

L'Aronde

The Magazine of SIMCA Club UK
Volume 36 No.1 January-February 2016



Variations on a rare **Alpine/Solara** colour scheme. Julian Pearson's **Alpine** and Colin Hill's **Solara**. *Photos by Colin Hill*





Stuart & Guy recently collected this **1501 Estate** that was offered on the forum. It has had one owner from new, having covered just 53,000 miles. It is now running. The bodywork is generally good except around the rear valence area due to a leak in the garage roof and a tow bar trapping the water. The interior is in mint condition.

They still keep turning up..!!! Tell us about your 'finds'..???

Editorial.. January-February 2016

As we pass the point where the latest of 'our' cars is at least 30 years old, this issue of *L'Aronde* reflects the broad SIMCA-Talbot range with a mixed bag of articles.

Bob Friendship, our club founder, treats us to another instalment of his initiation into the motoring and hence the SIMCA world.

As mentioned in my Editor's report last time, I've included emails I've received with suggestions and an opportunity to get your car on TV.

Tony Owen has sent in photos and an article on his superb orange Mk1 **Alpine** seen on our stand at the November NEC show.

.....French **Horizon** owner Alexis Zaregradsky has supplied photos of his extensive model **Horizon** collection along with news on work on his damaged full size **Horizon** and **Sunbeam Ti**..

Guy Maylam has sent in a late 60's/early 70's article possibly from *Hot Car* on one enthusiast's creation from a badly rusted **SIMCA 1000**.

A visitor to the NEC stand gave Tony Owen a press release on Lincolnshire Police purchasing **Chrysler 180s** in 1975. It appears in this issue.....

1978 and the **1000 Rallye 3** marked the end of production of the 'Mille' which had been the mainstay of the hugely successful. **SIMCA Racing Team**. I've translated a piece on MATRA's idea to fill the gap left by the demise of the 1000. **SRT** changed to **TRT (Talbot Racing Team)** but only for a short time as Peugeot.

Photos of various members' ongoing projects appear. Please let us know of progress on your own restorations with photos.....

At November's NEC Show, writer Richard Bremner (*who once owned Kev's 1204 Special*) asked me if I could find a **SIMCA 1100Ti** for a display he was organising at the recent 2016 *Autosport International Show* at the NEC, celebrating the *Evolution of the Hot Hatchback*. A Ti not being available this side of the Channel, at short notice, he asked to borrow my **1100 GLX** which has been uprated to Ti spec. It spent the week there as an example of what Richard insists 'started it all'

Among the adverts for parts, Colin Hill asks for members wanting rear anti roll bar bushes for the **Alpine & Solara** with a view to getting a 'polybush' replacement manufactured.

Thanks to members who have already renewed for 2016..... Please note that this will be the last issue of L'Aronde received by those who don't renew.....

Mick Ward

Tel. 01246 200045

Mobile 07713111339

Email scukmick@aol.com



SIMCA 1000 Road Saloon racing 1990s



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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Advisor for Chrysler 180 & 2 Litre & 1300/1500 Stuart Wade, Forge Stones, Heath Road, Boughton Monchelsea, Maidstone, ME17 4HS, Tel. 01622 746581 Email V8stu@aol.com

Advisor for Alpine/Solara & Horizon Colin Hill The Old Mill Cottage, Dallingboe Road, Bredfield, Woodbridge, IP13 6BD Tel. 01473 737325 mobile 07510180574 colihill@hotmail.com

Advisor for Samba David Chapman (as above Re.Secretary)

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

Advisor for Tagora Colin Hill (as above Re. Alpine/Solara & Horizon)

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

Press Officer Mick Ward (as above re. Magazine Editor etc.)

MATRA Club magazine editor & contact Roy Gillard. Tel. 020 88611035 roy@matraclub.org.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.

No Changes to committee for 2016 following AGM

Services & parts suppliers etc.....

CB Motors *Large stocks of spares, new & secondhand for SIMCAs, Talbots and other older cars, MOT, servicing etc.....*

Contact Dick Husband on Dick.Husband@btinternet.com
Or tel. 02476 325577.

Dick is based at Unit 5, Acton Business Centre, Pool road, Nuneaton, CV10 9AE Fully equipped MoT bays etc.....

Dick is moving out of his current premises very soon and has a number of vehicles that have to go urgently... including 3 SIMCA 1000 Bertone coupe and Samba Cabriolet bodyshells.....

For **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.
01473 737325 / 07510180574

TALBOT stickers also available from Colin... colihill@hotmail.com

Guy Maylam can supply new old stock parts for most SIMCA, Talbot & Chrysler models guymaylam@aol.com 07801 187131



SIMCA Club UK

www.simcatalbotclub.org



SIMCA Club UK windscreen stickers available from Mick Ward at club meetings or from

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.

Kevin Ward can supply many of parts listed in Mick's ad..... but with a particular emphasis on MATRA-SIMCA Bagheera items.
Contact him on.....
01246 278508 or email Kev.ward1204@btinternet.com

Get your parts supply noticed, send in an ad. with a photo, logo etc to include on this page... Ed.

Do you have parts for 'club' cars to sell or swap.... What about an entry on this page... or an on the Sales & wants page...??? Ed.

SIMCA, MATRA & Talbot sales, wants etc. ...

NOS parts for SIMCA & Talbot...

Samba..... Lockheed-Delphi TS229 remanufactured steering rack @£25
Samba brake discs, 'Spidan' part no. 0080750 @£30 pair

Shock Absorbers to fit **1100, Horizon, Alpine/Solara**, Q-H 'Lip' branded for both ends of some models..... @£20pair.

Samba bottom ball Joint Q-H GSJ163 & VECO VB054 @£5 each

Alpinespeedo cable 1975 to '78, 'Moprod' MSD586..... @£5

Alpine.....Handbrake cable Moprod MBC828.....@£7.50.

Samba inner driveshaft boot kit, Q-H QJB249.....@5

Some parts to fit **Tagora** and **180/2Litre** some wheel bearings, pads and a 180 clutch centre plate.

