

L'Aronde

The Magazine of SIMCA Club UK

Volume 37 No.2

March-April 2017



Our club stand at the NEC Practical Classics Restoration Show.. Kev Ward's 1200S Coupe, Phil Hart's 1000 Rallye 2 and, below, Dick Husband's 'barn find' '54 Aronde 9.....



Photos from *the Practical Classics Classic and Restoration Show* 31 March to 2nd April 2017..... Mick Ward



Phil Hart's race prepared Rallye 2, My road R2 below.



MATRAs next door... Rancho disabled conversion



Ade Brannan's low, wide Chrysler Horizon...



Bagheera in bits..!!! & Murena



Daniel Husband's late P60 Aronde



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Some photos in this issue thanks to facebook groups Simca Rallye & Coupe, SIMCA Norge, Simca Club America and SIMCA Club Nederlands magazine *Simcarama*.....

Editorial.. March-April 2017.....

As we look towards Spring and Summer and various outdoor events, we have just attended our first indoor one of the season. The *Practical Classics Classic and Restoration Show* at the NEC Birmingham saw huge interest in our six cars on display ranging from a **1954 Aronde 9** to an early Chrysler badged **Horizon**. A report and photos appear in this issue.

In line with events to give your 'club' car an outing, details of various Forthcoming events can be found in this issue. David Chapman has supplied further information on Wythall Transport Museum, the venue for our 2017 'National Meeting.

David has also sent in a 'period' piece on the **Talbot Tagora** where, despite its eventual dismal sales performance compared well compared with its rivals in the market sector.

Colin Hill and Alexis Zaregradsky have sent photos and write about a **Samba** and an **Horizon** that have met the crusher but their parts live on keeping others on the road.

Alexis also keeps us informed of early season events featuring 'club' cars in France.

The early model **SIMCA 1000** is the subject of a 1965 used car buyer's guide sent in by Guy Maylam.

Solara fans are catered for with an early 80's road test from a *Marshal Cavendish 'on the Road'* partwork.

I have included details on Weekend and longer breaks planned by our friends at

the MATRA Enthusiasts Club which our club members are invited to join them in. the Lake District and the areas they are visiting.

We've appeared in print recently... In the show guide for the NEC restoration Show, the 'Club News' section had half a page with photos entitled 'Sporty SIMCAs' ...from the press release I sent in. I've just got the May 2017 issue of 'Classic Van and Pickup' and it features the restoration job on my **1100 Pickup** with loads of photos, most of which have appeared in L'Aronde' over the years. *Classic Car Weekly* had photos of Kev Ward's **1200S coupe** and Dick Husband's 'barn find' 1954 **Aronde 9** in their report on the NEC Restoration Show.

Mick Ward

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Articles on your cars, restorations, tips and cures for common problems, sources of parts, SIMCA/Talbot stories always welcome for L'Aronde..... Ed.

All this plus news & photos of club cars at events past & present.....

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, parts suppliers and Sales& Wants

Angel Motors..... Dick Husband is now at Unit 5, Spring Gardens Industrial Estate, Whitland, Carmarthen, SA34 0HZ. He will increasingly be able to supply spares without the distraction of running the MoT and garage part of his business which he has discontinued.

Dick.husband@btinternet.com 01994 241722 or 07785 595221

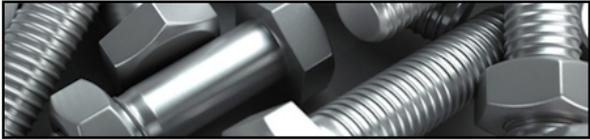
TALBOT..... Exhaust systems / windscreens / gear change rods /driveshafts /water pumps /alternators / starters /service items plus many bits you thought you couldn't get again, and free advice on these models..... Contact COLIN HILL Horizon / Alpine /Solara spares /servicing / recovery 01437 737325 or 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.....

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.. Also some Alpine/Solara brake pads and ball joints.

Andrew Turner is working on getting his 1982 Samba LS he acquired from an elderly relative back on the road. He is based in Plymouth, Devon and asks if there is anyone with Sambas or knowledge of them reasonably local to him he could contact for advice and maybe parts..... Contact Andy on email turner.a@hotmail.com or tel. 07832 302026

WANTED.... SIMCA 1000 parts. Good doors, rear engine lid, RHD Rallye dash..... or contacts re. source of these parts. Wayne Parkinson email wayne.parkinson@btopenworld.com

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

SIMCA Club France 16th National Meeting, Chateau de Castries (34160) France 25th to 28th May. See www.simcaclubfrance.fr for more information. And, unfortunately on the same weekend.....

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. .. hopefully the biggest gathering of this model ever in this country. All SIMCA, MATRA, Chrysler & Talbot cars and enthusiasts welcome. Bring a picnic or there are pubs nearby. Tea & coffee facilities available on site. The date is Sunday 11th June. For those who haven't attended events there before.. contact Stuart Wade or Guy Maylam for directions etc. (contact details on Directory page)

Santa Pod Retro Show, Sunday 18th June, Santa Pod Raceway..... We 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 from David Chapman on next pages** www.wythall.org.uk

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

MATRA Club Scottish Tour 8 to 15th September..... to include Jedburgh castle & jail, Abbey and Mary Queen of Scots museum. Roslyn Chapel & the Falkirk Wheel, Stirling Castle, Falls of Clyde at New Lanark & Gas works/Albion Motors Museum in Biggar. Lead mine museum at Wanlockhead & Drumlanrig castle at Thornhill. Samye Ling Monastery at Eskdalemuir & the Devils Porridge at Eastriggs

Accommodation..... Friday 8th Holiday Inn Darlington A1 Scotch Corner 01748 850900 enquiries@hidarlington.co.uk

Saturday 9 to Wednesday 13th The Moffat House Hotel, Dumfriesshire, 5 nights leaving Thursday 14th Sept. It is a Best Western Hotel with a good car Park at the front... 01683 220039 reception@moffathouse.co.uk (Zoe)

Thursday 14th Ecclefechan Hotel...01576 300213 ecclefechanhotel@hotmail.com

Please confirm your reservations quoting Greig Dalgleish or MATRA Enthusiasts Club and let him know on email greig.dal@btinternet.com and, if anyone wishes to stay at other hotels please make your own arrangements but let us know.....

The MATRA club have a Lake District Meeting planned..... more information to follow..

**Introducing the Transport Museum Wythall, venue for our National Rally
Sunday 9 July 2017.** Chapel Lane, Wythall, Worcestershire B47 6JX

This museum is the home of many classic Midlands preserved buses. You will be able to see some of the vehicles that were around when our Midlands-built cars (Alpine, Solara and Horizon) were new.

There are three halls to visit:

Hall 1 The Power Hall

This is the exhibition hall which shows how public transport enabled people to venture away from their home towns and villages, plus how buses were developed and built. You will be able to see a bus chassis as well as many complete vehicles.

Hall 2 Battery Electric vehicles

Unique to Wythall is the largest collection of electric vehicles, such as milk floats, in the country.

Hall 3 Mr Shire's Garage

This is the home to the operational buses, where volunteers restore and maintain the collection. If you thought restoring a Simca or Talbot was a challenge, look at what is involved in restoring a bus.

Other attractions

There is a picnic area and a café where teas, coffees and snacks can be purchased. At the back of the café is an extensive shop, devoted not just to buses but other forms of transport.

Classic bus ride

It is hoped to provide a traditional double deck bus for a tour of the local area on the day. Please let me know if you would like to take part so we can judge the demand. Either email me on dn_chapman@tiscali.co.uk or call on 07764 191744.

Location

Wythall is on the A435 Alcester to Birmingham road, near to M42 Junction 3. If approaching via the M42, head towards Birmingham as far as the first island (Becketts Restaurant). Turn left and the Museum is signposted from there.

Please see accompanying map.

