hastily produced a club sign for the occasion. Eileen Simmonds came with Derek & Keith.

Some photos from the past.....

Dick Husband presses his 90A along part of the RAC rally route in Wales, sometime in the late 60's.



Yeovil Festival of Transport 1982.
Eileen Simmonds stands next to her
Castelle estate, next to my Aronde
& Dick with his red '59 P60.

You can't see it here but he is holding
up his first self-produced Simca T shirt.
Dick produced much of the registers'
advertising media, including huge photo
enlargements, using his own equipment.

Normandy, 1983. The Registers first
meeting with the Simca Club, France.
Here, in front of our hotel is my P60p,
Howard Whites' 1954 Simca 9 &
Jill & Phil Ewans 1000.
We were made very welcome by our
Hosts and there was a fine assortment
of Arondes and, a bonus, some good
examples of early Comets & Vedettes
too.



There's more.....!



1985. Our stand at the Motor 100 event at Silverstone. A most memorable occasion as those who were there will doubtless remember.

Over the four days, the clubs, divided alphabetically into four groups, were allowed to drive in convoy around the short circuit. On the last day it fell to groups in the S-Z section. There were many cars in this group! There must have been a 100+ and in spite of the rule to parade at reasonable pace the opportunity to demonstrate each cars capability could not be missed!

So it was that we careered around the track in a manner as described in Chuck Berrys' song, "Maybellene" - "bumper to bumper and side by side" all pretty much flat out. I can well remember Jill & Phil Ewans 1000 along side my fathers 1501 at an indicated 100 miles an hour and close enough to shake hands except we didn't.

Another time, 1985, some of us attended the release of the Peugeot 205 Gti which was held at Bruntingthorpe, an old wartime airfield used for testing by Peugeot-Talbot.

I took a '66 1500 which I discovered in my local breakers yard. This car was like a time-warp, in was almost as-new.

There were several Chrysler related clubs in attendance, Hillman, Singer, Sunbeam etc. We had been watching the 205 demo where the fellow spun the car at 100+. Then it began to rain so we agreed to decamp to the shelter of the nearest hangar (whatever) There, we discovered, was a room being victualled with sparkling wine, this intended for the splendid fellows demonstrating the new 205's and for those who had, or elected to, purchase one of the same.

Deary me! It was collectively decided that this could not be allowed to happen. We (Simca folk) declared that we were first in line for such hospitality and, gaining the confidence of those preparing these refreshments, partook of not bottles but crates of the stuff. Being of Goodwill, we also distributed same to the other Rootes clubs as they came in out of the rain. They were, of course, delighted.

By and by, the last to arrive were the Peugeot 205 brigade and they duly assembled ready for the intended merriment. The reader can now see the problem. There was not a lot left.

A voice was heard to cry "What's happened to our Champers?" A reply came. "This lot here have had it", waving vaguely in our direction. "What, that ruddy Simca lot?" "Well, really, that's too bad!"

You couldn't do it now. We had to drive home, most of us for a 100 miles plus. There you go! It was a good laugh, though.

Now, I've rambled on quite enough. Truthfully I could have told how it all began in a paragraph. The thing is that some of you I may never get to meet so it's a kind of inflated introduction as to who I am. I have sat back and watched how the club has gone from strength to strength and it is most satisfying. During the early '90's it became obvious to me that I would not be able to join in the way you might expect from a founder and president. Action was required.

It was for that reason that I stood down as president and I was pleased to see Dick Husband voted in to replace me. He has managed to give it his all and attend just about all the various meetings that have been held over the years.

I have seen how the committee and the members have taken the club on and put so much time and effort to it. Whilst here, I would like to pay tribute to the Matra club for all of their great help. How good was RouteUK, yes? Fantastic! Thank you to all who made it possible and who came.

We are, I think, true enthusiasts but we do not set a strict precedent. I have seen how some have painstakingly restored their cars to great effect. Others, much like myself, like to customise. By any standards we, along with enthusiasts of other makes, have preserved our cars so that they may be enjoyed in many scenarios, from static events thru sporting and historic dramas & films.

We do not, I believe, make any discrimination about originality or otherwise. All of that which we do is greatly enjoyed and we have a sense of fun as much as anything. That is all I ever hoped it would become. It has been, and continues to be, a truly interesting and rewarding development. I heartily congratulate all of you who have made the club what it is today.

It is YOUR club and I wish you all well. Long many it continue.

Bob Friendship.



With the twin cam in 2003.

SIMCA National meeting 2016... Crich Tramway Village

Here in Derbyshire again for our National get together, the weather even managed to co-operate. I remember visiting the museum in its very early days in my first car, a very rusty Triumph Herald. During my years of teaching I took school parties there and we were well looked after by the staff... hopefully inspiring some budding young engineers.

