

L'Aronde

The Magazine of SIMCA Club UK Vol.43 No.6 November-December 2023

At the recent Classic Motor Show at the NEC, Julian Pearson's 3 door 1100 and Paul Anderson's 1501 Special Estate, accompanying Guy & Stuart's 1500 Estate and Andrew Lunt's MATRA Murena 2.2



SIMCA

Chrysler

MATRA

Talbot

SIMCA & MATRA at NEC Classic Motor Show .November 2023.....



Guy Maylam & Stuart Wade's 1500 Estate...

The features of these SIMCA estates so many people remember, the glass that winds down into the tailgate and the rear load floor that doubles up as a picnic table.....



MATRA Club stand.....



Andrew Lunt's Talbot-MATRA Murena 2.2 completed the SIMCA Club display..



Early and later model Estates together..... e



See our website on....

www.simcatalbotclub.org

Editorial..November-December '23

As can be seen from the front cover and opposite page, for many of us the Classic Motor Show at Birmingham's NEC was a good way to round off the season. Further photos and a report appear in this issue.

Our Club AGM saw a good turnout out of members considering weather conditions around the country. A report is included along with my own Editor's report.

For the road test this time, Guy Maylam has supplied from his club archive, one from 1976 pitching the SIMCA 1100 Pickup against the Marina pickup, with the SIMCA coming out quite favourably.

Mike Barclay who joined us relatively recently, not currently owning a club car but from a family who were serial owners of them has a large collection of models and has built a model dealership to house many of them. He describes the model and its inspiration on pages 10 & 11

The CG 'spider' on the cover last time has competed on the Corsican Historic Rally since then. Jere Mille has sent me some action photos from that.

On the Performance 1000 front also on 9th November we again had 3 SIMCA Rallyes out at a Blyton Trackday early November to round off the season.

Colin Hill has tried to recall all the cars he has owned over the years, not an easy task from my own experience. He has supplied a list as far as he can remember.

I've included a couple of advertisements featuring cars from the range.

One point brought up at the AGM was that our excellent website is underused.

Please make use of it, particularly the Members only forum section.

In my Editor's report, I put forward ideas for future articles. We cover a wide range of vehicles, please let us know about yours, with photos, whether it be original, restored, barn find, somewhere in between or even still a pile of parts.



Your editor with his Rallye 2, the only SIMCA at the Rootes Archive event at Gaydon in July..... 21st July in 2024...!! Which we've decided will be our big SIMCA, Talbot etc get together for 2024, hoping for a huge turnout from our members there..??

With this issue you'll find your club subscription form for 2024 which has been kept to the 2023 level... please try to renew promptly making things so much easier for us..... ED.

Mick Ward

Tel 01246 200045 / 07713111339

Email scukmick@aol.com

3 Classic & Restoration Show at NEC 22 to 24th March 2024 We're there

Simca Club UK - www.simcatalbotclub.org Directory



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

Committee and technical advisors

President & Aronde Advisor - Dick Husband 07785 595221 (09.00 to 19.00) angel.motors.wales@gmail.com
Unit 5, Spring Gardens Ind Estate, Whitland, Carmarthen, SA34 0HZ

Vice President, Archivist, Vedette Advisor & Events - Guy Maylam 01892 538598(Mon-Sat 18.00 to 21.00)
guymaylam@aol.com 67 Longmeads, Rusthall, Tunbridge Wells, Kent, TN3 0AU

Membership Secretary - Daniel Husband 07904341819 (Mon -Fri 5 -8pm) but prefer contact by email
simca.talbot.uk@gmail.com 2 Lower Garthmyl, Garthmyl, Montgomery, Powys, SY15 2RP

Secretary-& Samba Advisor - David Chapman 01737 765331 dn_chapman@tiscali.co.uk
18 Cavendish Gardens, Redhill, Surrey, RH1 4AQ (Mon-Sun 6pm to 8.30pm)

Treasurer & 13/1501 Advisor - Edward Martley 01295 255173 emartley@talktalk.net
8 Rye Close, Banbury, Oxfordshire, OX16 1XG

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Magazine Editor, Press Officer, Competition/Modifications Advisor - Mick Ward 01246 200045
scukmick@aol.com 96 Newbold Back Lane, Chesterfield, Derbyshire, S40 4HQ

Associate Editors - Kevin & Lesley Ward – for contact details see below

1100/1204 & Matra Bagheera Advisor – Kevin Ward 01246 278508 (prefer contact by email on)
kev.ward1204@btinternet.com 11 Belfit Drive, Wingerworth, Chesterfield S42 6UP

MATRA cars other than Bagheera Advisor - Clive Nelson 07836 537638 clive@automatra.co.uk
4 Maplewood Close, Larchwood, Totton, Hants SO40 8WH

Chrysler 180 & 2 Litre & 1300/1500 Advisor - Stuart Wade - 01622 532057 but prefer email contact on
V8stu@aol.com Forge Stones, Heath Road, Boughton Monchelsea, Maidstone, ME17 4HS

Alpine/Solara/Tagora & Horizon Advisor - Colin Hill - 01473 737325/Mobile 07510180574 colihill@hotmail.com
Ye Olde Mill Cottage, Dallinghoo Road, Bredfield, Woodbridge, IP13 6BD

1000, Rallye & 1000/1200S Coupe Advisor - Phil Hart - 01733 242242 philhartsr3@talk21.com 10 Rectory Way,
Stilton, Peterborough, PE7 3XS

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

Website simcatalbotwebmaster@outlook.com Laura.

MATRA Club contacts Editors Of MATRA magazine Kevin & Lesley Ward see contact details above
4 **All the above were re-elected at our 2023 AGM.....**

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.

EMAIL.....

angel.motors.wales@gmail.com 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 01473 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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Phil Hart.....PARTS FOR SALE

New SIMCA/Talbot 1294 engine blocks complete with pistons for either fitment to rear engined SIMCA 1000 or 1100/ Horizon etc Fwd applications.

New SIMCA/Talbot 1294 and 1118 half engines. Genuine new old stock mostly in original packing on pallets, various types available.

New Crankshafts, pistons etc for various engines.

SIMCA 1000 lower door skins for all doors. Good quality and fit.. £28 each. Email philhartsr3@talk21.com , or phone 07949 440 721 Phil also has a stock of 13/1501 parts contact him for more details

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.



Forthcoming Events for 2024.....

Practical Classics Classic & Restoration Show, NEC Birmingham, 22 to 24th March. **We'll be there along with our friends from the MATRA Club. See advert on next page giving Club Members' discount code for tickets.**

Up to 3 SIMCA Rallyes in action at Trackdays. Blyton Park circuit near Gainsborough Lincs. **2024 dates are Thursdays 14th March, 16th May, 11th July and 19th Sept with a possible extra one on 7th November. More info from Mick Ward.**

Here in Derbyshire... A Classic Car show is planned at the Ecclesbourne Railway at Wirksworth on Sunday 12th May. **More details to follow.**

Also, if in the Derbyshire, Nottinghamshire, S. Yorkshire area in your classic, Parking is free for classics on Mondays 09.00 to 16.00ish in the New Square area of the Market here in *Chesterfield* Every Monday except Bank Holidays.