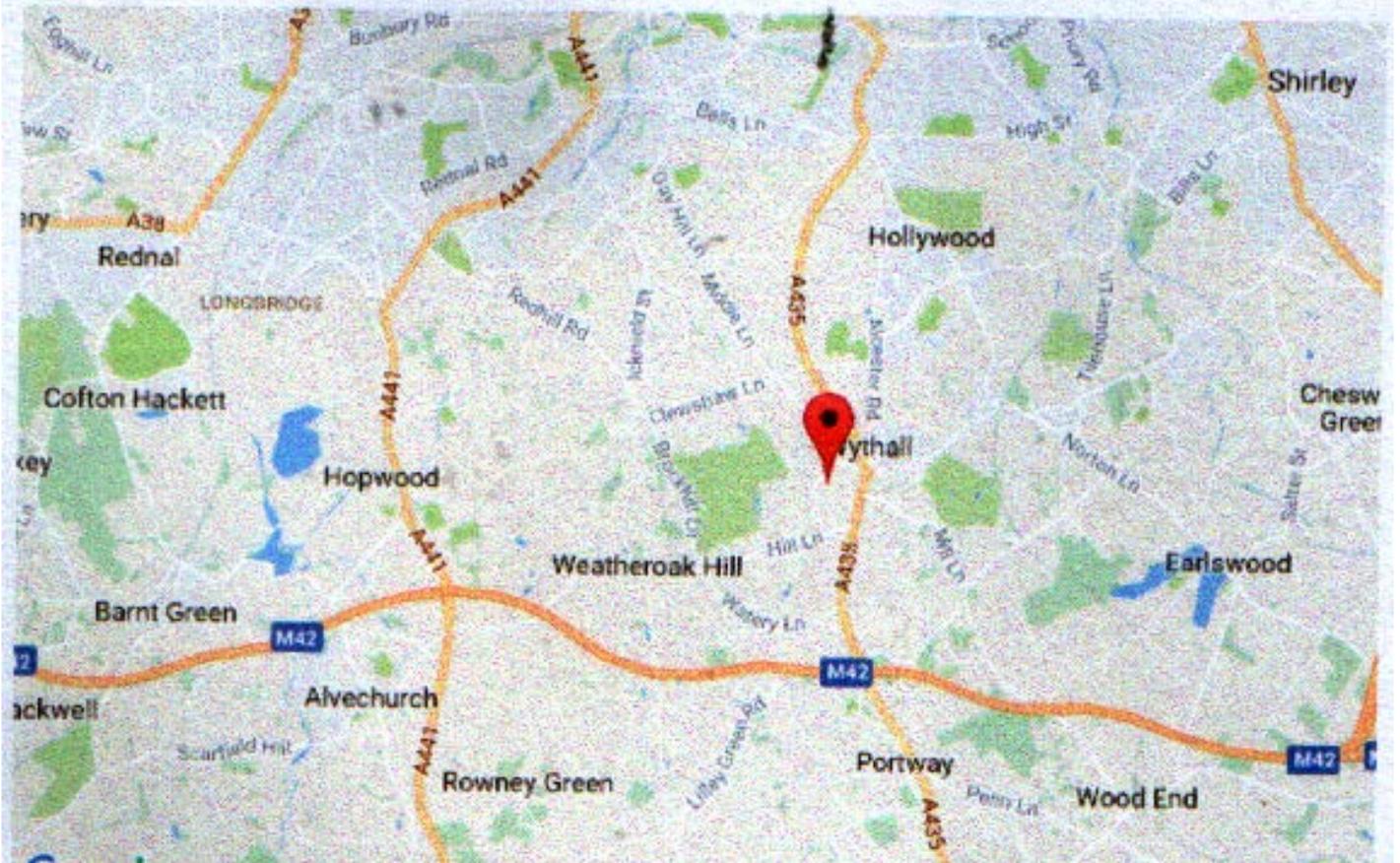
Parking and Admission

Club members will have a dedicated parking area on the day. Please see me or a member of Wythall staff for directions if needed. Admission for Club members will be £3.50 (normally £4.00).

I look forward to seeing you on 9 July.

[Type here]

Map of Transport Museum Wythall



New, better Alpines

TALBOT have topped off their Alpine range with the introduction into the UK of the 1600SX. This has the 1,592 c.c. engine, developing 88 bhp at 5,400 rpm. Automatic transmission and power steering are standard, as are larger-section 165x13in. tyres mounted on Pedrini light alloy wheels. Inside, the SX has electric front window lifts, central locking, radio/cassette player and remote control door mirror. And like the Horizon SX (see *Autotest*, page 26) it has the on-board computer which calcu-

lates distance, average speed, fuel used as well as consumption in either metric or Imperial units.

The whole Alpine range has the new look front, with forward sloping headlamps and grille to improve aerodynamics. Inside the facias have been redesigned, with larger press button switches, four-dial instrument panel, and revised interior trim, with seat belt runs concealed in the door pillars. The cheapest Alpine is the 1300LS, at £4,027, while the 1600SX costs £6,495.



Talbot Tagora – best executive car of its day? by David Chapman

The other week I realised that it is now 25 years since I bought a Talbot Tagora. They were not exactly common then, with around 8 in the Club. A quarter of a century later and I believe there only 3 known to the Club in the UK. Probably because they are so rare, there has long been a tendency, even among our Club members, to view them somewhat critically. But my own car, a GLS automatic, I thought was excellent, in many ways the best Talbot I ever owned. So I thought it would be interesting to remind ourselves what people thought of the Tagora when it first appeared. Both Autocar and Motor tested it and generally rated it highly, apart from the very poor ventilation. I think some time back we reproduced one of those tests in L'Aronde. However, rooting through my old motoring back numbers, I found a more revealing test in the July 1981 issue of What Car? magazine. Not only did the staff of the magazine review the car, they also selected five potential buyers and pitched the Tagora against four established executive cars: the Rover 2300, Ford Granada, Renault 20 and Opel Commodore. These were all competent vehicles, but to my surprise the magazine thought the Tagora was the best saloon, with the Rover the choice if you wanted a hatchback.

Below is the majority of the article including some background on the development of the Tagora which I hope you find of interest.

Talbot Tagora and its rivals

The first wholly new Talbot since the company's takeover by Peugeot may come as something of a surprise since it is a big car, launched when sales of these are declining – and it competes directly with Peugeot's own 604 model.

But it must say something for the design of the Talbot Tagora that the project was not shelved when Peugeot took over the ailing European arm of Chrysler in the autumn of 1978. For Peugeot, with high hopes from their freshly-announced but directly comparable medium/large 505 saloon, were faced with a difficult decision over the future of Chrysler's C9 big car project, already at an advanced state of development at the time of the takeover. The alternative was to cancel the project outright, to allow it to compete more or less directly with the 505, or, as was decided, to alter it subtly so as to move it into a slightly different market sector. Accordingly, the car which was originally intended as a Cortina class replacement for Chryslers ageing 2 Litre saloon was re-engineered, using many Peugeot mechanical components, as a significantly larger vehicle designed to meet the Granada head on in the then expanding executive car sector.

It was widely expected that Peugeot/Renault/Citroen's two litre Douvrin engine would serve as the basic power plant for the Tagora, so it came as a surprise when the car appeared at the Paris Salon in 1980 with a choice of either a 2.2 litre development of Chrysler's old two litre, the 2.6 litre PRV V6 or the 2.3 litre Turbo diesel, also featured in the 604 and a key factor in halting the slide in Peugeot's big car sales.

Here we compare the one up from basic Tagora, the 2.2 Litre GLS five speed, with its avowed Granada opponent, and add executive class competition from the 6 cylinder Opel Commodore. No comparison of directors' cars would be complete without the Rover which in the UK market actually heads the Granada on sales, and as this is an area of the market where top range versions of cheaper models compete with more basic variants of larger cars, we are including the latest in the Renault 20 range – the 20TX, now up to 2.2 litres and well qualified for success in the executive sphere.

To add further authenticity to our five car match we invited a group of five business executives – all in the market for cars of this calibre – to examine the rival models and to record their comments after a varied and demanding drive.

The cars

The most important of the changes made to the Tagora range following Peugeot's acquisition was a stretch in the wheelbase, bringing the car into line with the big executive norm of around 110 inches – fractionally greater than the Granada and comfortably longer than the Renault and Opel. The Renault is the shortest overall, too, the other cars ranging between 15ft and 15ft 5in.

Apart from its rather surprising choice of the oldish two litre engine as its staple powerplant, the Tagora follows conventional big car engineering practice. The 2155cc Chrysler engine's 113 bhp are fed via a Peugeot five speed gearbox to the semi-trailing arm independent rear axle, also of Peugeot origin. The MacPherson strut front suspension and power assisted rack and pinion steering are likewise taken from Peugeot parts bins, as are elements of the disc-drum braking system.

The Tagora GLS on test is expected to be the principal seller and priced at £8599 it comes with power steering, five speed transmission, electric front windows and central door locking. Automatic transmission will be available, as will be the more expensive V6 SX and the DT Turbo diesel model (sadly the diesel was never available in the UK). The GL, lacking many of the up-market features of the GLS, is the cheapest of the Tagoras, priced at £6916.