Samba water pump, fits all models plus Peugeot 104, Citroen Visa, R14 etc.

Large stock of air filters for most models plus gasket sets and brake shoes/pads for some *Open to offers for job lots as need some space.!!! will bring parts to NEC in March if you wish to collect there...*

Contact **Mick Ward** for cost of postage and more info on **01246 200045** or email scukmick@aol.com

Colin Hill has been looking into getting **Alpine & Solara** rear anti roll bar bushes (see photos) remanufactured, initially for Ros Hawke's cars. He has a sample from **Polybush** and is currently sounding out interest from other owners of these cars. Price will depend on the quantity he's able to order.



Wanted..... Set of Samba or AX 3 stud alloy wheels, or other 13 or 14" to fit Wayne Parkinson email... wayne.parkinson@btopenworld.com



Any members who are interested in these bushes, please let Colin know by email to colihill@hotmail.com, stating quantity required. There is no pressure to buy having expressed an interest, as obviously that might depend on the eventual price... He just needs a guide line figure before ordering.

Colin

Dick Husband is moving from his present location so has the following vehicles & bodyshells to clear

.....All must go urgently incl. 3 SIMCA 1000 coupe shells, also Samba

Cabriolet shell, Peugeot 205 diesel, Peugeot 309, Horizon 1442, Talbot Express van diesel, Sherpa tipper, plus three Nissan Micras.

Contact

dick.husband@btinternet.com

Or Tel. **02476 325577** for more info.

This could be the last chance for some of these vehicles...!!!

Ads in L'Aronde do work...!!! I sold the Aronde Grande Large and the trailer from a previous issue...!!!ED.

Forthcoming Events 2016.....

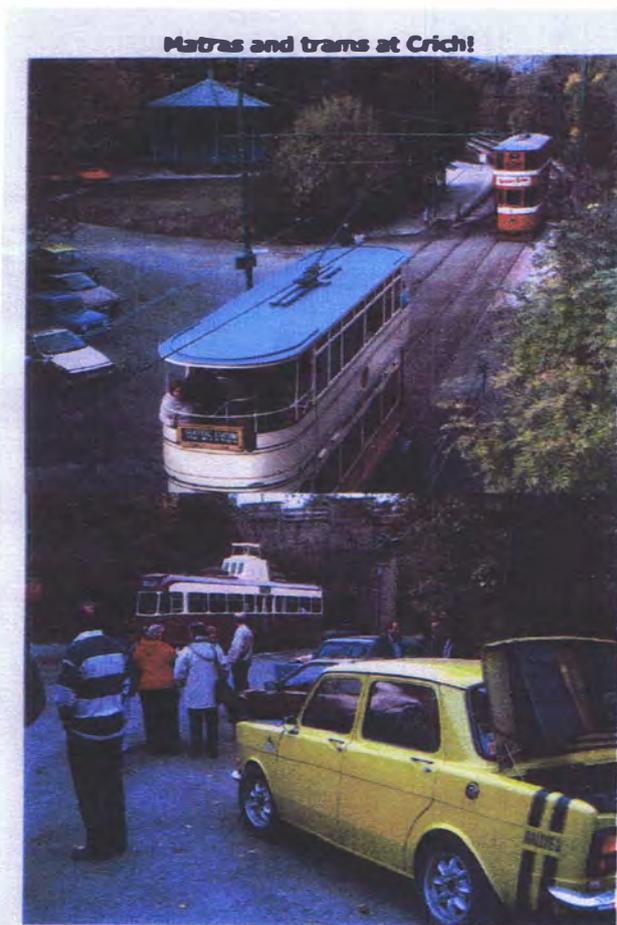
Dates are already fixed for

SIMCA Club UK National meeting..... now booked for **Sunday 19th June 2016 at Crich Tramway Museum Derbyshire**, More details re. times, prices and accommodation ideas will appear as info is available. See www.tramway.co.uk/

Santa Pod Retro Show, **Sunday 3rd July 2016**, at the Northampton drag strip. I'll book us a club stand if there is enough interest. We have had an excellent turn out some years and very few came on others. We may have lost the prime spot we've had near the track for 2016 based on just 4 of our cars making it there for the 2015 show. (*Thanks to those who did though*) Let's make 2016 a big one for SIMCA, MATRA, Talbot at Santa Pod..!!

Practical Classics Restoration Show, NEC Birmingham, Saturday & Sunday 5th & 6th March 2016. We have a stand there (7-110) next to our friends from the MATRA Club. *advert for the show in this issue with 'club' ticket deals.*

SIM2016 International SIMCA, MATRA, Talbot meeting, .. 5th to 8th May 2016 at Raceway Venray, Peelweg 47, Netherlands
<https://facebook.com/Simcameeting?notif t=fbpage fan invite> or try
<http://sim2016.blogspot.nl/> or <http://www.racewayvenray.nl/camping> for camping and hotel info.



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NOVEMBER 2003

As seen from the top deck of a tram



The Crich Tramway Museum

Last time SIMCA & MATRA were seen at Crich 2003 from MATRA Club mag.

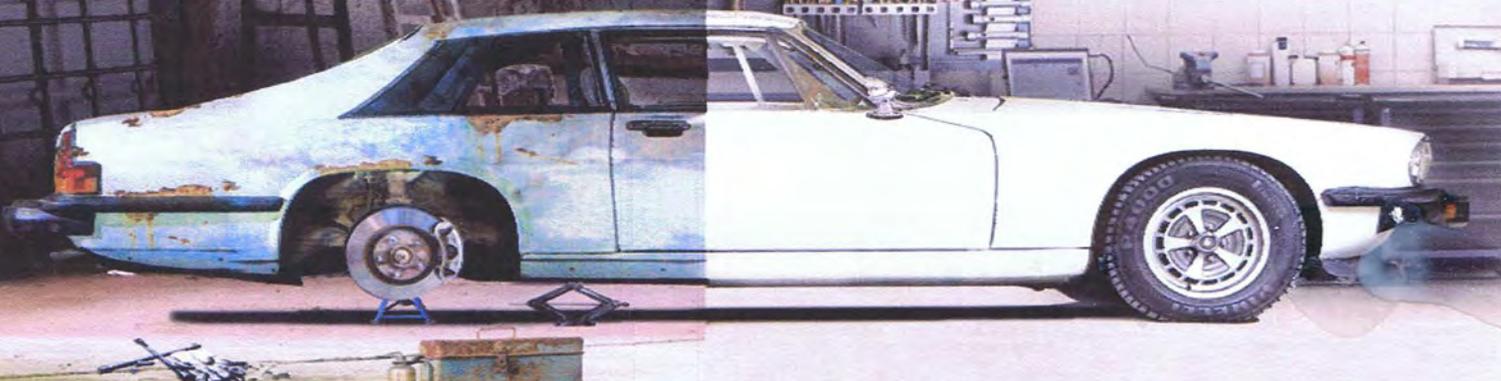
Please let us know of any events that might be of interest to our members..... ED.