Rootes Heritage Day at British Motor Museum Gaydon. Sunday 21st July. **As decided at the recent AGM, we hope to make this our big club get together of the year. Andy Bye from the Rootes Archive Centre Trust will send us the advert for future issues with all the details.**

See page 8 for Clive Forder's idea for a club get together in the north East.....



Photos above: French Facebook friend Jere Mille in action recently on the Corsica Historic Rally with his SIMCA-CG 548 'spider', the open version of the lightweight coupe, the 548 I believe was its weight in Kg. It runs a big bore N/A engine. I think I'm correct in saying some of the cars originally came with a supercharged version of the 1204 engine.

6 Please let us know of any events local to you which may be of interest to club members

The indoor show to start the season... Club members' code S24CC838

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SIMCA Club UK will be there with a selection of cars from the range.....

Cars and parts for sale and wanted and forthcoming events extra.....

MATRA Bagheera steering wheel, May need recovering. Will post, located in South Kent close to M25 Junction 4 Contact Mark on 07777628892



Dick Husband, our club president is having to reduce his collection of spares and cars to cut down storage costs. He could just have that elusive part for your SIMCA, MATRA or Talbot. Contact him via his advert on page 5. Part numbers would help him in locating parts but ask anyway. He also has cars including very rare in the UK SIMCA Oceane convertible and Aronde Grand Large pillarless coupe



Horizon for sale??? let Leon Shackelford know on leonshackelford@hotmail.com

Liverpool member Clive Forder has suggested this event may be of interest to some of our members in his neck of the wood and elsewhere... It's the **Ocean sprint 14th September Southport on Saturday 14th Sept and the 'Classic & Speed Show ' on Sunday 15th. The sprint is open only to MS UK competition licence holders and cars to MS UK Speed and Invited classes and is run on a 2km long track on a closed section of the Marine Drive, The show on the following day is in the Southport Victoria Park Arena display space followed by a Grand Parade through closed roads in Southport town centre.**

Clive has supplied the following information contact him on tel 0151 525 5568 roligdag@gmail.com

The Ocean Sprint Revival, Southport Saturday 14th September 2024 is a sprint Motorsport meeting commemorating the original Southport Speed Trials in 1903 and forms the first day of a two day event 14-15th September 2024.

The sprint event takes place on a 2km long track, a closed section of the Southport Marine Drive. It is a competitive, timed, high-speed event, for cars and drivers running to MS UK Speed and Invited Classes for cars meeting MS UK Technical Regulations.

Only drivers holding appropriate MS UK Competition Licences will be permitted to compete at the event.

The second day Sunday 15th September is the "Classic and Speed Show" held in the Southport Victoria Park Arena Display Space followed by a Grand Parade through closed roads in Southport town centre.

Full details for "Southport Classic and Speed" weekend 14th-15th September 2024:-

<https://www.southportclassicandspeed.com/>

For the "Ocean Speed Revival" 14th September 2024:-

<https://www.southportclassicandspeed.com/speedrevival2023>

Ocean Sprint application form:-

<https://ormskirkmotorfest.com/ocean-speed-revival-southport-official-entry-form-14th-sept-2024/>

General Vehicle entry form including for the Classic and Speed Show Sunday 15th September 2024 show

<https://ormskirkmotorfest.com/southport-classic-and-speed-vehicle-entry-form-2024/>

Premier Inns:-

Southport Central Premier Inn is located on the Marine Drive itself and advance booking is strongly recommended given its prime location:-

https://www.premierinn.com/gb/en/hotels/england/merseyside/southport/southport-central.html?cid=GLBC_SOUBRE

Nearby alternative (near Aintree Racecourse Liverpool 15 miles) is the Liverpool North Premier Inn adjacent M57/M58 junction:-

<https://www.premierinn.com/gb/en/hotels/england/merseyside/liverpool/liverpool-north.html>

We have some provisional member bookings at the South Central Premier Inn for the nights 13/14th September (2 double rooms/four persons). Contact Clive if the hotel is full but please try booking directly first.

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Stuart Moore writes..... Abbeyfields Insurance are an independent, family run insurance brokers based at Halesowen, West Midlands.

Most of us have worked for other specialist brokers and have accumulated a wealth of knowledge in the classic and specialist vehicle market, placing cover and in house indemnity.

Our team are very knowledgeable about products and know their cars as they are true enthusiasts.

Our ethos which is most valuable to us is excellent customer service and our policyholders have the benefit of their own Private Client Manager, who will handle arranging of cover, any mid-term adjustment and renewal. In the event of a claim, they will also be happy to assist you through this process.

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Our specialist vehicle policies are ideal for vehicles of all ages. Below are some of the benefits you can expect to receive as standard

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Abbeyfields Insurance also have a dedicated and experienced team who specialise in Commercial and liability products, general and high net worth and prestige home insurance. They work in conjunction with our classic and multi-car team giving Abbeyfields an extended offering of services.

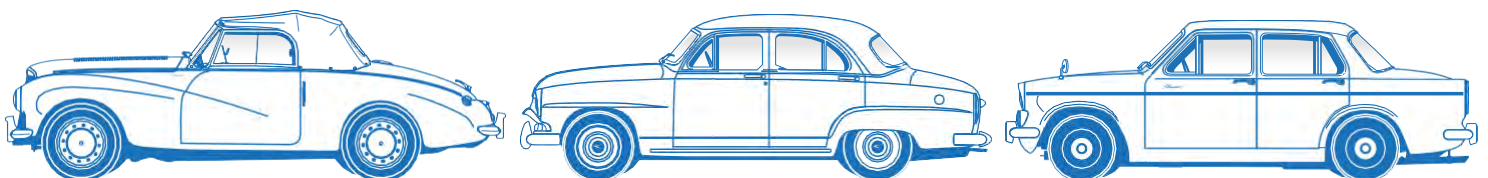
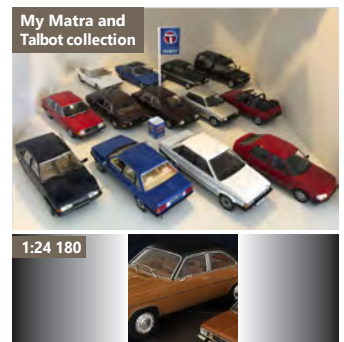
What's in my (model) garage...

by Mike Barclay

I'm not an owner of a full-sized Chrysler/Simca/Talbot as yet, but hope springs eternal! However, to compensate, I have a rather large collection of brochures and models instead.

The correct answer to the eternal question of "how many more models and brochures do you need?!" is of course, "just one more!" Most of the 440 models in my collection are 1:43 scale and I have most marques you can think of, from Alfa to Zagato, but it all started with my family's life-long Mopar obsession, and for me, with a toy Corgi Hillman Imp given to me when I was 3 years old.