The Tagora's most direct marketplace rival is, of course, the Ford Granada. Closest to the Tagora's £8599 price tag is the 2.3 litre V6 engined Granada GL costing £8721 and equipped with power steering, sunroof and central door locking. The pushrod V6 gives 114 bhp and transmission is via a four speed gearbox to the independently-sprung rear axle, broadly similar to the Talbot's in design. Front suspension is by wishbones and coil springs and steering is by powered rack and pinion. The 2.3 GL is just one of a very broad range of Granadas stretching from £6522 to £11,539.

Available in only two different versions is the Opel Commodore saloon. It too, has a front engine driving the rear wheels, the 2.5 litre 115 bhp straight six being the biggest, if not the most powerful of the group. Gearbox is four speed, with the option of overdrive or automatic, and the live rear axle is located by a coil-sprung five-link arrangement. The £8120 price tag includes power assistance for the recirculating ball steering but little else in the way of luxury equipment. The Commodore is mechanically identical to the Vauxhall Viceroy, both models being based on the four cylinder Rekord/Carlton model.

The hatchback configuration of the Rover and Renault give them a very different profile: the Rover is mechanically conventional, with a front mounted engine driving the rear wheels. Suspension is independent at the front by MacPherson struts, with a coil-sprung live axle at the rear. The 123bhp 2300 S on test is the better equipped of the two smallest-engined Rover variants, and at £8199 has power steering as standard, though our car's five speed transmission adds a further £234 to the bill. Like the Opel, the Rover 2300 is a straight six, though the car is a stronger seller in its more powerful 2600 six and 3500 V8 forms.

Renault's large hatchback has always been available in two-litre 20TS and 2.6 litre V6 30TS/TX forms; the new 2.2 litre, four cylinder 20TX tested goes some way towards bridging the gap between the two model lines. The TX's enlarged overhead camshaft engine gives – like most of the others in this test – 115 bhp, but is unusual in that it drives the front wheels. Transmission is five speed, suspension is all-independent, and power steering, electric windows and central locking are included in the £7677 price.

Performance

A relatively small and humbly derived four cylinder engine in a distinctly large and luxurious body would lead one to expect the Tagora to be somewhat underpowered, but just the opposite proves to be the case. The long-standing overhead cam Chrysler unit has a sweetness and liveliness out of all proportion to its age and technical specification.

It has a very good spread of power, and at low speeds it is pleasantly tractable and surprisingly quiet and refined. A light, quick and precise five speed gearbox further adds to the feeling of smoothness and sophistication under everyday driving conditions. However, it is at higher rpm that the Tagora engine loses some of its gloss. Though the Tagora's overall gearing is quite high, the engine's spread of power is such that little gearchanging is necessary.

Fifth can happily be used in crowded traffic conditions, but to maintain high motorway speeds in the face of headwinds or upgrades a drop into fourth is necessary. This gear also provides the Tagora with its top speed of 104 mph. 100 being the practical maximum in the heavily overdriven fifth.

With its two litre engine now given a useful 200cc capacity boost, Renault's 20 now becomes one of the best performers in this class. In typical Renault fashion, gearing is on the low side, but despite the two shifts necessary before 60 mph, this mark is reached in just 10.8 sec – substantially better than any of the six cylinder cars. Though the five speed gearbox compares unfavourably with the Talbot's for speed and precision of operation, the ratios are close set and make for enjoyable fast driving.

The performance of the six cylinder cars is, by comparison, something of a disappointment. The Opel is lighter than the Talbot, but despite the handsome capacity advantage of its big straight six it feels old fashioned and sluggish unless wound up hard. It is smooth, quiet and flexible however, though the heavy four speed transmission is ponderous in use. The Commodore's merely average 0-60 mph time of 11.3 sec is exactly matched by the Granada, benefiting from a better gearchange and an engine recently boosted in power from 108 to 114bhp. However, with the increase in power has come a reduction in refinement and smoothness – previously outstanding on the small V6 – and the Granada is now quite noisy at speed.

Few would expect an engine of a mere 2350cc to provide the big Rover saloon with breathtaking performance. The ohc straight six is powerful for its capacity and has good, clean mid-range power, providing the 2300S with respectable acceleration once on the move. But excessively high gearing tends to mask the basically good work done by the engine, making the big car feel sluggish from a standing start and unresponsive unless driven hard.

Although there is no getting away from the fact that the Rover loses out on acceleration and general liveliness, its good aerodynamic shape gives it the best top speed (110 mph, given a long enough straight) and it becomes more enjoyable the more one drives it.

Handling and ride

The Tagora's adoption of Peugeot – derived suspension and steering is a sure guarantee of a high level of ride comfort and a promise of excellent handling. Talbot have tuned the suspension towards a slightly tauter set up than Peugeot: the ride is fractionally firmer, but remains outstandingly comfortable at all times. It is smooth and well damped, remaining stable and absorbing all but the severest bumps, yet retains enough feel of the road surface to pacify potentially queasy passengers. Road noise on our Goodyear-equipped car was almost non-existent, and little noise was transmitted through the suspension.

The Tagora's precise, enjoyable handling is as much a tribute to its power steering as to its suspension; the steering is positive and ideally weighted; cornering is quick, precise and roll-free, making the big saloon feel more like an agile and sporting small car to drive.

The Granada has much the same mechanical configuration and achieves almost as good a handling/ride compromise. Its power steering is higher geared but is too light for some tastes. Levels of roadholding are more modest, especially in the wet when the rear end can step out of line quite easily, and the ride is not quite up to Talbot standards.

On past Renault 20's understeer was the rule of the day, but the TX's superior grip on wide low profile Michelin TRX tyres allows it to turn very positively into tight bends, and despite the substantial body roll it will corner tighter and tighter, even under power, without the front wheels trying to run wide. One consequence of the wider tyres is an increase in road and suspension noise, though the slightly firmer ride remains very comfortable.

The Rover has the firmest suspension and a live rear axle limits its ultimate ride comfort. Bumps and irregularities are felt more than in any except the Commodore, but it's far from being a harsh car to ride in.

The Opel's ride feels initially smooth and luxurious, but soon betrays a marked susceptibility to smaller bumps such as white lines and manhole covers, which transmit an unwelcome amount of shock through the car. The suspension is basically quite soft, but inadequate damping allows uncomfortable wallowing when the Commodore is driven hard, and erratic rear-end behaviour on bumpy corners is a sure giveaway of the rigid rear axle. The powered recirculating ball steering is heavier than the others' and lacks their precision.

Verdict

In an ideal world we would choose a car which combined the stylish looks and practicality of the Rover with the Tagora's accommodation, suspension, steering and gearchange. The Renault's engine and the Opel's quality of construction would further enhance that hypothetical car.

The verdict of our guest drivers is perhaps instructive here: those that favoured the Tagora disliked the Commodore, and the two who plumped for the Commodore were lukewarm about the Talbot.

Our views closely echo those of the five guest drivers. The Tagora is in nearly all respects a better car than the Ford Granada – its principal rival. It is spacious, pleasant to drive and enjoyable to handle, and is remarkably refined for something of such humble origins. The poor ventilation is a drawback, but we would mainly take issue on a more subjective point – the styling.

Nevertheless, the Tagora must be our choice if the buyer prefers the conventional three-box saloon car format; if the added versatility of the hatchback is desired, we would place the Rover slightly ahead in our order of preference.

The 2300S is not as underpowered as might be expected, and providing one is not too tall, accommodation for four will be acceptable. It is enjoyable to drive and one soon begins to overlook the minor defects in its design and execution.

The Renault 20TX is without doubt an improvement over the 20TS but it does not represent as much an improvement as the TS did over the original 20TL. It is good value for money and performs very well; the new dashboard is much better, and the TX is more comfortable than the Rover – its most direct rival here. But it is surprisingly unrefined in some respects, and the absurd folding rear seat arrangement is long overdue for replacement. We would expect the TX to appeal predominantly to the private motorist.

Buyers will continue to buy the Ford Granada and the Opel Commodore for the same reasons they have always bought them: they are simple, well thought out cars which do their job efficiently and competently, but without any particular flair or interest.

That added element of originality might just be the key factor which could swing a company's entire car-buying policy in favour of Talbot; at last the Anglo-French firm have a more than competitive top model – attractive enough for directors to decide on an all-Talbot buying policy without themselves having to go to rival makes for a suitable executive car.

You Can't Save Them All.....

Colin Hill

Recently I rescued a scrap Samba.... It was too far gone but there were still some salvageable parts on it to pass on to other Samba owners.

David Chapman received a call from the owner of a Samba local to me in Suffolk. The owner used to rally it, but then hung up his keys and laid the car up in his garden for the last 10 years. I arranged with the scrap yard I used to work for to go and collect the car with a driver. The owner had moved it ready for pick up.