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*Club ticket (adult 16 years+) offer applies only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years). Hand in your ticket stub or print-at-home voucher to an exhibiting club stand and they will benefit from a commission. **Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a show guide to the value of £A.00. Entry to the auction requires purchase of a catalogue. *Separate paid for evening event on Saturday 5th March - combined show and awards ticket available. All information correct at time of publishing. See website for all information.

Subj: **Magazine**
Date: 01/12/2015 23:20:56 GMT Standard Time
From: colihill@hotmail.com
To: Scukmick@aol.com

Hi Mick

Great magazine and loads of interesting articles as ever.

A word of caution to be passed on to all drivers.

With the withdrawal of the physical Tax Disc ,many drivers have left the old one on the car in the Tax Disc holder.

This is an Offence , illegal and if caught can result in a £100 fine and points on your licence. I noticed this in Practical Classics and confirmed it with my local MOT examiner. People have been fined-so Remove It !!

As a thought ,would it be an idea to print our membership 'slips' in the round form of the old tax disc , as i'm sure many owners still have old Simca or Talbot holders in their windscreens or in stock- I certainly do . Rover as well .Would have thought Club Funds would be able to sanction this ,and possibly start a trend if we brought it to the attention of Practical Classics and the like. Only has to be printed with 'SIMCA TALBOT CLUB UK' around the top ,and 'MEMBERSHIP No.' in the middle. Any thoughts ?

Regards

Colin

Subj: **Simca wanted for TV**
Date: 23/12/2015 11:57:12 GMT Standard Time
From: info@greatescapecars.co.uk
To: Scukmick@aol.com

Hi Mick

I work for Great Escape Cars and we provide the cars for the BBC's long running TV series The Antique Road Trip and Celebrity Antique Road Trip.

As we begin our 4th year of association with the show we thought we would try and woo them away from the plethora of Jags and MGs they have been so fond of in the past and get them some really interesting and unusual cars. Much to our delight they have not only selected them but actively encouraged us to find them as many unusual cars as we can, the quirkiest the better.

Ideally I am looking for cars from the early 1960's to the late 1970's.

I wonder if you would ask your members how they would feel about us putting their cars before the BBC for the show. There is some remuneration if they are selected and the cars only get driven about 20-30 miles per episode, the rest of the time we transport them from location to location.

I look forward to hearing from you.

My mobile number is 07717 344775 and my email address is andrew@greatescapecars.co.uk

Kind regards and Merry Christmas

Andrew Kerr
General Manager
Great Escape Classic Car Hire
T: 01527 893733
www.greatescapecars.co.uk
www.facebook.com/GreatEscapeClassicCarHire
[@ClassicCarHire](https://www.instagram.com/ClassicCarHire)



Subj: **Simca button hole badges**
Date: 21/12/2015 07:33:54 GMT Standard Time
From: barry.whalley@hotmail.co.uk
To: Scukmick@aol.com

I have found a couple of Simca button hole badges in his old box, he used to work on these cars. Would anybody like them in exchange for a donation to the Dystonia Society?

Kindest Regards

Barry Whalley

Bob writes.....“How it all began.”

In the late summer of 1981 I sat in front of my portable typewriter and began an article for the Simca Owners Register entitled “How It All Began”.

Given that time is going on a bit I considered that perhaps I ought to finish said article. It takes the form of a light-hearted look back at my interest in cars and how this eventually lead to the formation of your club, Simca Club UK.

.....last time, you may recall, I had discovered a 6/80 Wolseley for sale in a Bude garage.

Part 3. “Elbow grease & persuasion pays off.”

The next day I went to the garage (Behennah's Stafford Garage on the Strand – now, you might guess, a supermarket!) I proposed to the proprietor that I wanted the 6/80 but that I would need to impress my father as it would be he who would provide the initial funding. He [my father] had no idea! I purchased a large can of Guardshine and, equipped with sundry rags begged from my mother, set about cleaning and polishing this car each evening after work. After a week of this it shone as new. My hands were ingrained with Black removed by my endeavours. Guardshine was, I believe, Brasso. It did the trick.

This accomplished I set about persuading my Dad to “Come and look at the Wolseley”. I begged him, “**PLEASE!**, come and see it.” It was a very good example, 72,000 on the clock, and just a tiny pin hole of corrosion in the bottom of the near side rear door. “You cannot afford to run it” he explained. “It is quite ridiculous to run a car that does, at best, 25 miles to the gallon on five pounds a week income.” He was right. I knew this, of course, but no matter. In due course he came to see the car. How could he refuse? I was his youngest son, spoilt of course. He paid half towards it and loaned me the other £25. Insurance; £34 added to his policy and road fund at £17-10-0.

Thus, on the 16th, May, 1966, just weeks before England were to win that cup of the Beautiful Game, I became the most proud owner of RAF 926, with it's smooth-running 2.25 litre six cylinder, shaft-driven, single overhead cam engine.



The end of the beginning, as they say!