As far back as I can remember, my family have driven Chryslers. When I was growing up, we moved to Newfoundland, Canada, and in late 1977 my dad bought our first Chrysler, a New Yorker. It was magic – and huge! At the same time, my grandfather over here drove Alpines, and my aunt worked in the parts/service department of the Chrysler dealership in Sunderland (which may have been 'Dixon's Chrysler' but was definitely 'Priory Peugeot Talbot' by the time I'd moved back to the UK in '84) – this all added to my fascination with the brand that lasts to this day.





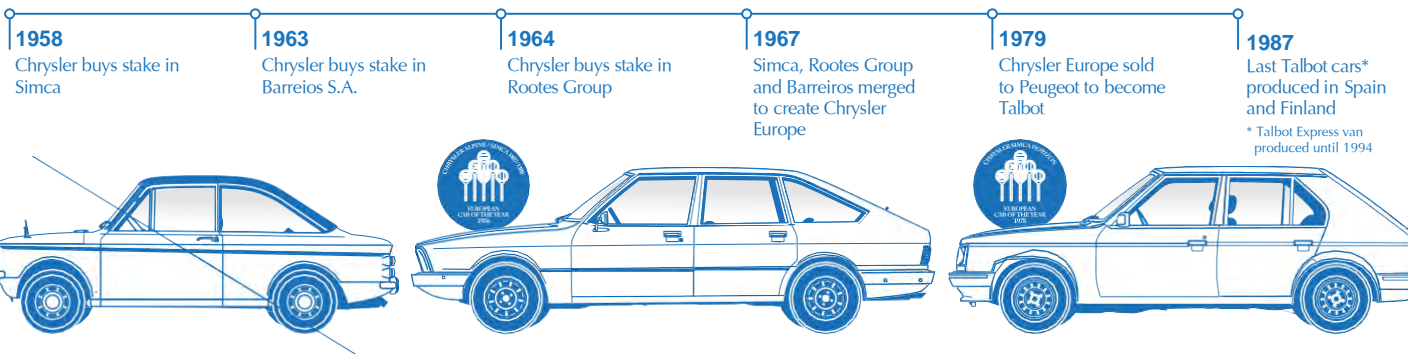
To go with my models, I'm constructing a 1:43 scale model dealership based on a Canterbury dealership circa 1977 from photos I found online. I've never made a model from scratch before, and certainly not a building, so I'm learning as I go along – eg making loads of errors and starting over again and again, but I'm having a great time faffing-on with it!

I've been a graphic designer/commercial illustrator for 33 years, so I'm able to use the design software on my Macs to draw and recreate signage, posters and to plan the showroom layout.

There's a lot left to do before it's finished, but I've got the basic layout sorted. The next stage is to fix the 'light bleed' around the gaps in the removable roof, then the plan is to add guttering, exterior lights for the dealer signage, add some spray paint 'weathering', and finally add a base with tarmac and grass etc. I need to add a service department to replace my rough pencil sketch, and I might even add desks for sales clerks... this may, just may, be taking it too far!

I'm also using the software to illustrate a 'model history' from when Chrysler took a majority stake in SIMCA, going all the way to the end of Talbot. I've only recently started so progress is slow, but you'll get the idea from the rough illustrations at the bottom of the page. I'm planning on doing them as 'blueprints' but I may end up airbrushing them to show the body contours and colours etc.

As for car brochures, they're the reason why I wanted to be a designer in the first place! I can remember gawking slack-jawed at the pages for hours at a time as a child. My collection started, like with my models, with those of family member's cars... this has since spiraled out of control as I try to get every model 'Chrysler' offered! The pictures on the right are just a sample of what I've got in my Chrysler collection.



Our SIMCA Club UK stand featured what must have been a first in the UK, a 1500 Estate and a later 1501 side by side. At other shows, the general public looking at other models in the range seem to remember these estates particularly fondly. Accompanying the Estates was Julian Pearson's newly restored now rare 3 door SIMCA 1100. The later Talbot badged cars were represented by Andrew Lunt's Talbot MATRA Murena 2.2, the subject of his rebuild articles in previous issues of L'Aronde, with more to follow next time.

Next to our stand was the MATRA Club who displayed early and late versions of their 3 seater sportscars with an early Series 1 Bagheera and a Murena from the '80s.

Visitor numbers were reported to be back to close to pre covid levels. There was considerable interest in the cars. One visitor to the stand was describing the 1301 he was working on and we launched into full recruitment mode, until he said it was a car he was restoring for a customer.. turning out to be our Treasurer Edward Martley's car which has been in the family from new.

I didn't get round as much of the show as I intended... too busy talking SIMCA, MATRA & Talbot.... But have included photos I took there.

We will be at the next NEC Show, the Practical Classics Classic & Restoration Show in March 22 to 24th next year, see ad in this issue for member ticket discount code,

Thanks are due to Guy Maylam, Stuart Wade, Julian Pearson, Paul Anderson and Andrew Lunt for setting up and manning the stand as well as supplying the cars. I intended to get a photo of the group but couldn't get them all together at any given time.

The National Microcar Rally stand featured two cars from our member Grant Kearney, no not his Talbots but two of the tiny Peel cars, one of which can be seen in next photo...



Frisky and below FIAT 500 based Gamine



Andrew Lunt with his Murena.



Early and later 1500/1501 dash layout.



Greig Dagleish's Series 1 Bagheera.



and some other vehicles that caught my eye around the show.....



A wide range of engine/driveline layouts available back then.....

LA GAMME 1976

CHRYSLER FRANCE est le seul Constructeur à proposer quatre types de transmission :

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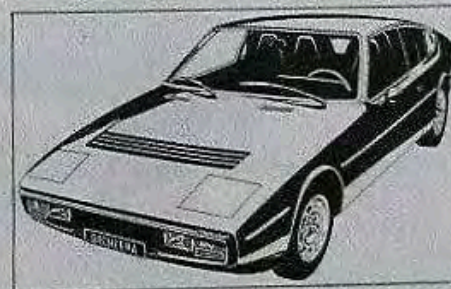
TOUT A L'ARRIERE

Les SIMCA 1000



MOTEUR CENTRAL

Les MATRA SIMCA BAGHEERA



TOUT A L'AVANT

Les SIMCA 1100
1307/1308



President Dick Husband welcomed those present, noting the excellent turn out for a club of our size, especially considering recent flooding around the country.

Present were..... Mick Ward, Nick Retallick, Tony Bennett, Debra Bennett, Lesley Ward, Kev Ward, Clive Forder, Tim Martin, Clive Nelson, Steve Wood, Daniel Husband, Stuart Wade, Guy Maylam, David Chapman, Richard Husband and Edward Martley.

Apologies were received from..... Cornel Baxendale, Grant Kearney, Pam & John Henderson, Colin Hill, Bob Friendship, Marcus Maylam & Kim Spooner, Andrew Thacker, Clive Milner, , Jennie Nicholls, David & Lillian Wells, Michael Whitworth, Robert & Kary Taylor, Jill & Phil Ewan.