Back at the yard I contacted a few Samba owners asking if they wanted any parts. Oh yes...lots of bits... front and rear bumpers, windscreen, rear lights, steering wheel (wanted to fit to a Solara), rear fitting for tailgate strut, wheel brace and jack. Also wanted



were...plug spanner and fittings, headlights, bonnet, gear knob and seat head restraints but these were all past saving. After a good few hours work, the car was now crushed and ready to be recycled.

I had a lucky escape when I finally managed to get the doors open. The passenger door fell off its hinges and mounting points but luckily my feet were out of the way. As in the title.... You Can't save Them All – but useful parts can be re-used.



A Suffolk Sunday.....

Colin Hill

These photos are from an event that Robert Chinnery and I attended on 02/04/17. My Solara Minx is next to an immaculate genuine original Morris Ital Post Office delivery van. Robert was there with his Samba Style, daughter Emma and the other love of his life, a Citroen GSA C-Matic. It was a great day by the sea shore at Aldburgh. There was lots of interest in our cars. We were amazed how many people had had our Talbots in the past. Two had even had Tagoras.



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Practical Classics Restoration NEC 31 March-2nd April.....

The success of this show in previous years led to it being upgraded to a 3 day event this time.

We were allocated a 10x10 metre stand and managed to get 6 cars from the range there. They asked for 'barn finds' and Dick Husband came up with the goods in the shape of a 1954 Aronde 9 brought directly to the show from its resting place since 1962. This early Aronde was accompanied by Daniel Husband's late model P60 Aronde. Kev Ward brought a real SIMCA rarity in the UK... one of just six RHD converted 1200S Bertone Coupes (a model that celebrates its 50th birthday this year). SIMCA 1000 saloons were represented by two examples of the Rallye 2.... Phil Hart's race prepared example and my 1975 roadgoing one. The later cars were represented by Adrian Brannan's orange Chrysler Horizon which he brought down from Scotland.

Over the three days our cars caused massive interest. The rusty black Aronde 9 for its rarity and contrast with Daniel's late, tidy, roadworthy model. The two Rallye 2s in the same colour... Many said 'it's rare enough to see just one!'. Ade's Horizon drew the crowds with its low wide stance on banded FIAT Mirafiori wheels.... A real hit with younger enthusiasts...!! Kev's 1200S coupe, the only one currently on UK roads, was admired by many as one of Bertone's masterpieces. A photographer from Classic Car Weekly described it as his 'Car of the Show'.

I had planned to take my ex 'youngtimer' racing Rallye 2 but, in the event we hadn't enough transport on hand.

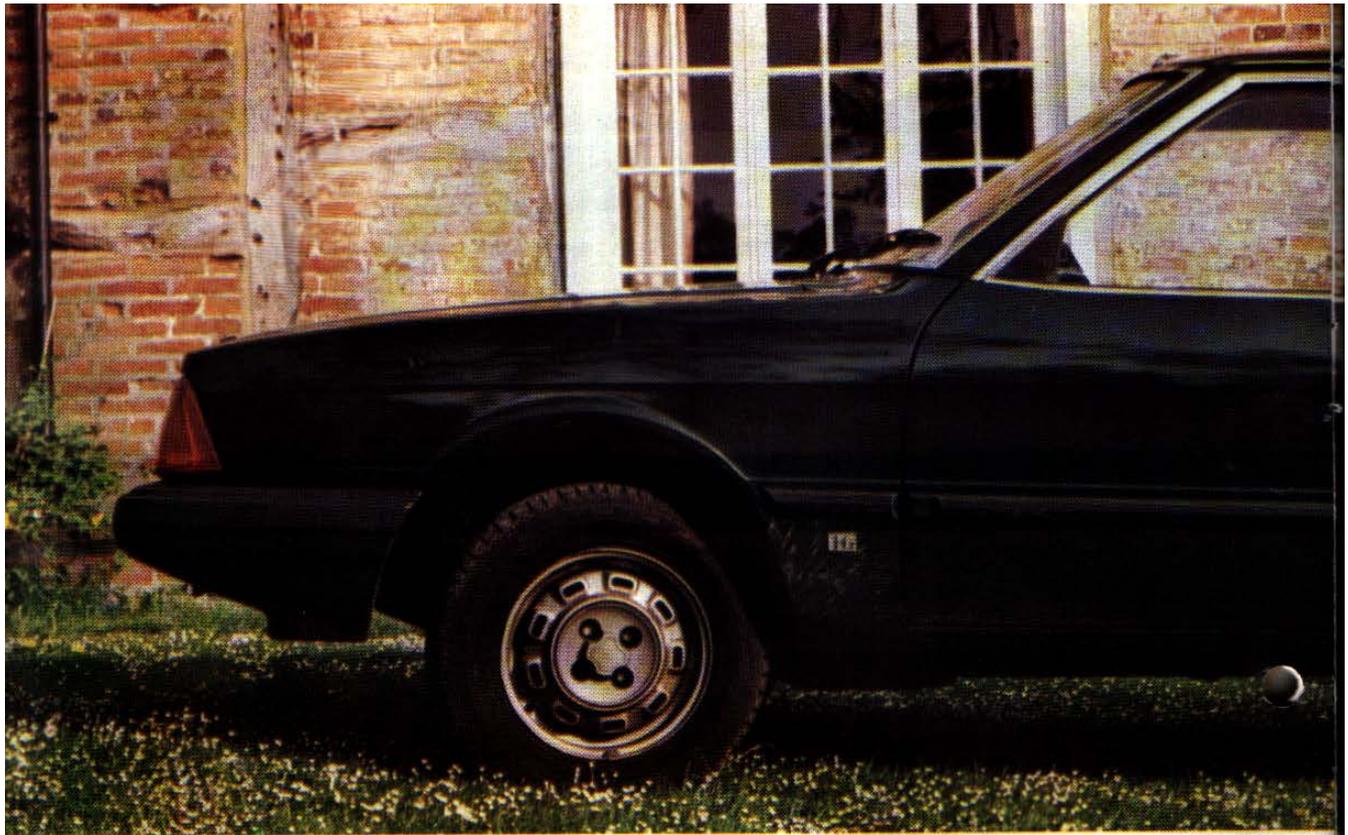
The MATRA Club were on the adjoining stand and displayed a Bagheera, Murena and a mint condition white Rancho with the 'Smulders' wheelchair carrying conversion to the rear end.

A very successful show with lots to see. We spent most of the time talking SIMCAs, MATRAs and Talbots. Visitors included a Welshman who had bought a Rallye 1 new from Angel Motors and spent a long time reminiscing with Dick Husband. Others remembered running the early Arondes. It's fashionable among fans of the 'blue oval' to ridicule 'our cars' as 'rust buckets'. A quick look round the 'barn finds' on some of the Ford stands verified what I already knew from past experience... their problem is as big if not worse than ours...!! Thanks to all the members who supported us there. *Photos show our cars and those around the show.....*



Sunbeam Lotus 'barn find'.... Well rusted and a more complete example...!!





While the Alpine is powered by either a 1.3-litre or 1.4-litre engine in most of its versions, with the 1.6-litre unit reserved for the automatic-only Alpine SX, the Solara does not exist in 1.4-litre form at all. The basic LS model is equipped with the 1.3-litre unit, though it may also be ordered with the 1.6-litre engine as an option. The remaining Solara models all have 1.6-litre engines as standard. There are in fact two different 1.6-litre units, one with a single-choke carburettor, delivering 53.7 kW (72bhp), and the other with a twin-choke carburettor, delivering 64.9 kW (87bhp) and reserved for the more expensive GLS and SX versions.

Our test car was the Solara GL with the 53.7 kW (72bhp) 1.6-litre engine. The main interest of the test, clearly, was to see how well it challenged the existing cars in its field, whether conventionally driven like the Ford Cortina and GM Vauxhall Cavalier, or FWD like the Renault 18 and Volkswagen Jetta.

Performance and economy

The Solara's engine, aided when cold by its manual choke, starts well at all times but does not pull willingly for half a minute or so after a cold start. It is a very smooth engine, and runs easily beyond 6,000rpm, so that its lower gears just allow it to achieve 50 km/h (30mph) in first, 80 km/h (50mph) in second and 120 km/h (75mph) in third. Top gear brings the car to 146 km/h (91mph) at the engine's 5,200rpm power peak; maximum speed is rather more than this. The engine is not especially flexible, and the transmission judders if asked to pull in top gear under 25 km/h.