In those far-off days banks worked Saturdays until 12 midday and so it was that, after work, I prepared to drive the 24 miles to my home in Westward Ho! My father, ever-conscious of the risks involved and concerned for my well-being advised me to “..take it easy, Son.” Of course I would. I tried it out on a suitable stretch of straight road. “How on Earth did police catch anybody in a car like this?” I thought to myself. It was as slow as a snail. Really!” Well, **0-50** in the 1949 Autocar road test was 19 seconds and top whack was 81mph with a following wind. Oh Dear! Never mind, I was consumed by it, with it's long shiny black bonnet and Wolseley winged badge up front and, at night, the only car with it's name in lights, illuminated badges front and rear.

The Holsworthy & District Motor Club.

The second cashier, at the bank, was one Chris Hoskin. He was 25 and also a keen motoring enthusiast. He and a friend of his from Bude, Mike Bowman, belonged to the above-mentioned motor club and they suggested I might like to join. I did. I would now become a competition driver. I discovered I was not.

Chris announced that he would build a special for club events and, during two weekends at his home somewhere further down Cornwall way, he did just that, using a Ford Prefect E93A chassis and running gear. It was an odd-looking contraption but it went better than my Wolseley. At his invitation I tried it out on some waste ground & almost upset it driving over a grass bank.



Photo: The Bude Autocross Team. Mike Bowman, 1958 Borgward Isabella, Chris Hoskin & his Special next to my Wolseley.

During my short stay in Bude, I think I participated in five events of various types. For a fiver I was able to join in with no special precautions, safety gear nor competition licence or insurance. Only my pride was dented when the long, heavy 6/80 would do 180 degree spins on corners no matter how hard I tried to keep it straight. A combination of damp summer evening grass (on occasions) and near-bald tyres did nothing to assist my efforts. Still, it was good fun. The poor old engine suffered and was soon worn out with rattling big ends and broken piston rings such that the car would consume oil at the rate of 25 miles to the pint. Duckhams Q20-50 could not help. The smoke was appalling and embarrassing.

One bright & sunny Sunday, I took the car, along with three pals, to a trial in a steep-sided field, somewhere near Holsworthy. On the way, the brakes failed as the master cylinder had developed a leak. Judicious use of the handbrake was therefore employed to get us to (& from) the event without mishap. I remember us gliding through the gateway into said field and as we did so, the event clerk, c/w clipboard, enquired which tyre category we should be in. Unable to stop I shouted "Bald" accompanied by shrieks of laughter from my pals.

Most unusually we did quite well although I couldn't get the Wolseley up from the bottom of the field where the going was through thick, gluey mud, but on the hill section, with my pals bouncing up & down in the back we actually came 9th. out of twenty five entries. Even Chris congratulated us. He was usually sarcastic about my efforts. I beat both him and Mikes' Borgward which had nobbly rear tyres.

To try and put some perspective on the situation, I should point out that at this particular time it was quite unusual for young folk to own a car, especially a large one. Most youngsters employed in what might be described as non-professional positions or in low-paid work could not afford to run a car or, if they did, it would likely be a Mini or small-engined car, say, Austin A35's or Ford Anglias (105e) None of the local lads I befriended in my time at Bude had cars. Most were farm labourers as I recall. Good sorts they were, too. One, Billy, had a new Honda 90 motorcycle.

So it was that I became the provider of transport for them and there were many occasions when six or seven laughing characters would squeeze into the Wolseley and off we would go to some dance or other purpose for general merriment and fun. I should say that non of us drank much. It was unaffordable even at 8 or 9p a pint (in today's currency) and stops at pubs never exceeded the odd half pint of Watneys Red Barrel or Whitbread Tankard. Drinking shorts never happened. I never saw any of them take drugs nor was it ever mentioned except when someone was telling a story saying "Oi reckon they was on the Snort."

More laughter!

Lloyds Bank is situated at the bottom of Lansdown road in Bude and there is a sloping area out front big enough for two or three cars to park.

Some evenings the local traffic bobbies would park up their Austin A99 Westminster.

I got into the habit of reversing my car up beside them and, after a couple of days, they enquired if I would like to sit in with them. Brian and Malcolm were in their mid-20s. Brian, well he was a tough Jack-the-Lad whilst Malcolm was the keen one, the sort that would go on to C.I.D. or such. They asked about me and we soon became pretty good chums. They appreciated the fact that my old car was of the type that had been used by the police just a few years earlier.

Sometimes, when I was sat in the back of their car, they would say "Lets go for a mosey round, see what talent's about". They always had an eye out for young women, particularly Brian. I thrived on this enterprise.

One sunny evening I was sat in my car, parked next to them. Brian said "Bob, we'll put the blue light on and go for a run down Holsworthy (*about 10 miles*), follow us if you like", so off we both roared with me trying to keep up. I don't think they went much above 70 as I would have been left behind. You can't imagine an event like that happening today!

On a Saturday night they took me into the Headland Club casino. I explained I wasn't old enough to be allowed in but they just laughed and said to tell anyone who enquired that I was with them. Later that night Brian offered me ten shillings if he could "borrow" my car for an hour. He'd got off with one of the Croupiers. I was fed up. I fancied her myself, although I recall she, *Ulla*, was seven years my senior.

So there it was. 1966 was a warm and pleasant summer. England won the World Cup, (although I'm not much of a football fan) and The Mamas & The Papas sang "Monday Monday". I was getting through four to six gallons of petrol a night. It couldn't go on.

In September the staff at the bank congregated at the door to wave me goodbye when I was posted to Braunton. I was hardly a model employee. Thus it came about that the following January, after an abrupt career interview with the south west regional manager, I gave in my notice and went to work in a local jewellery shop in my home town of Bideford.

I conveniently forgot to inform my father who was suitably unimpressed by my career move.

Next time: 1968. Work takes me to Exeter and the Wolseley finds a new owner.



A visitor to our club stand at November's NEC Classic Show gave this photo and the press release that accompanied it to Tony Owen. I believe he had worked at the dealer in question..... It reads.....

Three **Chrysler 180 saloon cars** have been supplied to the Lincolnshire Police by Chrysler main dealers, *Guildhall Motors (Grantham) Limited*.