Daniel Husband, Membership secretary reported.... Membership currently stands at 88 main members with 27 at the same address... this shows a slight decrease from 94 main members the previous year but holding up quite well set against a background of various club folding recently. We've also had a few enquiries about membership with some resulting in new members.

Mick Ward, Magazine Editor..... My full report can be seen elsewhere in this issue. After editing L'Aronde since '97 I still enjoy it but now find stuffing all the envelopes etc myself a bit wearing. Lesley Ward suggested I could get our printer to do this and send them out direct as he did during Covid. Meeting agreed to accept this and I'd look into the cost. Edward could supply a list of addresses for those receiving just a postal copy of L'Aronde and that plus PDF to send to Trevor at Red Design & Print Ltd for him to post the copies out.

Edward Martley, Our treasurer submitted the accounts for the previous Year noting cash reserves were down by about £200 from the previous and I can supply those accounts to members. not at the AGM by email who wish

to see them. Edward said he didn't propose to raise the current level of subscription for Hard copy, PDF or both this year for 2024s. However, in view of increased postal costs an increase may be necessary next year. The subject of window stickers promoting the Club came up. Mick Ward said various members had asked about them and he'd realised we had run out. A quote from our printer who'd done them previously seemed quite expensive which he explained was in line with the rise in anything plastic based. It was suggested any new member should receive one free as part of their introductory pack. The meeting agreed we should have stickers available and Mick would explore alternative quotes.

Election of Committee Members.....

Dick Husband said he felt he'd done very little as President recently and looked towards a member who'd replace him. There were no offers and the meeting agreed that he continued which he agreed to do for another year.

Tony Bennett proposed that all committee members were re-elected en masse. This was agreed unanimously.

Events for the coming year..... It was noted that last year's idea of Northern and Southern meetings for our main event was a miserable failure with zero SIMCA-Talbot attendance at either. I (Mick Ward) proposed we made the Rootes archive event at Gaydon on Sunday 21st July our big 2024 get together.. I attended this event this year in the only SIMCA there and was impressed by venue and organisation with loads of cars on display, a good autojumble and the facilities of the museum. I'd run the idea past the committee who were very much in favour and the meeting accepted the idea.

Questions were asked about accommodation nearby for those staying over. Edward Martley who hails from nearby Banbury said there was a Premier Inn just 8 miles or so away in that area.

Clive Nelson noted that they planned to

have their AGM weekend in the area around Gaydon during September visiting the Gaydon Museum on one of the days for the meeting with a room being available. A suggestion was made that this could be an idea for us to have an AGM earlier in the season. This did not find favour as members there felt our traditional October AGM date always attracts a good turnout. Kev Ward also pointed out that an AGM at Gaydon would not be attractive to those just there for the meeting having to pay the museum entry.

Beaulieu 'Simply French' event where there was a MATRA/SIMCA area booked attracted MATRA owners this year but no SIMCA/Talbot ones. Clive Nelson would again book a joint area but currently a date for the 2024 event is still to be announced.

Dick Husband asked if there was any information yet on the International SIMCA, MATRA, Talbot meeting for 2024 which is supposed to be being held in the Czech Republic. None seems to be out yet but will be published in L'Aronde asap when available.

Other possible venues for get togethers were.. The Coal mining museum in Yorkshire and the huge classic car meetings at the Humber bridge in the late spring/summer months on Fridays 3-4pm onwards.

We have our usual stand at the Classic Motor Show at Birmingham's NEC on 10 to 12th November and we are there again in March for the Classic & Restoration Show on 22nd to 24th March 2024. Our stand will be next to our friends from the MATRA Club on both occasions. Club members' discount ticket code on page 7 of this issue.

Members are urged to let me (Mick Ward) know about meets local to them which may be of interest to other members, so I can publicise them in L'Aronde.

Advertising possible get togethers is made easier by an email shot of all members as Stuart Wade found when appealing for replacement cars for our November NEC stand. That brought immediate replies.

Laura, Stuart's sister runs our website and has access to members' emails to achieve this. I was reminded to add Laura to the Directory in L'Aronde as simcatalbotwebmaster@outlook.com which is now done in this issue.

Stuart Wade mentioned that the website is currently underused and encouraged members to make more use of the 'members only' section.

The Facebook group now has 4,700 members and is well used, Stuart mentioning that, as an admin, he has to watch out for scam or inappropriate material being posted and works hard to remove that.

Dick Husband introduced the subject of spares availability. He said there's a large element of 'buyer beware'. Often parts on Ebay etc are poorly described re. fitting and condition. NOS description often misleading for parts new 30/40 years ago but badly stored since. Parts are still turning up but, in my own experience, some of my past suppliers of 'job lots' are retiring or, in a few cases, have passed away.

On the services page of L'Aronde various members have parts available, in some cases remanufactured bushes by 3D printing. Dick warned about scams involving parts and car buying, with 'crooks' wanting payment or deposits up front for items that don't exist. Dick ended by noting that some prices are inflated by sellers believing 'If it's old, it must be worth big money'.....

Any Other Business..... Edward

Martley mentioned the Rootes Archive at Roxton. They had rescued larger amounts of material from Ryton when it closed and among the Rootes/Chrysler UK drawings and advertising material there was a surprising amount of SIMCA, Talbot and Peugeot stuff. Edward is currently working with them working through putting it on line.

The meeting finished around 7.30 pm and many of us stayed for a meal afterwards.

From the recent AGM.... I'm now back on track for 6 issues for this year after the previous issue was delayed by my own IT problems. Issue 5 of L'Aronde had gone out to members over the last week or so.... Apologies to those whose articles/photos haven't appeared. They may have been among the files I lost in the above.... I must be more careful in backing up everything.

Thanks to members who have supplied material for magazines this year including Guy Maylam, Colin Hill, Clive Milner, Alexis Zaregradsky, Chris Tooze, David Chapman, Kev Ward, Clive Nelson, Julian Pearson, Andrew Lunt and Nick Retallick plus Former member Phil White and facebook contacts Henk De Jong and Jere Mille to mention just two. New members please introduce yourselves...!!!

As for material to cover the whole wide SIMCA, MATRA, Talbot range, I can always produce stuff on the rear engined SIMCAs, MATRAs and the 1100 range from experience and the large amount of published material, brochures etc I've collected. I'm always on the lookout for material on the later Talbot badged cars... I've owned Alpines, Horizons and Sambas in the past but they've usually been donors for parts for racing and restoration projects involving 1000s, 1100s and Bagheeras. Please let's have news on your cars, projects, barn finds etc. The same goes for the earlier SIMCAs, Aronde, 13/1500 and '01 and even the immediately pre and post WW2 SIMCA/FIAT models. One of our members even has a 1920s UNIC, a brand that was linked with Chrysler/SIMCA during the years they were building heavy goods vehicles I believe.

As for ideas for articles.... In the previous L'Aronde I've suggested one on 'my very first car'.. whether it was a 'Club' model or whatever? Also 'Cars I wish I'd never sold' I've described three of mine on that page.

Club members' cars keep appearing in National magazines and I'll reprint the articles, or parts of them in L'Aronde with the appropriate permission/acknowledgements of course.