In terms of acceleration, the Solara is quick but not remarkably so. From 35 to 100 km/h (20 to 60mph), using second and third gears, it comfortably outruns the Cortina and Cavalier 1600s (see pages 2981 to 2985 and 3071 to 3075), and the BL Princess 1700 (see pages 2690 to 2693), but it is not as fast as the Renault 18TS (see pages 2796 to 2800) or the smaller-engined Opel Kadett (see pages 3156

ROAD TEST EXTRAS		
Automatic transmission ¹	●	
Overdrive	●	
Five-speed gearbox ¹	●	
Power-steering	●	
Four-wheel disc brakes	●	
Self-levelling suspension	●	
Air-conditioning	●	
Radio/cassette ²	▲	
Radio	■	
Electric windows front ²	●	
Electric windows rear	●	
Heated rear window	■	
Rear wipe/wash	●	
Sunroof (manual)	▲	
Sunroof (electric)	●	
Centralized door locking ³	●	
Cloth trim	■	
Multi-speed wipers	■	
Rev counter ²	●	
Trip recorder	■	
Clock	■	
Oil pressure gauge	●	
Water temperature gauge	■	
Voltmeter ²	●	
Ammeter	●	
Cruise control ³	●	
MPG meter ³	●	
Vacuum gauge	●	
Warning lights:		
Oil pressure	■	
Water temperature	●	
Fuel low	■	
Brake fluid	■	
Door open	●	
Handbrake on	■	
Grab handle front	■	
Grab handles rear	■	
Back seat centre armrest	■	
Halogen headlamps	■	
Foglights	●	
Headlamp wipe/wash ³	●	
Reversing lights	■	

▲ Optional ■ Standard ● Not available

1 Opt. on GLS
2 Std. on GLS
3 Std. on SX



to 3163). To obtain the Solara's best performance during our acceleration runs, we changed gear at 73 km/h (45mph) and 117 km/h (73mph). When overtaking, the car is again a brisk but not outstanding performer, needing 9.3 seconds and 225 m (246yds) of road space to overtake our standard 12 m, 65 km/h (40ft, 40mph) lorry; certainly no cause for complaint in a relatively big and heavy 1.6-litre car. Staying in top gear to overtake increases the overtaking time and distance needed to 10.9 seconds and 252 m (275yds), so the difference between "best" and top-gear performance is not as great in the Solara as it is in many cars.

In all its forms, the transversely mounted Talbot engine (which started life in 1967 as a 1.1-litre unit in the Simca 1100) has been notable for its efficiency. It seems to have retained it in 1.6-litre form, for the fuel consumption figures we obtained, both round our test circuit and overall for the test, were extremely good considering the size of the car. Driving in a gentle touring manner round our circuit to average 50 km/h (30mph), the Solara returned an excellent 5.9 litres/100 km (47.6mpg), better than achieved by some much smaller cars and improving even on the result achieved by the Renault 18TS which for so long was our standard measure of medium-sized car efficiency. Averaging 65 km/h (40mph), which involves what most people would refer to as normal driving, the consumption fell to 6.9 litres/100 km (40.6mpg), while increasing the average speed to 80 km/h (50mph), with the aid of more use of third gear and full throttle, resulted in a steeper fall to 9.1 litres/100 km (30.9mpg)—still a very good result. Throughout the whole test period, which involved a greater mileage than usual, the Solara achieved 9.0 litres/100 km (31.1mpg): a good but not unexpected result in view of the circuit figures.

With its fuel tank capacity of 58 litres (12.75 gallons) to back up its economy, the Solara emerges as a very long-ranged car, able to travel 565 km (350 miles) quite safely between fillings, and with well over 645 km (400 miles) available to drivers prepared to exercise even a little restraint in their use of the throttle pedal.

Handling and brakes

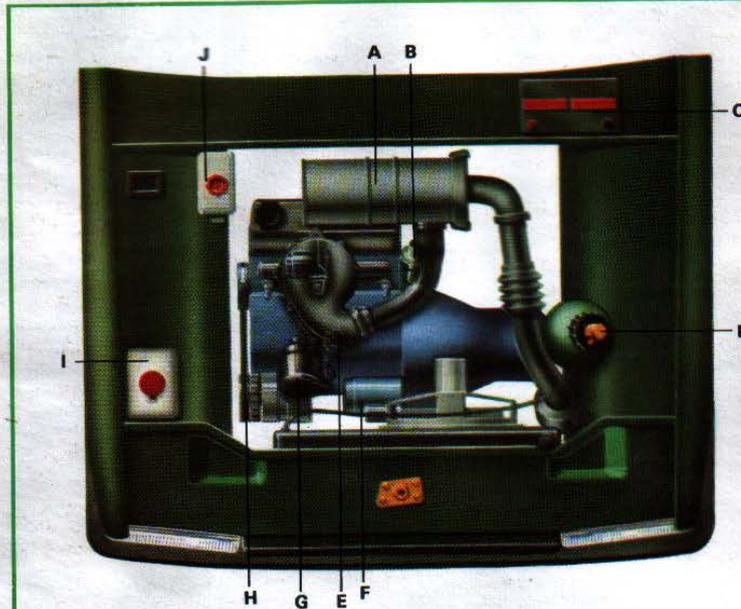
The Solara is equipped with rack-and-pinion steering, much lower geared than usual with well over 4 turns of the wheel between the extremes of a rather poor 10.6 m (35ft) lock between kerbs. As might be expected, a good deal of wheel-winding is needed when turning tight low-speed corners, or when manoeuvring in tight spaces. Such low gearing might normally be expected at least to make the steering agreeably light, yet in the Solara the efforts involved are still sufficient to call for a lot of work from a small or elderly driver who may not have the strength of many younger or larger drivers.

In common with most front-wheel drive cars, the Solara feels extremely stable in a straight line, and allows the driver to relax when cruising on a motorway. The stability remains extremely good even on secondary roads where the surface is poor. In cornering, there is noticeable understeer, but it is always consistent and the driver soon learns to allow for it. The Solara has no nasty tricks up its sleeve when cornering very hard; the understeer simply increases to the point where the front tyres are scrubbing badly (and noisily) and the steering load is considerable. On a dry road there is little that can be done to overcome the understeer, but when the surface is wet it is possible to make the tail ease itself wider by lifting off the accelerator in mid-corner. This basically very safe behaviour is spoiled a little when making an emergency avoiding swerve, because the low gearing of the steering system means the car does not change course at all abruptly for one big "handful" of wheel—so some very quick wheel-shuffling may be called for to maintain control.

The Solara's brakes, like those of its parent Alpine, are reasonably big discs at the front, with drums at the rear, and servo assistance. In normal use the brakes are agreeably light without any tendency to low-speed snatch, and they show no sign of fade in high-speed driving in hilly country. When used in an emergency they cause the Solara to dip its nose abruptly, giving the reassuring feeling that the

ROAD TEST

DATA



ENGINE

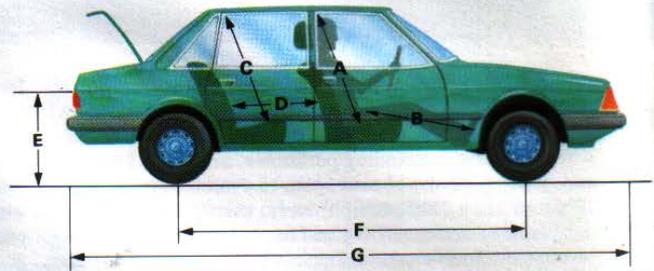
Cylinders	4, in line, transverse
Capacity	1,592 cc (97.1 cu.ins)
Bore	80.6 mm (3.17ins)
Stroke	78.0 mm (3.07ins)
Cooling	Water
Block	Cast-iron
Head	Alloy
Valves	OHV
Cam drive	Chain
Compression	9.35-to-1
Max power	53.7 kW (72bhp) at 5,200rpm
Max torque	13.3 kg.m (96lb.ft/130Nm) at 3,000rpm

- A Air cleaner
- B Coil
- C Battery
- D Expansion bottle
- E Fuel pump
- F Starter motor
- G Distributor
- H Alternator
- I Windscreen washer bottle
- J Brake master cylinder reservoir

DIMENSIONS

- A 900 mm (35.5ins)
- B 1015 to 1155 mm (40 to 47ins)
- C 875 mm (34.4ins)
- D 1370 to 1145 mm (54 to 45ins)
- E 825 mm (32.5ins)
- F 2603 mm (102.5ins)
- G 4368 mm (172ins)

Turning circle (mean of both directions, to nearest unit)
 Kerbs: 10.6 m (35ft) Walls 11.4 m (37ft)
 Parking (to clear 1.8 m (6ft) wide car, backing in, 150 mm (6ins) clearance) 6.15 m (20.2ft)



Ted Williams

front tyres are "digging in" to the road surface. It is easier than usual to hold the brakes just short of the point at which they lock, and in this way very good stopping distances can be achieved. In a "panic" stop, all four wheels lock together and the car remains nicely stable. The handbrake is light and powerful, spoiled only by its short handle between the seats, which has to be operated through an uncomfortably large angle.