The cars, finished in white, include in their specification... Michelin ZX tyres, heavy duty battery, flexible observer's lamp, automatic reel safety belts, reflective number plates, mud flaps front & rear, zipped headlining, spring back wing mirrors, calibrated speedometer (centrally mounted), two *Raydot* swivel lamps roof mounted wired to individual switches, head restraints to front seats, a reversing lamp, two *Bosch* rear high intensity fog lights, *Fiamm* emergency horns, *Ferrie Turret* Police/stop sign and *Pyrene* fire extinguisher.

This order is a further example of the interest being shown by Police Authorities in **Chrysler** vehicles.....

Issued by: Public Relations Dept.
Chrysler United Kingdom
Bowater House
Knightsbridge
London SW1X 7LN

Copies to: Coventry Evening Telegraph, Birmingham Evening Mail, Motor Trader, MTE, Motor, Autocar, Bow Bells Magazine, Police World, Constabulary Gazette, Scunthorpe Star, Grimsby Evening Telegraph, Lincolnshire Echo, Scunthorpe Evening Telegraph, Garage & Transport.

Lincolnshire Police ran the cars for 3 years. When replacement was due they bought cars from one of Chrysler's competitors.....

A Bagheera in the Colours of SIMCA Racing Team *A course not taken*
Translated from *L'irresistible panthere de MATRA-SIMCA* by *Andre Dewael*

I always wondered about this photo from the 1978 SIMCA Racing Team finals from photos on www.simca-rallye.fr..... Here's the explanation.....

After the restyling for '77, MATRA put forward a **Bagheera** destined to replace the **SIMCA 1000 Rallye 3** in the **SRT (SIMCA Racing Team) Challenge** races., to give the car a more sporting image among amateur race drivers.

To this end, **MATRA** prepared a lightly uprated version of its 'little panther'. Roger Charbonnel, linked with the project explained....."the 1442 engine was equipped with a type 353S camshaft as well as two 40DCOE Weber carbs on a manifold looping back towards the rear of the engine compartment."

This engine produced a good 100 bhp. The original chassis had no anti-dive and a minimum of soundproofing.. The body panels were thinner than standard also to reduce the overall weight of the bodyshell.

The suspension was not modified other than the fitment of stickier Michelin XAS 'Formula France' tyres. In this form the factory project was put forward for testing and approval with further improvements in the pipeline if it received the go ahead.

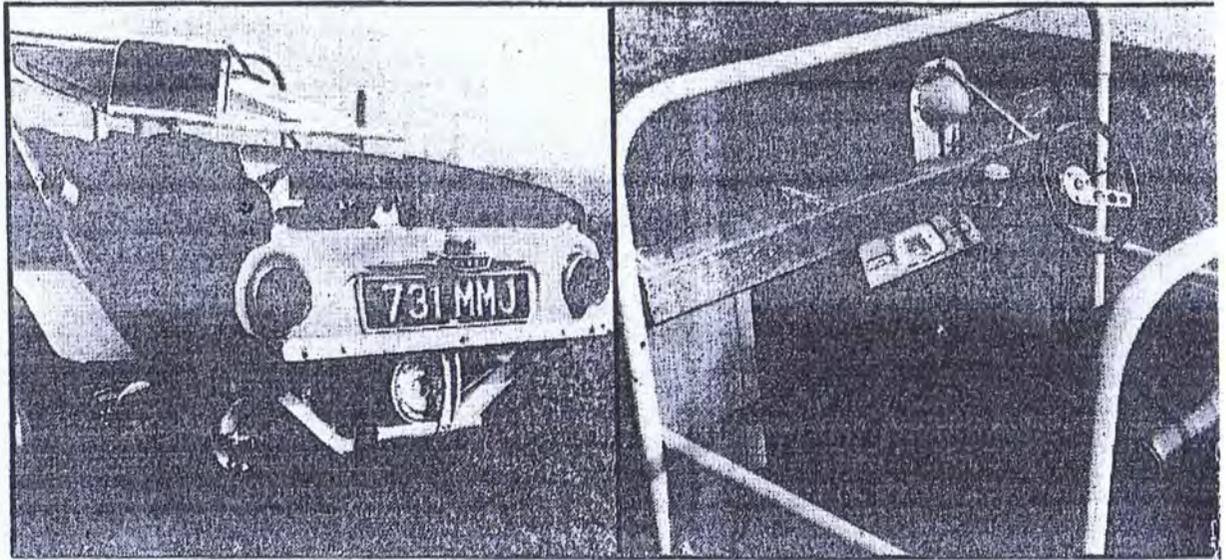
This car was used as pace car for the final Rallye 3 race of 1978 equipped with a camera.

MATRA's proposal was not followed up. The **SIMCA 1000 Rallye3** was replaced with the **Sunbeam Ti** for 1979 and later the **Samba Rallye** (*both rehashes of older models the Avenger and 104*) but the **SRT (later Talbot Racing Team)** gradually fizzled out as Peugeot diverted factory support from the highly successful amateur championship to the 205 T16 International Rally programme.



A shame about the fate of the SRT Bagheera and the SRT itself, although I'm sure many race mechanics used to working on the 1000's gave a sigh of relief when the Bagheera wasn't adopted..... Bagheeras aren't really famed for their engine access..!!! **Photo:.... Bagheera as pace car for the 1978 SRT Rallye 3 final.**

Frank Garrison's SIMCA SPECIAL



OLD RAILWAY SIGNAL equipment and a Simca 1000 were the main ingredients for Frank Garrison's special.

The story starts some time ago when Frank was told by a friend that he was having trouble getting rid of a rusty, but mechanically good, 1964 Simca 1000. There was no chance of getting an MOT and the scrap dealers wanted money to take the car away. Eventually our intrepid Biggleswade Buggy Builder was given the machine. Down came the garden fence and the car was driven to its resting place next

to the shed. The rust had to go—the rust being the centre section of the body shell. This was really hard work as the only tools available were a hammer, chisel, hacksaw and tin snips. The wiring loom was removed intact for future use in the special.

The roof, bonnet, boot and doors were kept on one side for use later. It took three months to sort out the bits and pieces working evenings and some weekends—not Sundays as Brafield is nearby and that's the day on which it all happens.