If you've undertaken an epic, or otherwise, journey in a club car please let us know. Also please let us know your tips on modifications/alternative parts for reliability or performance.

Then there's the use of SIMCA, MATRA, Talbot parts in alternative uses. This winter should see my Ransomes mini crawler tractor up and running with its Talbot 1100 pickup engine transplant.

Of course, on a personal level, anything connected with club cars in Motorsport is always welcome for the pages of L'Aronde.

Period photos, from the earlier days of our club or from any time in the long history of the marques are welcome for future issues.

I've probably suggested a 'letters/emails page' before. Please let us know your thoughts, criticisms, encouragement etc.

I've now been editing L'Aronde since 1997 and still enjoy doing it although stuffing and stamping all the envelopes gets a bit wearing, so if the Club want me to continue I'm quite happy to Now at 76, I'd hope that there is a 'youngster' out there ready to take over the editorship eventually. ,

Mick Ward , Editor, competition & modifications advisor & press officer etc October 2023

Colin Hill's Motoring History.....

I found the idea of looking back on previously owned cars interesting. Could I remember them all ? ,and at the same time I was fortunate enough to have a new Company Car every 2 years ,due to the 40K miles I used to travel as a Salesman each year.

Personal	Company car at approx. Same time
Ford Anglia 105E	
1934 Singer Le Mans sports	
Ford Lotus Cortina Mk 1	
Ford Cortina Lotus Mk 2	
Hillman Avenger Tiger	Ford Consul Granada 2L
Humber Sceptre (arrow) x 2 Saloons	Ford Cortina IV Estate
Humber Sceptre (arrow) x 3 Estates	
Rover P6 V8	
Rover SD1 V8	
Talbot Tagora GLS x 2	Ford Capri II
Talbot Tagora SX V6	
Morris Marina 1300	
Rover 400	Ford Sierra
Talbot Horizon Diesel	
Talbot Express Recovery Truck	Vauxhall Carlton
Talbot Matra Rancho	
MG Maestro Turbo	
Austin Maestro Advantage	Peugeot 406
Simca 1100 Van	MG Montego 2L
Austin Maestro Van	Rover 600
Peugeot 305 Van	
A few Horizon's and Solara's.....	
Currently own:	More modern currently owned;
Talbot Horizon Pullman	Rover 45 x 2
Talbot Solara LS	MG ZT-T

Talbot Solara Rapier

Current restoration project is an MG Midget 1500

I feel sure I've missed out a few, they might suddenly come to mind , or I'll find pictures

Colin Hill

Club cars out and about.....



At Blyton Park Trackday 9th Nov Mick Ward, Phil Hart & Jim Woodstock in SIMCAs



Colin Hill's Horizon Pullman at local show causing more interest than its neighbours



Our SIMCAs in action at Blyton Park Circuit. Photos of your club car(s) always welcome for future issue. They could even make the front cover of L'Aronde Ed.

Please let us have your 'what's in my garage articles, 'My First ever car', 'Car(s) I never should have sold '. Club car parts put to other uses etc articles for future issues of L'Aronde,..... ED

MINI TEST MATCH

MORRIS MARINA versus SIMCA 1100

Suddenly everyone's making pickups! Remember when Austin's A55 was the only one on the market? Now Leyland alone have two, and the importers are bringing them in hand-over-fist to cash in on the demand. Mazda and Datsun, Peugeot and Volkswagen all have one-tonners, and Toyota are due to introduce theirs any day now. Honda's newly announced lightweight has a pickup version, and then there's Renault's little 7cwt, the one we tried recently.

On that occasion we put the R4 up against Leyland's smallest; now it's the Mini's bigger brother's turn. The Marina has enjoyed a fortunate position in

the van and pick-up field by offering a half-ton payload when its competitors were selling models with capacities several hundredweight less, or bigger trucks with a full one-ton payload. And Leyland were doing quite nicely, thank you, creaming off the business for the middle sized pickup.

Until now, that is. Chrysler France had also noticed a niche worth exploring in their home market, and took a tin opener to their recently introduced Hi-top Simca van, and made a highly successful 10cwt pickup that they've been selling for a year *sur le Continent*. So successful, in fact, that it's only within the past few

months that it's become available here, and already most of the first year's allocation to Britain has been spoken for.

And that's not really so surprising; with demand outstripping output there's room for a competitor for the Marina, especially as the Simca's basic price of £1418 compares so favourably with its rival's £1656.

TECHNICAL SPECIFICATION

Both these pickups are derived from their respective light vans which in turn owe their heritage to saloon cars. The Marina, it's hardly worth saying, is a middle size family car that in its cheapest, lowest-powered form has a 1300cc engine. The Simca is one 'class' down and makes do with only 1100cc. But the difference is not extreme when one considers how much the Marina's design, and even some of its components, owe to the hoary old Morris Minor, which ended its exceedingly long career as an 1100cc saloon.

Consequently the Marina has inherited much of the simplicity that made the Minor such a reliable vehicle. The amazing old A-series engine in its biggest 1275 displacement sits fore-and-aft at the front, driven through a four-speed synchromesh gearbox to a conventionally sprung live rear axle. Front suspension pure Moggie Minor, with torsion bars and funny coil-over lever shocks that do double duty as top wishbone



By comparison, the Chrysler is highly sophisticated. An aluminium-headed four cylinder engine of 1600cc sits transversely ahead of the front axle. The carburettor is set towards the right hand side of the car. There's room at the other side to accommodate the clutch and four-speed, all indirect, gearbox. The differential is housed behind the engine, and drives to the front wheels by unequal length, constant velocity driveshafts. The whole compact unit is canted backwards to fit under an admirably low, and reasonably short bonnet.

Independently sprung at each corner, the Simca follows Continental practice by using torsion bars at the rear ends. Double wishbones at the front have the springs disposed longitudinally like the Marina's, while the rear the Chrysler's fully trailing arms have angled transverse bars. Its long travel suspension has fairly low rate springs, so telescopic dampers and an anti-roll bar keep the thing on an even keel. Although the Marina has much less loping springing, it has a front anti-roll bar.

Neither of these two promises to be a sparkling performer with their full 10cwt payloads loaded. The more powerful Marina has 57bhp at 4000rpm against the lighter Simca's 54 at 6000, so the latter is finished up with around 39bhp per ton with their complement of test weights, which is adequate if

not in the sports car class. The considerably over-square Chrysler is less torquey than the long stroke A-series: its maximum of 60lb ft is at a high 3200rpm compared with the Marina's 68lb ft at a more useful 2500. However, this is only a small difference when the weights are taken into account, so any performance differences are probably due to variations in gearing.

Overall, the Marina has lower gearing despite its more leisurely engine. Like its top gear, third is also lower than the Simca's, but the Continental pick-up has a wide step between its middle ratios, and it has the lower first and second, promising better acceleration but less flexibility than its rival.