Comfort

Talbot claim the Solara offers marginally more space than the Alpine, and our measurements certainly make it look a very roomy car. Our minimum total measurement of front and rear legroom to allow a tall passenger to sit comfortably behind a tall driver is 223 cm (88ins); the Solara offers 223 cm (92ins) with the driver's seat all the way back, and 238 cm (94ins) when it is as far forward as it will go.

The driver's seat slides far enough aft to suit drivers up to about 1.85 m (6ft 2ins), but there are some potential problems for smaller drivers. For them, there are likely to be some visibility problems: they will not be able to see the tail, and in extreme cases may not even have a view of the bonnet corners of the car. That apart, they may well find that when they are close enough to the pedals, they are too close to the steering wheel for comfort. That said, the front seats themselves are very comfortable with good upholstery and good wrap-round in the backrests to support occupants against cornering forces.

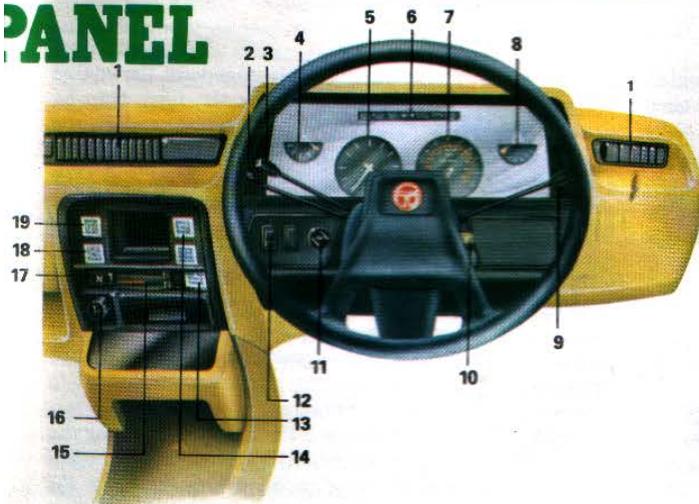
The back seat is also comfortable, with its good cushion height, centre armrest and roof-mounted grab handles. Its drawbacks are a slightly upright backrest angle, and a lack of headroom for tall passengers.

The ride, as might be expected of a car whose suspension design came from France, is good at all times. Even at low speeds it absorbs the shocks of rough roads well, and in line with the current trend, the ride gets still better as speed is increased. Roll angles in hard cornering are certainly noticeable, but not upsetting.

The heater works well, with a good output and simple, easily handled controls, but the ventilation is below standard. Even though the face-level inlets are generous in area, the through-flow is poor unless a back window is opened to encourage it—and that spoils the Solara's otherwise good interior noise level.

For the driver, the Solara is a simple and straightforward car. The gearchange in the test car was noisy and not as good as it should have been, with obstructive synchromesh on third gear, but this is unlikely to be typical. There are three column-mounted stalks for the most important minor controls, with two on the left (indicators and lights/horn) and one on the right (wipe/wash). Other switches, of the push-push type with big, clearly identified buttons, are grouped above the centre console. The instruments consist of a big speedometer (with trip recorder) and clock side by side, flanked by the much smaller fuel and water temperature gauges, with a small array of warning lights.

PANEL



FASCIA

- 1 Air vent
- 2 Light switch
- 3 Indicators
- 4 Temperature gauge
- 5 Clock
- 6 Warning lights
- 7 Speedometer
- 8 Fuel gauge
- 9 Wipe/wash control
- 10 Ignition switch
- 11 Choke
- 12 Fascia light control
- 13 Hazard lights
- 14 Heated rear window
- 15 Heater controls
- 16 Lighter
- 17 Fan switch
- 18 Brake test switch
- 19 Fog lights

TRANSMISSION

Type 4-speed manual
Clutch dia. 178 mm (7.5ins)
km/h/1000rpm, top 28.2 (17.5mph)

SUSPENSION

Front Double wishbones, longitudinal torsion bars, telescopic dampers, anti-roll bar
Rear Trailing arms, coil springs, telescopic dampers, anti-roll bar

STEERING

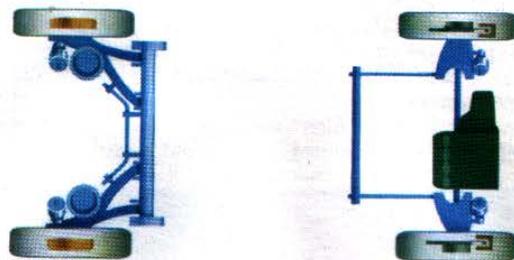
Type Rack-and-pinion
Power-assistance No
Turns lock to lock 4.2

BRAKES

Front 240 mm (9.4ins) discs
Rear 229 mm (9.0ins) drums
Parking brake Rear wheels

WHEELS/TYRES

Type Pressed-steel disc, 4-stud fixing, 5J-13 rims
Tyres Steel-braced radial-ply, 155SR13



Service points

The interior release for the Solara bonnet is on the passenger side (as far as UK drivers are concerned). The rear-hinged bonnet is heavy to lift and needs to be propped manually—not a very good start. Within the engine compartment however, things are better, with good access to most regular-check items. Exceptions, to a limited extent, are the oil filler cap, set low and to the rear, and the battery, tucked behind the sub-bulkhead. For the service mechanic, many items are carried on the upper face of the slanting, transverse engine—the spark plugs, the distributor, the fuel pump and of course the carburettor and induction system—but there are two awkward points. These are the oil filter, “under” the slanted engine and obscured by other items, and the alternator drive-belt tensioning bolt, which is sited low down and is surprisingly difficult to reach.

Luggage

The Solara's boot is apparently generous, though when measured it turns out to be much shallower than average, which must limit its usefulness for some carriers of bulky items. It is, however, over 0.9 m (3ft) long, and over 1.2 m (4ft) wide on average, so there is no lack of space for smaller items. The boot can only be opened with the key, and there is a rear sill over which luggage must be lifted. The spare wheel is carried in a tray underneath the boot floor, which may be wound down to reach the spare itself without removing any luggage. This is a boon to any motorist un-

fortunate enough to encounter tyre problems, particularly during inclement weather conditions.

Value for money?

If you felt cynical, you might say that Talbot's wide range of Solara models was designed to stop you drawing too direct a parallel with (say) the Cortina or the Cavalier. In this GL form the Solara is reasonably well equipped, but hardly beyond the standard buyers have come to expect one step up from the “base” models (except, perhaps, for its standard push-button AM radio). It is comfortable, its performance is brisk, and it is certainly more economical than its class average. As much as anything, it is let down by its low-geared yet still quite heavy steering. It is roomy and comfortable.

For the most part, its conventional rear-driven rivals—Cortina, Fiat Mirafiori and the BL Morris Ital—are cheaper. On the other hand, they tend also to be more cramped, less comfortable, and lacking in the FWD stability and handling that some people find reassuring. The FWD rivals—BL Ambassador 1700, Vauxhall Cavalier, Peugeot 305, Renault 18 and Volkswagen Jetta—are much more in the Solara's price category. Within this bunch the Renault still looks formidable value: the car the Solara must beat in the long term. The roomy Ambassador equally deserves consideration, although the very existence of the conservatively styled, three-box Solara suggests it is not seeking the same market as the wedge-styled, two-box Ambassador.

[Type here]

Practical Classics Restoration NEC 31 March-2nd April.....



The car on high was apparently a lightweight replica, much to the relief of NEC H&S staff..!!



Kev's first car was a Heinkel/Trojan bubble



Other rear engine cars are available...!!!



Commercials too..



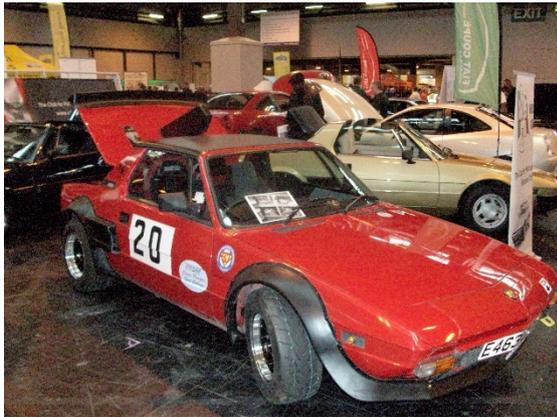
Impressive line up of Sunbeam Alpines and Tigers.