The chassis was then built up using heavy duty channel iron measuring $1\frac{1}{2}$ in. X $1\frac{1}{4}$ in. X $\frac{1}{4}$ in. which had previously been railway signal equipment and was very well protected by

what looked like several coats of paint on galvanising. The chassis is continuous from front to rear. Engine, rear springs and dampers were bolted to the rear end of the chassis. At the front more of the old Simca was kept and the scuttle complete with suspension bolted to the chassis, which gives the buggy an 18-inch-shorter wheelbase than was originally intended by the French makers.

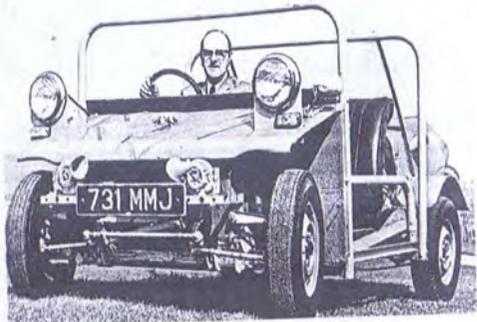
Welding the frame was a diy job done at home with a borrowed welding set. The old bonnet was cut in half and a bit of door pop-riveted in between to double the bonnet as front wings as well. Headlamps came from a 1956 Austin A40 and are mounted on $\frac{1}{8}$ in ally sheet with the original sidelights mounted

alongside. The horns came from the A40, too—so they put a bell round its neck. Front seats are from the Simca.

At the back the original engine cover is kept as is the diminished rear panel. Side panelling is what was left of the roof and the rear wings are made from light gauge ally sheet.

The instrument panel is standard and was probably the easiest part to fit. Frank is moving and his new house has no garage and a smaller garden, so the Simca Special's gotta go. The asking price is around £150 and the address is **11 Furzenhall Road, Biggleswade, Beds (phone 313800)**.

Just shows you don't have to be a teenager to build a way-out special.



Alexis Zaregradsky's collection of SIMCA/Chrysler/Talbot Horizon 1/43 models



1/43 Talbot Horizon by Plasticos Albacete Spain



As above



As above



Collections Presse Solido , Norev etc.



As above



As above



Collections Presse Solido, Norev etc.



As above



As above



As above



As above



As above



Mini-Jet by Norev



Collections Presse Solida, Norev etc.



As above



1/43 Norev Jet-Car



As above



As above



As above

Do you have a model collection..??? Let us see it....!!!

Alexis Zaregradsky's collection of SIMCA/Chrysler/Talbot Horizon 1/43 models



Norev 1/43 Jet-car



As above



As above



As above



As above



As above



Norev 1/43 Jet-car



As above



As above



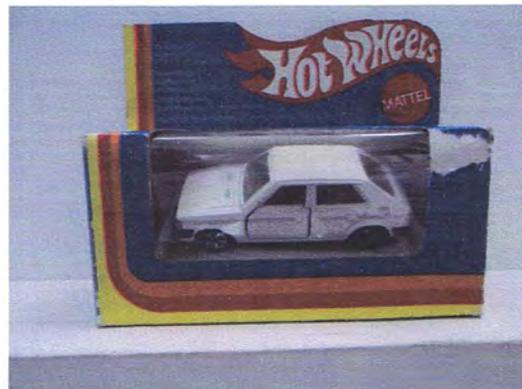
As above



As above



As above



SIMCA-Talbot Horizon
Mebetoys made in Italy



As above



As above



As above



As above



The following two models
are also from the Italian
made Mattel range.

Do you have a model collection..??? Let us see it....!!!

Alexis Zaregradsky's collection of SIMCA/Chrysler/Talbot Horizon 1/43 models



SIMCA Horizon Solido



1/43 Solido as above



As above



As above



As above



As above



SIMCA Horizon Solido



As above



As above



As above



As above



Alexis with his full size Horizon & Sunbeam Ti.



*Above: The **Horizon GLS** Alexis is working on to provide his transport to **SIM 2016**. Meanwhile he will be dismantling an **Horixon SX** to supply parts to repair his 'best' Horizon which had an unfortunate accident. He will keep us informed of progress on these projects in future issues.*



Motoring writer **Richard Bremner** did an article for *Classic & Sportscar* a few years ago entitled *Whatever Happened to SIMCA..?*. He arranged a photoshoot in the Peak District close to Chesterfield involving the **SIMCA 1000 Rallye2** and **1100GLX** (uprated to Ti spec) **Series 1 MATRA Bagheera** from our collection and the **MATRA Rancho** now owned by Tony Armes.

Richard was involved in setting up an *Evolution of the Hot Hatchback* display for the 2016 *Autosport Show* and wanted an example of what he insists was the 'first Hot Hatchback'. He wanted a genuine **1100Ti** but they don't exist in the UK so he ended up borrowing my 1100 for the week. Here it is standing with pride of place in a line up of the cars that followed.

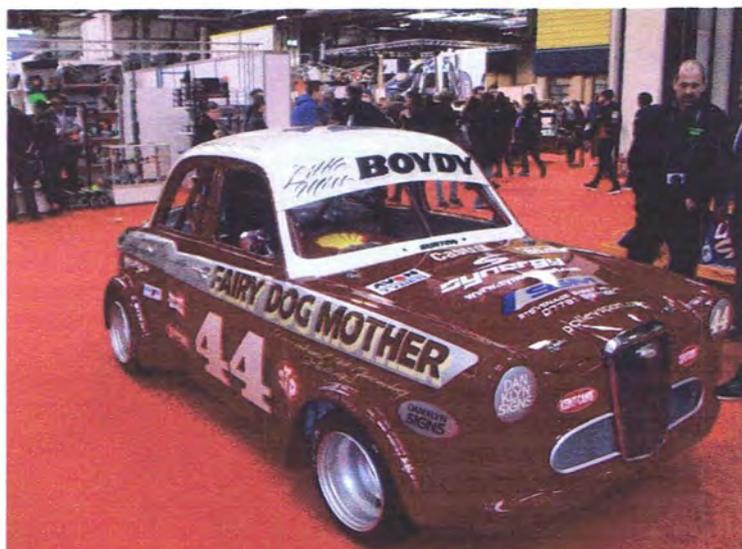
We visited the show on the Saturday. Not having been to that show before, I was impressed by the variety of vehicles on show but things almost got too crowded later on.