At the business end of the trucks, there is not a great deal to choose between the two. The more stylish Marina surprises by having a little extra length over its rival, and there are hold down cleats incorporated in the sides of the load area to restrain the cargo in the normal course of motoring. The test weights were located by rather more substantial baulks of timber, for the hooks do not really look up to restraining 10cwt in a brake test, but as the Simca has no hooks or clips at all the Marina's must be better! The British vehicle's extra length is compensated by the Simca's depth so the actual volume enclosed by the steel bodywork comes out around the same. With the tilt tops

On both bodies the tailgates can be lowered with-

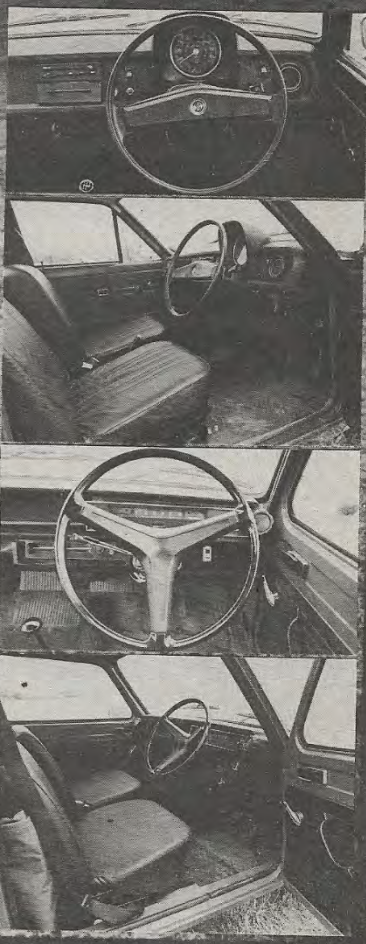
out obscuring the numberplates, so extra long loads can be accommodated. The Marina's designers, obviously concerned with maintaining the car-type appearance, have cunningly hidden the tailgate locking pins on the inside which makes the rear of the truck look much cleaner, at the expense of some bruised knuckles for the driver when the catches stick.

Although both pick-ups are rated at 10cwt, the Marina has a 200lb advantage as its stated payload does not include the driver's bulk. Even so, the Simca has a capacity of over 10cwt which it contrives to distribute more equitably between the front and rear axles. The Marina carries most of its load on the rear axle with the attendant problem of providing sufficient spring travel to accommodate the full load, yet still provide an acceptable ride when unladen.

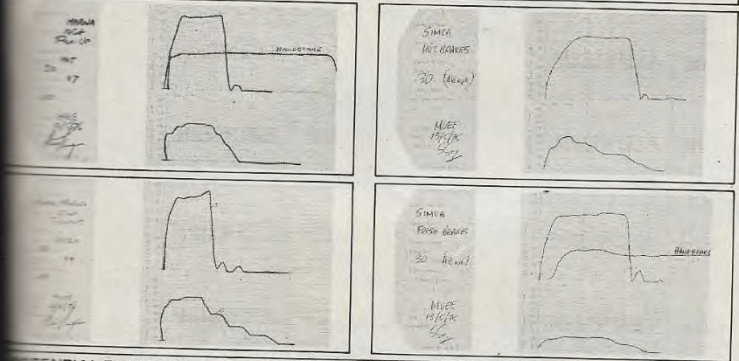
PERFORMANCE

Although the figures do not promise exhilarating performance when loaded, when empty both trucks are flyers. The Simca's willing little engine encourages use of the lower ratios, and with its greater agility it is a quick, almost sporty vehicle that can put up some very satisfactory point-to-point average speeds. The Marina can give a good account of itself unladen, but it's neither as quick, nor as satisfying to drive.

With the load on, the Simca loses its sporting pre-



PERFORMANCE	MORRIS MARINA	SIMCA 1100
Unladen weight, ton (kg)	0.86 (875)	0.855 (870)
Gross Weight, ton (kg)	1.48 (1505)	1.39 (1415)
Net payload, ton (kg)	0.62 (630)	0.54 (545)
0-20mph (32kph)	3.4sec	3.2sec
0-30mph (48kph)	7.9sec	7.0sec
0-40mph (64kph)	11.8sec	11.1sec
20-30mph top gear	8.1sec	13.2sec
20-40mph top gear	15.9sec	26.9sec
Max in 1st	25mph	26mph
2nd	36mph	43mph
3rd	56mph	65mph
4th	84mph	76mph
Deceleration, fresh brakes	.94g	.80g
Deceleration, hot brakes	.87g	.75g
Handbrake deceleration	.47g	.40g
Swept turning circle	33ft	34ft
kerbs turning circle	31.7ft	33ft
Turns lock to lock	4.0	3.5
Consumption 30mph (48kph)	39.56mpg	45.35mpg
Consumption 40mph (64kph)	38.89mpg	37.81mpg
Consumption 2 stops/mile	28.08mpg	30.20mpg
Consumption motorway	26.00mpg	28.74mpg
Consumption main road	38.15mpg	36.33mpg
Consumption urban route	33.69mpg	32.06mpg
Restart 1 in 4	No	Yes
Handbrake 1 in 4	OK	OK



POTENTIAL EARNINGS CAPACITY TABLE						
MORRIS MARINA						
	Steady 30mph	Steady 40mph	2 stops per mile	Motorway	Main road	Urban work
mpg	39.56	38.89	28.08	26.00	38.15	33.69
ton-mpg	29.41	39.47	30.63	61.81	37.24	28.01
gross ton-mpg	24.53	24.11	17.41	16.12	23.65	20.89
gross ton-mpg	58.55	57.56	41.56	38.48	56.46	49.86
gross earnings factor	721.4	951.6	533.3	934.6	880.7	585.1
gross earnings factor	1722	2272	1273	2378	2103	1397
SIMCA 1100						
mpg	45.45	37.81	30.20	28.74	36.33	32.06
ton-mpg	29.30	39.00	23.72	56.25	40.88	23.60
gross ton-mpg	22.77	18.94	15.13	14.40	18.20	16.06
gross ton-mpg	62.59	52.07	41.59	39.58	50.03	44.15
gross earnings factor	667.2	738.7	358.9	810.0	744.0	379.0
gross earnings factor	1834	2031	987	2226	2045	1042

tentions. Up to the all-important 40mph, the Continental pickup uses its lower first and second to get under way quicker than the Marina, but thereafter it is the British vehicle's superior torque and lower gearing that give it the advantage. Top gear performance, which has more relevance to a working truck than stopwatch acceleration, reveals that the Marina is the more flexible of the two, posting times for both 20-30 and 20-40mph that leave the Simca in the dust.

Out on the road this difference is still apparent, though the Simca's sweet gearbox allows easy selection of the intermediate gears, and the lack of top gear performance is not really a problem. In most situations, top gear is not selected at speeds below 40 anyway. The Marina's lazier engine encourages the driver to be lazy too, and for most situations top is quite adequate. Around town one might indulge in third occasionally, but the other two gears are strictly for getting the vehicle under way. This is definitely not the case with the Simca, and to get the best from it the Chrysler needs rowing along.