Our stand in Hall 7 was in a block along with the Matra Club and The 2CV GB club. Nearby were a few other French and Italian car clubs. Much of the Hall was occupied by the numerous FORD clubs. Kev and I used to run and race nothing else.. Anglias, Capris, Corsairs and even a Classic. We never really got into Escorts though... By then we'd 'seen the light' and have been into poissy's offerings ever since. Wish I'd still got some of the 'old school' Ford parts though, seeing the inflated prices they are fetching now.

[Type here]

Practical Classics Restoration NEC 31 March-2nd April.....



Race FIAT X19..... R2 and Chrysler Horizon



Aronde early and late.....



Ford Classics and Capris.....



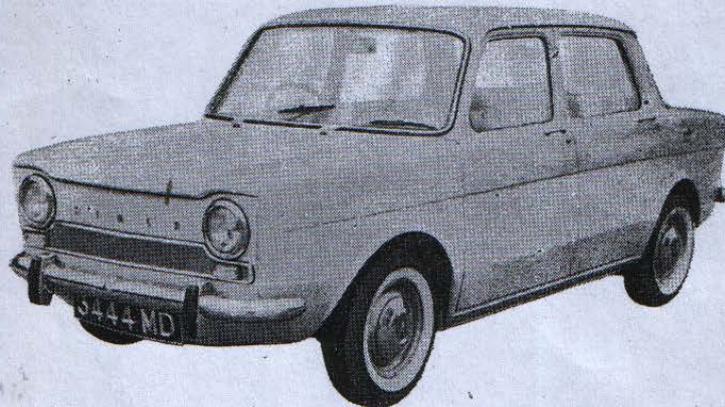
Rover gas turbine.....



Mint Mk3 Cortina estate.....

From a 1965 *Motor* magazine, sent in by Guy Maylam. Those of us who have worked on SIMCA 1000s will realise that some of the well known problems had probably not yet surfaced back then, only a few years after launch. £65 for a replacement engine then.....!!!!

'Motor' tells you what to look for under the skin of that second-hand car



Simca 1000

THE Simca 1000 first came to Britain in May, 1962, and quickly fitted into the general motoring scene with its modern lines and lively performance. The original ones—the basic model—had engines which produced 45 b.h.p. but this was updated to 50 at the end of 1963. The four-cylinder, 944 c.c. engine is rear mounted, has a five-bearing crankshaft, in line with modern practice, and is set lengthwise in the chassis.

While it would be easy for a vendor to fix different name badges to a car, altering the seats is a different matter and it is here that the Simca purchaser can find a quick guide to the various versions of the 1000.

The basic car had unpleated seats until October, 1964. The 50 b.h.p. Special had pleated seats but with a band of plain material along the top. The 52.5 b.h.p. GL has pleats which run all the way to the top, the GLS has reclining front seats with Aeral upholstery and the 1000 Luxe seats are pleated to the top and covered in Vynide.

● Outward inspection

Rain leaks have never been a problem with this car and even if the rubber seals round the front compartment lid are not in 100 per cent condition, the rain-proofing arrangement is adequate, with a large lip round the guttering.

Early 1962 cars should be examined thoroughly at places such as door sills, welded seams, edges of the engine compartment and so on. After this date the rust-proofing was improved and from late 1964 it was carried right up to roof level so, if normal inspection reveals more rust than one might expect, this is a reflection on the previous owner rather than on the basic car as such. In other words, it has been rather neglected and due heed

should be taken of this. The bodies are factory treated with undersealant.

The sealing rubbers on the opening windows take a tight grip so that water inside the doors is fairly unusual: in any case, there are the normal drainage holes.

There are no welds, hinges or panels which are prone to cracking—any such damage can be taken as evidence of a bodged-up accident job.

The tyre wear should be even: if the treads show extra wear on the outside edges this will indicate hard driving using standard pressures.

● The engine

An incidental point, but one worth a mental note, is that the engine revolves the "wrong" way—that is, when viewed from the rear of the car, the crankshaft rotates anti-clockwise, as in a front-engined vehicle.

The cylinders are honed at the factory which means long life and also that the engine has to cover more than the normal mileage before it is giving peak power. With these close tolerances and a five-bearing crankshaft, it is a smooth unit and can be expected to last anything up to 100,000 miles without requiring major attention. Replacement engines, less accessories, cost £65. The oil consumption is normally negligible even after a considerable mileage.

The outside of the unit should be fairly oil free (there is no side-plate to leak) and if there are signs of liquid oil, the cause should be sought at-once. One possible reason could be a loose oil filter—it is of the centrifugal type, mounted on the rear end of the crankshaft—and any trouble here could mean a wrecked engine. This comes more into the category of "possibility" than "probability". In other words, it can happen but it is unlikely.



● Performance

MAXIMUM SPEED: 45 b.h.p. version, 74 m.p.h.; others 83 m.p.h.
ACCELERATION: 0 to 50 through gears 45 b.h.p., 17 sec.; others, 14 sec.; 20 to 40 in top, 45 b.h.p., 15 sec.; others 12 to 14 sec.
TOURING FUEL CONSUMPTION: 40 m.p.g.
BRAKING from 30 m.p.h.: 31.5 ft.

● Specification

ENGINE: Four cylinder o.h.v., 944 c.c.
GEARBOX: Four speed, all synchromesh.
LENGTH: 12 ft. 5 in.
WIDTH: 4 ft. 10 in.
WEIGHT: 14½ cwt.

● Identity parade

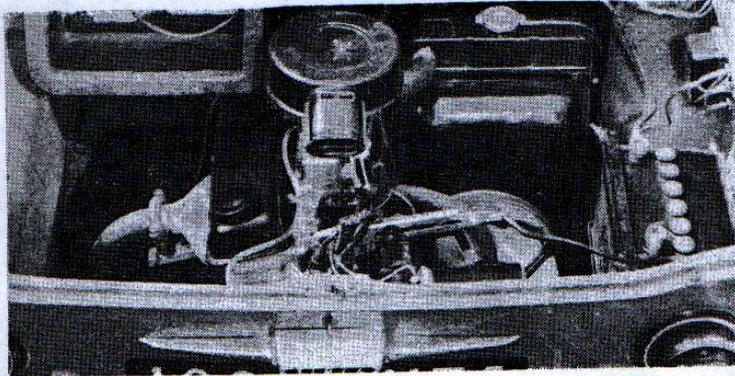
First imported to Britain, May, 1962. "Special" imported from end of 1962. Basic 45 b.h.p. model dropped August 1963 and 50 b.h.p. version introduced. Grand Luxe with 52.5 b.h.p. engine introduced to Britain, September 1963. Quick identification is by type of seats—see text.

From a 1965 *Motor* magazine, sent in by Guy Maylam. Those of us who have worked on SIMCA 1000s will realise that some of the well known problems had probably not yet surfaced back then, only a few years after launch. £65 for a replacement engine then.....!!!!

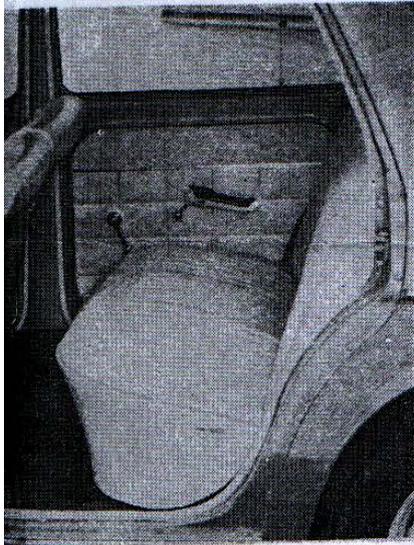
To check the locating bolt for tightness, the outer cover must first be removed.

While checking this, examine the twin engine steadies and their mounting brackets. The bolts which hold the bracket at the engine end must be tight as they are fixed to the timing case and, obviously, trouble will follow if they are left loose.

Early models did not have the current adjustable "winter/summer" induction ducting. While the later type can be fitted, a cheaper alternative is to make up a simple duct from sheet metal—the concessionaires will supply dimensions, although the handyman shouldn't really need them—taking a supply of warm air from the exhaust. This will overcome any possible carburettor icing problems. In any case, buyers of the later cars should note that this ducting is adjustable and set it accordingly.



The engine of a second-hand 1000 should be relatively free from oil. Carburettor icing on early models can be obviated with a hot-air duct.



As is usual with French cars, the Simca seats are very comfortable—they also make it possible to identify the model (see text).

● On the Road

These engines are slowish to warm up, but not unduly so, and starting should be immediate if everything is in order.

Gear changing is by rod so there is no trouble with juddering caused by cables and the hydraulically-operated clutch is also known to be judder-free and smooth in take-up.