The large oval racing display was a nostalgia trip for Kev & I but we noticed that most classes have moved on to professionally purpose built chassis now. What happened to the ingenuity of the home built creations we used to see back in the 80's? There is a *Classic Hot Rod* series now though so there is still a place for the Anglias, RWD Escorts etc we used to see race.. We really liked the Wolseley 1500 oval racer pictured on the right.

Some interesting stuff was being auctioned at hefty prices. One stand had a Sierra Cosworth powered 105E Anglia for a cool **£157000.....!!!!**

Interestingly. We asked on the *Piper Cams* stand and they can still do their

range of SIMCA 1000 profiles. Provided a decent cam can be supplied to regrind.

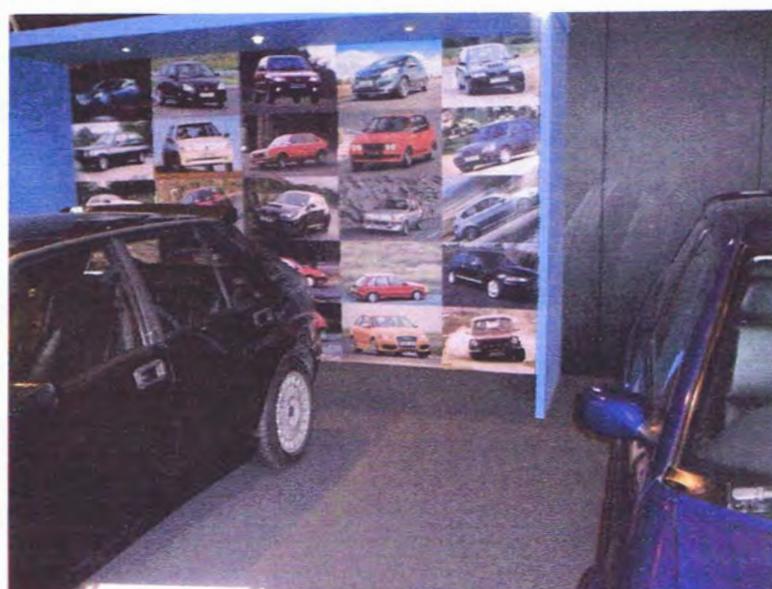




Above... Ferrari, Mercedes and Williams F1 cars and wide selection of cars in the Auction.

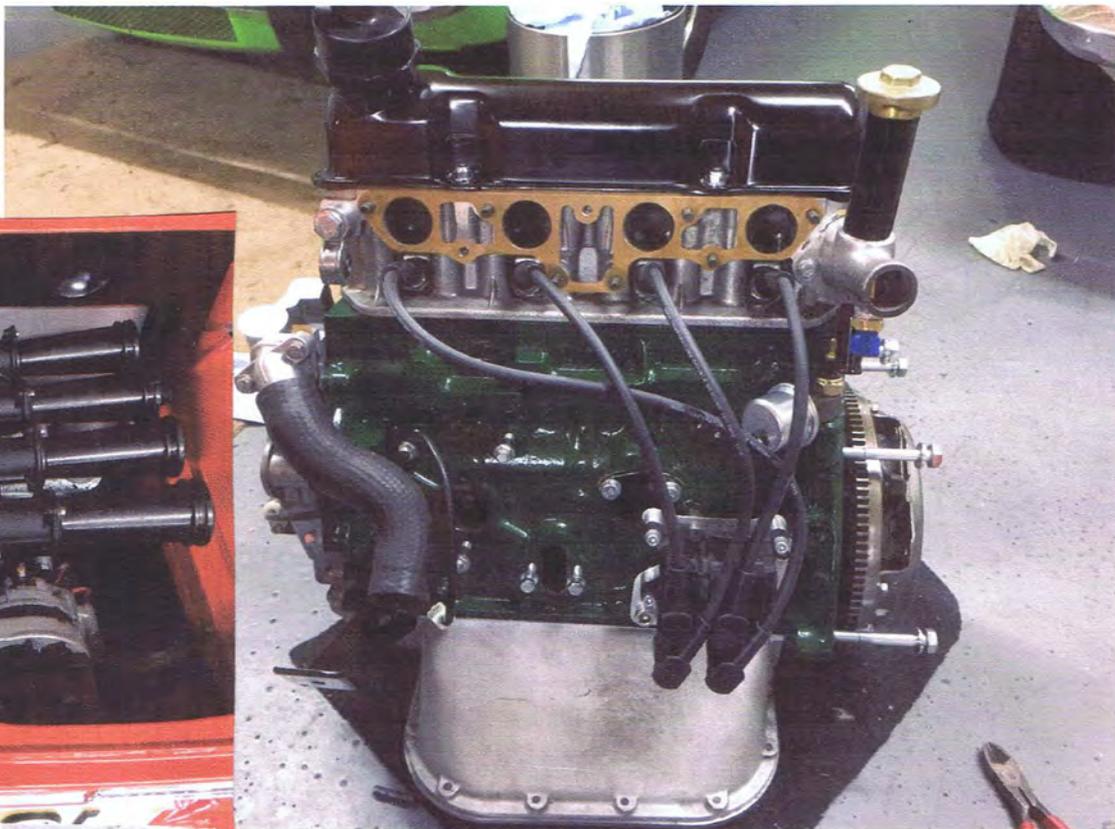


Lamborghini's origins...!!!



Ti in action bottom RH corner

Engine Room..... SIMCA & Talbot engines from members



Daniel Burrowes' fuel injected 1600 engine ready for his newly rebuilt LHD 1000

International engine projects.....