Because of this its hillclimbing is better than the Marina's, for up our test hill to Englefield Green, near Windsor, the Simca required a downshift to third to attack the one in 10 section which it then breezed up, whereas the Marina lugged itself up in top. On the one in four hill lots of revs and tyre smoke accompanied the Simca's restart, with the Marina's weight concentrated into the driving axle and there was no opportunity to spin the wheels. It proved too much for the Marina's higher first gear and we gave up before we cooked the clutch.

FUEL CONSUMPTION

Just because one of these pickups has a smaller engine it does not follow that it will be the most economical. In fact it is often the case that a larger, less stressed engine will be more frugal than its lesser rival. And so it is here. The constant speed tests show that the Simca has the potential to return better consumption figures at low speeds, with the two levelling out as the smaller engine has to work harder. On the main roads though, the lazier Marina gets into its stride and actually betters the Simca's very good 30mpg.

Around town there is not a great deal to choose between them, with both returning in excess of 32mpg, the lower figure of the Simca as much due to heavy traffic as any other cause. On the motorway where the Marina's engine is having to work as hard as the Simca's it loses its advantage, and drops to 26mpg, which is less creditable than the Simca's near 29mpg, although the Marina did manage to post a quicker journey time.

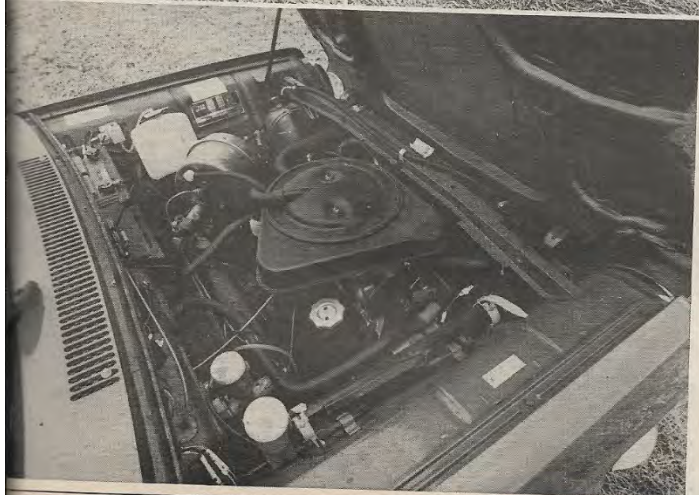
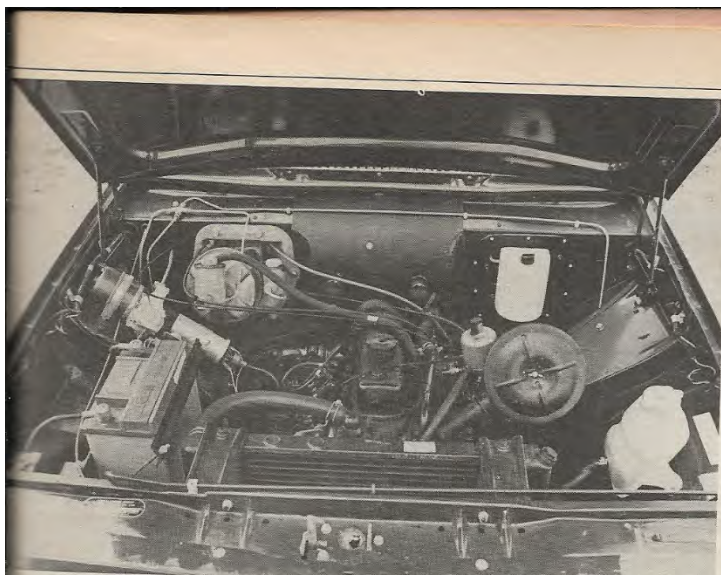
So there's little to choose between the two in terms of operating economy, for what the Marina can gain on low speed cruising it forfeits when it has tight schedules to keep.

BRAKING AND HANDLING

The disc and drum set-up on the Simca was a great confidence inspirer. A light pedal and responsive brakes, with plenty of feel seemed to be all that could be asked, but on the test track the chart recorder showed that this is not all brakes should be. The maximum deceleration we could register was 80 per cent, limited by wheel lock up at a low pedal pressure of only 45lb. This can be a problem in a panic stop, especially in the wet, when it is all too easy to stamp on the brakes with more effort than is required, or desirable, and lock up everything followed by loss of control.

The all-drum brakes of the Marina were very good indeed. A really hard shove — nearly three times as hard as on the Simca — was necessary to lock the brakes, whence it would stop almost dead. The excellent response pitched the driver's weight onto the pedal, helping the effort and the stopping time is one of the best we've seen.

Even when they'd had a thrashing in the simulated fade test they still performed well, losing only a little bite and peak deceleration. The Simca's suffered badly in this test, though with such a low effort to start with, it was almost easier to use them when hot, even though the effort to lock the wheels had doubled. It was much easier to feel what the wheels were doing, and a braking performance only a little worse than the fresh brake test was recorded.



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Another characteristic of the Simca that changed with circumstance was the handling. Empty, the vehicle was easy to drive, nimble, and capable of some spirited cornering with no obvious vices. With the test load on though, the body roll upset the rear wheel geometry, and caused the Simca to have pronounced roll steer. This required a special steering technique when pressing on wherein we immediately wound off a little lock as the car heeled over in a fast corner. Otherwise the nose pointed too tightly into the bend.

With poor handling in all circumstances, the Marina is skittish without any weight over the rear axle, probably as a result of the stiff rear springs. With its full load it yaws badly, and it is very untidy if pressed in this condition. In the dry it is possible to provoke the rear into a slide that takes a long time to get back under control, and which does not auger well for its wet weather cornering ability.

The lack of compliance in the suspension does not only upset the handling. Ride with the Marina loaded is very good, with the springs soaking up most of the road irregularities, even though the bigger ones sometimes cause the rear to reach the bumpstops. But empty the situation is quite different. The front suspension still continues to do its work, smoothing out the bumps, but the lightly loaded rear end, supported by stiff springs, bounces over the bumps and imparts an unpleasant pitching to the whole vehicle. The Simca's more sophisticated arrangement, designed to cope with roads far worse than Britain's, has an excellent ride all the time. The ride has that Continental 'floating' feeling when the pick-up is loaded, and the suspension irons out the longer undulations.

FROM THE DRIVER'S SEAT

The Simca, which in other respects is the driver's vehicle, provides the best driving position. With its low bonnet and waistline, the driver has a good view to the front and sides from his high seating position. The steering wheel is low enough to be comfortable, yet not so low as to contact the driver's legs when driving. The pedals are all light to use and there's plenty of room to rest the left foot when it's not occupied. Outside there is a pair of very good convex glass mirrors to show what's going on behind. On the test pick-up there was no interior mirror, and the rather curious windows in the rear of the cab might make the view from one worthless.

The rear window in the Marina's cab is a single piece of flat glass that allows the fitting of an interior mirror, as well as the door mirrors, to give an extensive field of vision to the rear. The lower seating position does not give the same commanding view, nor the feeling, of the Simca's, but the controls are all arranged to give the right relationship between hand and leg positions when the seat is correctly adjusted.