The gear change should be positive and light. If it stiffens up when the engine is hot, the probable cause is low oil level in the gearbox. This should be checked and the reason for it sought.

A high mileage car may produce some piston rattle while the engine is

cold but this is not a sign that a rebore is required and it can be ignored unless very pronounced. The valve gear should be inaudible from inside the car but it can be heard when standing beside the engine. Loud tappings will be a sign of poor maintenance.

With extended use, the non-adjustable timing chain can produce some noise but, again, this is of no account unless it is really bad. The gears should also be quiet but, on early cars, the differential may be heard howling slightly when it is not under load—i.e. between drive and over-run. The later cars have the teeth cut at a different angle to prevent this.

There should be neither play nor tightness in the steering: the cam and roller steering box is adjustable but care should be taken not to overtighten it in an effort to eliminate play which may be coming from the rubber bushes in the linkage of early models.

These bushes are, if properly fitted, quite satisfactory but if merely "banged in" they can seize on the metal parts and start to tear up. After 1962, modifications were made to eliminate this trouble, but these involve more than just a change in bush type.

Unlike most modern cars the Simca 1000 is not sensitive to wheel balance as there is a hydraulic steering damper. This is not to say that the wheels *shouldn't* be balanced, but the damper does prevent vibration from this source reaching the steering wheel.

● General

Apart from the engine, already mentioned, service exchange items include the trans-axle gearbox, dynamo, starter motor, distributor, carburettor, etc. and an interesting point is that since the silencer is so close to the engine, and thus running hotter, it lasts longer than is usual.

The servicing interval, including an engine oil change, is 6,000 miles. Starting troubles should be at a minimum as the battery is larger than that

normally fitted to cars of this engine capacity.

The concessionaires claim to have a minimum of 97 per cent of spares available at all times. The workshop manual can be obtained for 65s.

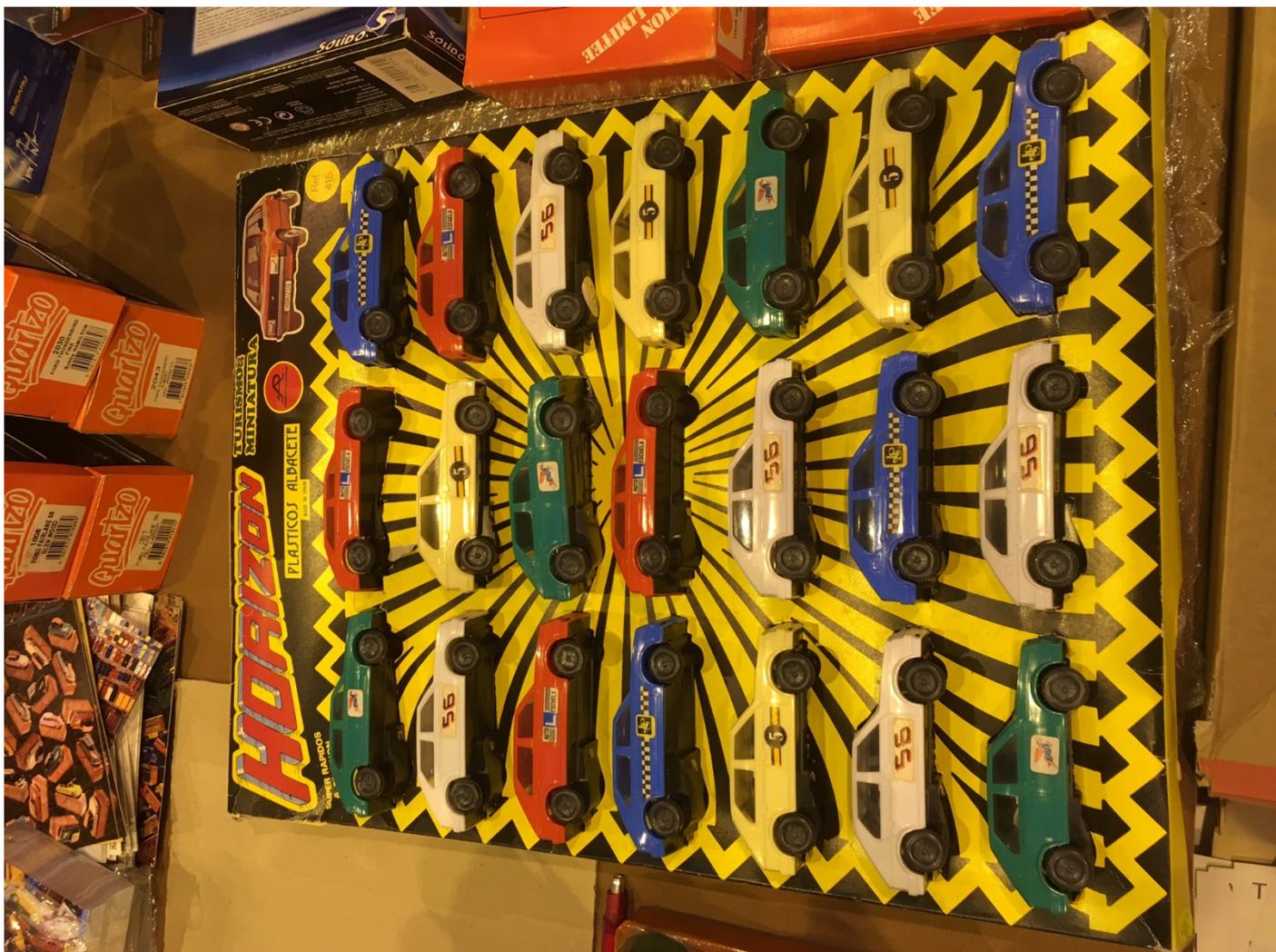
Most features of the car are in line with modern orthodox practice but it is worth noting that brake adjustment must be done in accordance with the instruction book and not by guess. There are twin adjusters at each wheel and these should always be turned in *opposite* directions to each other. Brake wear is low as the drums are large for the weight of the car. Woven linings are used and there may be some grab during the first few stops after the car has been standing for a while—overnight, perhaps—especially in damp conditions, but this quickly cures itself.

As well as providing comfortable transport, these cars are fun to drive and pleasantly nippy in traffic. The rear-mounted engine is easy to get at for maintenance with plenty of working space around it and the forward luggage compartment is larger than most of its kind.

● Previous Spot Checks

Vauxhall Victor I	March 14
Ford Consul Mk. II	March 21
Austin A30/35	March 28
Standard 8/10	April 4
Renault Dauphine	April 11
Morris Minor	April 18
MG TD/TF	April 25
Hillman Minx Series III	May 2
B.M.C. 1-litre "Farinas"	May 9
Standard Vanguard III	May 16
Ford 100E	May 23
Triumph TR2/TR3	May 30
Austin A40	June 6
Jaguar 2.4/3.4	June 13
Vauxhall Velox/Cresta	June 20
Skoda Octavia	June 27
Triumph Herald	July 11
The B.M.C. Sixes	July 25
The Minis	August 8
VW 1200	August 15
Sprite I and II	September 5
The Rover P4	September 19
Ford Cortinas	October 3
Wolseley 1500 and Riley I'S	October 17
Vauxhall Victor FB	November 7
Citroen DS/ID/DW and Safari	November 21
Volvo B16 and B18	December 5
Fiat 600 and 600D	December 19
Hillman Husky	January 9 1965
Saab	January 23
The big Healeys	February 6
Ford Anglia 105 E, 123 E	February 13

A 1



Bagheera uncovered

More photos from Kev Ward's strip down of his Series 1 MATRA-SIMCA Bagheera. Under the low, sleek front end, the Bagheera uses the chassis legs and front crossmembers, steering and torsion bar suspension lifted straight from the SIMCA 1100. This works well but, on some Bagheeras, without the regular dousing of oil from the 1100's engine and box, Rust is a serious problem in the front structure.



At the rear MATRA ditched the 1100's cross over torsion bars in favour of their own arrangement anchored in the centre in front of the engine. 25

Alexis Zaregradsky's Horizon SX on its final journey.....

Alexis has now stripped his Horizon SX for parts to rebuild his accident damaged Horizon GLS. These photos show the final fate of the sections of the bodyshell with its journey to the metal recyclers. He now hopes to re-use many of the useful saved parts in the rebuild.





Cars photographed by Alexis at those events in France... plus a more shots of our NEC Restoration Show effort.

SIMCA people..... Let's have photos of you with your car(s) for future issues

Kev and Lesley Ward at the NEC with their 1200S coupe.....



Dick and Daniel Husband and the buggy suggests another generation club member, Arthur, is around somewhere.