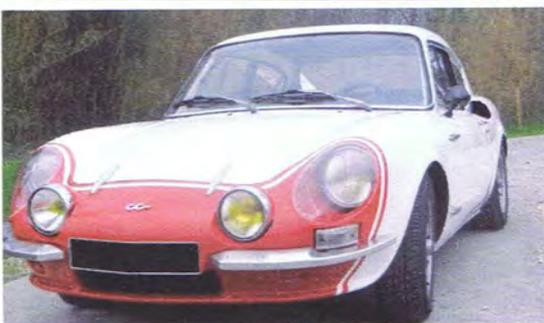


Tapie Manifold New member David Dietz Is fitting to a later '349' engine for his 1000 Bertone coupe to take a 40 DCOE Weber Carb,

Alexis Zaregradsky from France has a **Sunbeam Ti** in addition to his **Horizons**. Pictured on the right is the rebuilt engine ready to fit into the Ti.



Sent in by Andy Owler.....
My dream SIMCA.... A **SIMCA-CG 1300**. came up for auction recently.... But at a guide price of 49 to 62,000 Euros it will have to stay a dream...!!!! ED



Daniel Burrowes..... progress with 'Lefty'

You saw the engine on the previous page. Here's the impressive LHD car restored to early Rallye 2 spec car it will power. The two cars from the cover of the last issue can be seen behind it with Dan's Rallye 3 in its 'Carcoon' in front of it.



Clive Nelson sent in these Spanish medical adaptations of the 1100 & Horizon



photo collection Delatte



photo collection Delatte



The Langbroeks emigrated from the Netherlands to NZ soon after Raid 2000. They were back at Beaulieu in 2014 at Route UK.



supporting the people of France

After the Paris terrorist atrocities



Colin's Austin Ambulance transports Santa



all done

In production.....

Restoration of SCG 375T

SCG 375T is a 1979 Chrysler Alpine GL, that I first purchased back in 2012 from its only owner, an elderly lady who lived in Melksham. She had part exchanged her R-Registered Alpine for this showroom model that featured a few extra dealer options – a vinyl roof, tinted glass and rear wiper. Finished in Seville Orange, it must have looked quite striking on display at her local dealer.

She gave up driving the vehicle in 2002 and it remained stored in her garage with just an annual visit to the MOT station, clocking up less than 100 miles in ten years. The total mileage was 36,000 from new.

Upon her husband's death, she decided it was time to sell and the Mechanic who had maintained the car, offered to buy it for his son to learn to drive in. Thankfully she refused and sold the car to me, otherwise I would doubt that the car would survive today.

I had the vehicle towed back home and really did nothing to it 'till early 2015, when I decided a full restoration was in order. The car was very solid anyway, but there was rust on the off side front wing, the bottom of the doors and the usual areas on the tailgate. Luckily due to being garaged from new, the interior was immaculate.

The plan was to transport the car to Stuart in Kent to remove all the trim, prior to my local Bodyshop respraying the car. A new wing and tailgate were fitted prior to painting and any other rust replaced with new metal.

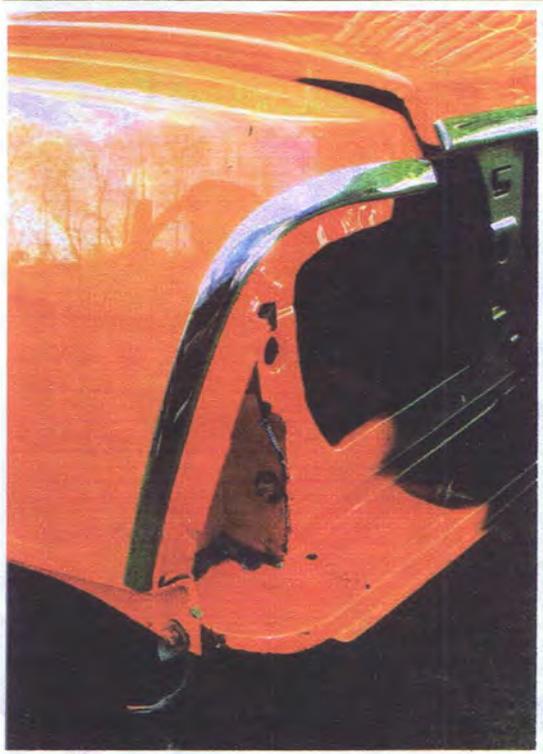
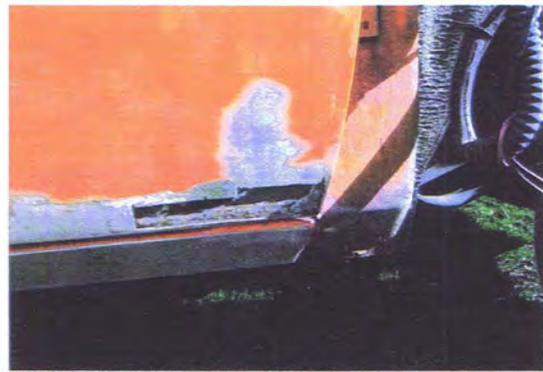
The car was then transported back to St Albans for painting, then back to Kent for the final re-fitting of trim. The bumpers were re painted (very difficult to match the factory finish) and Stuart spent many hours fitting new parts and hand polishing all the chrome. New vinyl was put on the tailgate, perfectly matching the existing pattern on the roof. After ten years off the road all the mechanics had to be recommissioned.

The car was finally finished in April 2015, the final job being to shot-blast the wheels and repaint in the original Silver. I know I have not mentioned a lot of the work and replacement parts used, but the car now looks visually stunning and drives beautifully. People are amazed to see an Alpine that has survived so well!

I bought my first Alpine in 1987 – a 1980 V Reg, last of the MK 1's, a lovely 14,000 mile one owner car. I paid £1,400 for it. I have spent way over that getting SCG 375T up to scratch, but it has been worth every penny.

Many thanks to the 'Kent Boys' for their fantastic hard work – it really is appreciated and I am the lucky one who gets to drive it !





Tony's photos show Stuart Wade's work on the car in preparation for painting and final reassembly.... A basically solid car now looking probably better than when new.