I had decided to take the 1100 pickup but as it was only a short (but hilly) trip, the racer was on the trailer so I took the whole outfit. Clive Forder, who suggested Crich at the AGM, was in a 'loan SIMCA', my 1100GLX. Thanks are due to him for meeting and greeting our members and pointing them in the right direction.

We were parked up in the area near the bandstand and along the cobbled street outside the 'Red Lion' with later arrivals lining up near the 'Assembly Rooms' by the terminus.

Each member received an old penny which was exchanged for a ticket on their first tram ride, allowing travel for the rest of the day.



In all there were 25 club cars from ourselves and the MATRA Club. Solaras were the most numerous with 6 examples. There were three SIMCA /Talbot 1100s and Arondes. Alpines, Horizons, Sambas and Murenas fielded two each. A single 1301, 1000, Bagheera, Avantime and Espace made up the rest of the excellent turn out. The following photos show some of the cars there.. Others appear on the

front covers.



Grant Kearney's Solara from Scotland and the Bennett's and Jeannette David's below



Julian Pearson's Alpine above

A very successful event enjoyed by all members..... Ideas for a venue for our 2017 'National' ????

SIMCA National meeting 2016... Crich Tramway Village



John Bradshaw's 1100 & the Hendersons' Alpine and Colin Hill's Solara below.



Avantime and Espace from the Wrights and Titus Taylor's Murena. The Beattie's Horizon and Kev & Lesley's Bagheera.....



Horizon from Guy Maylam & Stuart Wade 13

A very successful event enjoyed by all members..... Ideas for a venue for our 2017 'National' ????

SIMCA National meeting 2016... Crich Tramway Village



Aronde P60 from Tony Bennett



Colette Simpson's Murena

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A very successful event enjoyed by all members..... Ideas for a venue for our 2017 'National' ????

Robert and Kary's Crich photos.....



Robert Chinnery's National meeting..... photos Colin Hill

Sadly Robert only made it half way to our National Meeting at Crich. The head gasket on his Solara gave up the ghost. Robert is faced with downsizing his collection as he is losing his covered storage



La Montee Historique des 3 Rivières Alexis Zaregradsky..

Mid July we went to the 3 rivers historic hillclimb at Chateaudun.....

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It is a year since the Sunbeam Ti has run following its engine problems. The engine is now rebuilt and has been equipped with a Ford 5 speed gearbox.

We met on the Saturday evening at Chateaudun with a friend (former owner of our Sunbeam Ti) and current owner of a 1980 red Sunbeam 1.3GL. We then went to dine with Michel C. former rally driver who has a superb collection of Sunbeam Lotus, 6 out of the 9 being WRC cars...!! We had met him in 2013 when he organised the Talbot Sunbeam Revival at Chateaudun (reported in L'Aronde July-August 2013 if I'm not mistaken).

Sunday morning we displayed our vehicles in the centre of Cloyes sur Loire. We did three runs up to Montigny le Gannelon in the afternoon. The course was great. My father did one run and I did two. We spent a superb day. The organisation by the club (team 28) was top notch as usual. The next historic hillclimb of the three rivers is in July 2018. We will try to be there.





Below..... Alexis' Sunbeam Ti and action on the course plus other cars at the event.....



Other cars at the 3 rivers event ...



A standard non rally prepared Sunbeam must be a really rare sight now. Also It's surprising to see so many of the 'works' rally Sunbeam Lotus cars with collectors in France.....

Above: The poster for the Trois Rivières Montee Historique.

How to transform Your SIMCA 1000 into a rocket... see Michel Tapie

It's not a joke: 168km/h on the speedo of a SIMCA 1000. That's what Michel Tapie, an artisan from Rodez offered.

A specialist in ignition and carburation, he turned his hand to all makes. He became involved with the SIMCA-Chrysler team to the point that it was agreed to sell his kits officially through SIMCA.

Why? Because, as everyone else, Tapie had tested things thoroughly.

In 1963, he had performed his first transformation on a SIMCA. In 1966 he saw success then he raced a 1000 saloon and a coupe, collaborating directly with the manufacturer. Among his successes were 1st & 2nd place in class in the Criterium de Cevennes. In 1967 he raced a 1060cc CG. He prepared the first 1300 based on the 1200S. In 1969 he took things to 1400cc.

In 1970 SIMCA organised a competition between the different tuners of their cars to develop kits for the 1000 Rallye. Tapie was chosen and his kits were sold within the manufacturer's parts operation. Tapie, artisan from the beginning, was officially recognised by a major manufacturer. That is after achieving numerous victories the previous year particularly in hillclimbs.