The seats themselves are quite comfortable, although the Simca's judged to be the better on first acquaintance, proved less satisfactory than the Marina's at the end of a long day. The better back support of the Simca's squab is offset by the short seat, which concentrates the driver's weight on a smaller part of his anatomy to his greater discomfort. In short, it's a pain in the ass.

So, figuratively speaking, is the instrument layout. The nice, clear instruments from the Simca 1100 car range still have not found their way onto the pickup, and it carries on with a pathetic strip speedometer with the temperature and fuel gauges stuck right out at its extremities. This places them behind the driver's hands if he is holding the wheel at the recommended 10-to-two position, and it requires a movement of the hands or head to read them. The switches for the lights and wipers also project from the dash panel in a thoroughly awkward position for them to be reached behind the wheel.

The Marina has a basically simple instrument layout. Or rather it is simply basic. A single round speedometer housing the fuel gauge, and warning lights is all you get. Rocker switches control lights, wipers and heater fan, and there's also one for the hazard warning lights. A four-function Lucas type stalk is the only column-mounted control, apart from the fiddlesome steering lock.

The Marina has very little space for the storage of



odds and ends. There is an open glove box in front of the passenger, but that aside there is nowhere to put a pair of sunglasses or packet of cigarettes. A clipboard will rest over the instrument binnacle but it spends most of its time being recovered from the floor. There is plenty of room behind the seats, and there is a rudimentary shelf which could be used to support a cup of tea during a break. On the driver's side there is a space extending below the load floor that corresponds with the spare wheel location on the passenger side which could be used to take a toolbox, or squashy bag.

The tall cab of the Simca also has plenty of room, but it is less civilised than the Marina's, lacking a headlining and substituting painted metal for soft trim. But there is provision for the storage of motoring paraphernalia on the shelf in front of the passenger, or on the cigarette packet-sized one to the left of the heater controls.

The car-type cab finish of the Marina is let down, by the truck-type din that finds its way in through the uninsulated bulkhead. Windnoise is not excessive, but the rising row from the mechanicals is the deciding factor for selecting a cruising speed. Up to 50mpg it's not too bad, but at 70 it has reached a point where conversation is impossible. The Simca, despite its higher revving engine and lack of interior trim is quieter in all circumstances, and is never so noisy that it drowns out the radio or conversation.

SERVICE AND MAINTENANCE

Although the forward hinging bonnet does not hinder access to any of the service points on the neatly laid-out Simca engine, major repair work may well prove to be a bit of a chore. The compact engine and transmission unit which is crammed into the front of the bonnet leaves very little room to work around it, and any servicing of the gearbox and final drive will need removal of the engine.

No such problems exist for the Marina. Its long suit is its simplicity, with plenty of room to get at all the main components of the power unit, and the facility to work on the transmission without disturbing any of the other mechanicals. The old A-series engine is well-catered for by motor factors, so service items are all cheap, as are reconditioned engines or gearboxes. Any workshop technician should be able to sort out any problems that arise, and even if he can't there are not many villages without a Leyland dealer.

There are over 800 Chrysler dealers and the chances are that they will be needed more often, if only to buy parts. Unfortunately it is a fact of life that these will cost more for the imported vehicle than the British one, though the fixed overheads work out around the same, with around £50 garage labour for servicing over a 20,000 mile period. Both vehicles carry a 12 month/12,000 mile warranty and the insurance classifications are the same.

CONCLUSIONS

Both these pickups are thoroughly practical working vehicles with nothing that we could find to make either unsuitable for its purpose. Both are economical, reasonably quick, and they both have a useful half-ton payload.

But the Simca is the driver's vehicle. It handles better, rides better, and is much more pleasing to drive. The willing little engine gives it acceptable performance, and the relatively low noise levels more than compensate for the slightly uncomfortable seating over a long journey. It has another very strong argument in its favour — it costs £240 less than the Marina.

For that extra money the Marina gives a better payload, and a simpler layout, better economy and a better-equipped cab. A proportion of the extra cost can be offset by the cheaper spare parts, and a larger amount by the proportionately better trade-in allowance that the British vehicle enjoys. But most importantly, the Marina is much more stylish, and it will appeal to any buyer who will be using the pick-up as his personal transport too.

So if your needs dictate a stylish vehicle that will carry a full half ton payload your choice is restricted to the Marina. If instead you need something that is fun to drive, that must carry goods as well, you'll choose the Simca. And you'll have a fistful of money left over.

SPECIFICATION	MORRIS MARINA	SIMCA 1100
Manufacturer	Leyland Car, Longbridge, Birmingham	Chrysler UK Ltd Ryton on Dunsmore, Coventry
Engine type	BMC A Series OHV	Simca OHV
Capacity, No cyls	1275cc, 4cyl	1118cc, 4cyl
Bore, inches (mm)	2.78in (70.61mm)	2.91in (73.91mm)
Stroke, inches (mm)	3.20in (81.28mm)	2.56in (65.00mm)
Compression ratio	8.0 to one	9.6 to one
Carburettor	Single, variable jet SU	single fixed jet
Power at rpm	57bhp at 5500rpm	54bhp at 6000rpm
Torque at rpm	68lb-ft at 2500rpm	60lb-ft at 3200rpm
Gearbox type	4spd synchro	4spd synchro all indirect
Ratios	3.41; 2.11; 1.43; 1.00	3.90; 2.31; 1.52; 1.08
Axle	Hypoid	Spur gear
Ratio (options)	4.556 (none)	3.937 (none)
Mph per 1000rpm	14.6mph	15.5mph
Steering	Rack and pinion	Rack and pinion
Suspension	fr torsion bars rr leaf springs	fr and rr torsion bars
Shock absorbers	Lever fr, rr telescopic	fr and rr telescopic
Brakes	Drums	Disc and drums
Brake size front	8in x 1.5in	9.2in dia
Brake size rear	8in dia x 1.25in	8.5in dia x 1.38in
Wheels and tyres	155SR-13 on 15in rim	155SR-13 on 4.5in rim
Wheelbase	96in (2440mm)	99.3in (2522mm)
Length	166in (4210mm)	154.3in (3920mm)
Width	64.4in (1640mm)	62.2in (1580mm)
Load volume	32cu ft	31cu ft
Load floor height	23.0in (584mm)	23.5in (597mm)
Load floor length	65in (1650mm)	61.4in (1560mm)
Load aperture width	48in (1220mm)	44in (1118mm)
Load aperture height	—	—
Standard chassis price	—	—
As tested price as tested	—	—
As tested	£1656	£1418

July 1976

.....1100 Pickups owned by club members..... mick ward



Bob Bayliss's and Nick Retallick's



and mine..... 3 so far badged Talbot



and Guy & Stuart's DODGE badged p/u .



Steve Porter's Rallye 1 bought from Neville Knight which he fondly remembers.....



New Member Tony Rabicano has this Chrysler 180. His first 'challenge' is the exhaust which he says is 'well past it' .. can anyone help??



more photos to follow....

Early SIMCA 1500 advertising.....