From then on the kits for the SIMCA 1000 Rallye were developed into a range for other models.... 1000 and 1100 into 1150 or 1300cc and 1200S into 1300. A new 1300cc kit for the 1100S added 12 to 15Km/h to the top speed.

Tapie offered a twin 40 DCOE Weber kit for his 1150 and 1300 engines where the radiator had to be moved to the front.. (these were the times before '73 when the new Rallye 2 and later the 3 adopted that layout, only the 1200S coupe, in the rear engine range, then left the factory with front mounted rad.)

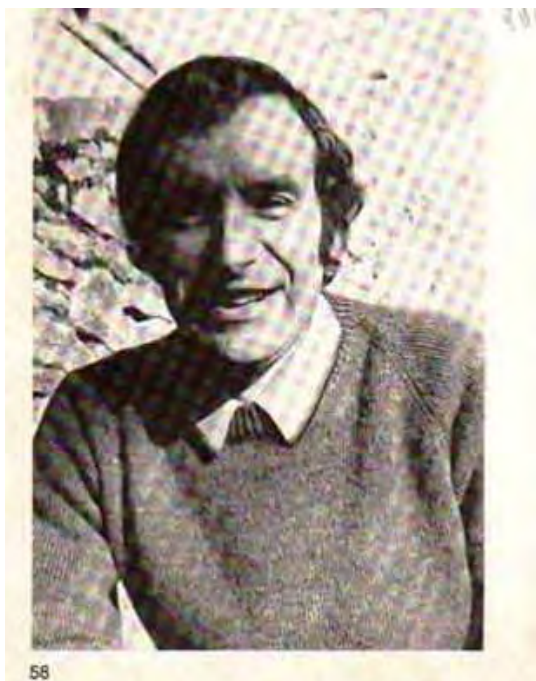
He offered a kit for the 1000 Rallye and 1000S using one 40DCOE carb and 1300cc which gave 90bhp.



A Tapie SIMCA twin Weber DCOE/ Dellorto DHLA manifold links a pair of Dellortos to something long after Michel's heyday... a 16 valve Honda CRX twin cam..... which I'm sure he'd have approved of as it was fitted in the back of a SIMCA 1000 though.....

I have saved somewhere a translation of the fitting instructions and jetting figures for Michel Tapie's single Weber 40DCOE kit for the 944 and 1118 cc versions of the SIMCA 1000 and the original 1118 Rallye. I included it in an issue of 'L'Aronde' quite some years ago. I'll look it out.

Next time.... The forerunner of the Rallye 2.. 1000 shell plus 1200S mechanicals..... the SIMCA 'Basty'



Santa Pod Retro Show Sunday 3rd July 2016

After a week of heavy showers, A fine sunny day greeted us for this event at the Northants dragstrip. Our SIMCA-MATRA stand had a real variety of cars. Titus Taylor brought his 1.6 Murena, Andy and Liz Owler came in their Supercharged Bagheera and Alpine-Renault A110. Phil and Claire Wright displayed an Avantime and a Mk2 Espace. My Talbot pickup brought the 1000 'youngtimer' racer and Phil Hart's Rallye 2 racer completed the line up.

Four of our cars ran on the drag strip. ... the Murena, Bagheera, Alpine A110 and my 1000 racer. My 16.2 seconds was quickest down the ¼ mile and I'm sure it could go much quicker if I'd got the reaction time and gearchanges better.

Between the 'normal' car runs there were demonstrations from the 'Fireforce' jet powered dragsters. Notably on one run 'Fireforce' topped the 300mph mark.. in ¼ mile from a standing start....!!!!

There was the usual huge variety of old vehicles on show from near original cars to wildly modified 'creations'. Our stand was in a great spot by the track side and close to the finish line.

The show continues to grow and obviously the bright sunshine brought out the crowds. The only downside to runs on the track is the queuing, especially when cars have left oil and water on the track resulting in a clean up operation.

There was lots of other entertainment including a drifting demonstration, autotest, live band and a BMX stunts show.

The old pickup dealt with its load superbly



both to the Pod and on a delayed return journey after I'd been treated for the effects of the sun. Thanks to the members and their crew who loaded my car up and sorted things out while I was being 'sorted out'.

Looking forward to next year, I might finally have a 1200S coupe on the road to take to the 'Retro Show'.....

Next event where we have a club stand is the 'Retro Rides Gathering' on Sunday 28th August at Shelsley Walsh hillclimb. Mick 21



Santa Pod Retro Show Sunday 3rd July 2016



Titus Taylor's 1.6 Murena



Phil Hart's 1000 Rallye 2 racer.



'Fireforce' jet powered dragsters.



Sunbeams out in force.....



MATRAS ready to GO...!!!!

SIMCA van with MATRA connection..... Frank Breidenstein

Frank Breidenstein, who runs the SIMCA Heckmotor Club in Germany has recently bought a 1975 SIMCA 1100 high top van.

He describes it as having hardly any rust. It has done just 58,000 km.

The van has a history with MATRA's racing programme. It was originally a team vehicle with MATRA driver Henry Pescarolo.

Frank has given it a few upgrades... a set of ATIWE 5.5x113 alloy wheels with 175x70x13 tyres and a pair of newly refurbished Rallye 2 high back seats. He also sees the 1118 engine as lacking in power and torque so is building a 1580cc engine for it.

He was asking me about the towbar that seems to have bracing struts missing. I don't think comparing the one on my pickup was of much help as that was obviously a past home made effort that I've since massively reinforced to enable its recent efforts in transporting the 1000 racer... Frank's old car..!



Above: Frank's Racing SIMCA Rallye 3



Photo bottom right.... Christoph Wilde still winning in a SIMCA.. both races at Nurburgring in June

Samba Cabriolet Resto.. Final stages and completion Robert & Kary Taylor



Rear seat, trim and Recaro rally seats fitted



Trimming and fitting sound deadening material and plenty of waxoyl to keep the rust at bay. After final trimming the original carpet was refitted.



Door cards fitted.....

Samba Cabriolet Resto.. Final stages and completion Robert & Kary Taylor

Original brake parts, calipers refurbished and painted.....



New discs and hoses and front brakes and suspension reassembled like new.....

Next the alloy wheels were cleaned ready for respray..... tip of the trade mix 1 part of liquid Harpic toilet cleaner with three parts of water in a spray bottle. Spray on surface for 15 minutes then wire brush so dirt and water turns into paste. Hose down with water and repeat several times until rims are clean. 8 long days' work and the wheels were ready for respraying with self etch paint before the colour base coat and lacquer



Samba Cabriolet Resto.. Final stages and completion Robert & Kary Taylor



My lady wife checking sitting/driving position ..



So this is what it was all about..... The end of the rebuild journey..... And now it is time to just drive and enjoy.....

Are you restoring a 'club' car..??? Let us know about it with photos. Next project to be featured will be Kev & Lesley Ward's SIMCA 1200S coupe, pictured bottom right >>

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R O M O R A N T I N

Photo round up.....

My Rallye 2 is back on the road but its first outing to the MATRA club AGM at Leicester saw a return on an AA truck thanks to a broken alternator link and me having the wrong fan belt.



All repaired now and running well though.



Superb Rene Bonnet Djet seen at the meeting.



Kev's RHD 1200S coupe at a local show

Column opposite: The 1200S with Kev's 'new' Bagheera, Another 1100 light commercial towing a SIMCA 1000, Rally prepared 1200S coupe and Daniel Burrowes' Rallye 3 at Brands Hatch.....

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Just to add.....

Apologies to any of the members at the Crich Tramway Village 'National' meeting who I didn't mention by name and/or omitted a photo of their car. Here are two I missed.... Edward Martley, our treasurer's 1301 and Roger Kirby's Solara.



I also forgot to thank **Lessley Ward** for her work in arranging things with the tramway museum.

The impressive **RANCHO 40th anniversary** poster is Clive Nelson's work to publicise the May 2017 event at the Romorantin museum to celebrate 40 years since the launch of the model.

Phillip Hodge recently enquired about a RH Drive SIMCA Aronde 90A advertised on French website www.lesanciennes.com. It needs a radiator and water pump, some work on the sills, an exhaust plus some brake master and wheel cylinders or seals. Phil has been in touch with the seller, who offers to do the remaining work for 900 Euros extra. Phil

Club stand passes for Retro Rides Gathering, Shelsley Walsh on Sunday 28th August still available from me..... Mick

decided it wasn't for him but thought it might be of interest to other members. I have the details of the reply from the seller. ... ED. Below..... underside photos.



Long standing member **John V. Harris** from Deeside recently, at a local event. was chatting to a John Tipping who was interested in John's 1301. They were interested in his 1960 Triumph X21 motorbike. John Tipping said he had a SIMCA handbook which he posted to John Harris who kindly sent it to me. It is a SIMCA 1100 and 1100S handbook from the early 70's. I do have a copy from the same era so I told John I'd pass it on to a member who would like it..... ?????? John is having running problems with the weber carb on his 1301. He is looking for a replacement carb or information on rebuilding /getting one reconditioned. He notes the interest his 1301 causes at events in his area. At times some people ignore it as they've no idea what it is, so it's good when people recognise it, look and ask