

‘ L’Aronde

The Magazine of SIMCA Club UK
Vol.45 No.3 **July 2025**

3 mk1 Alpines together at the Gaydon Rootes Heritage event and Paul Reeves’ Horizon Pullman.....



SIMCA

Chrysler

MATRA

Talbot

Photos from Rootes Heritage Day 20/07/2025



Despite regular heavy showers a good selection of cars, vans and trucks were on display. Just the one SIMCA, two MATRAS and Alpines & Horizons... Great event Andy Bye....

Wish I'd taken more photos but dodging the rain allowed me to see more of the museum and enjoyed the display of spectacular Meccano models upstairs.

Editorial July 2025

With the season well underway, this issue features various events where 'club' cars have appeared.

Alexis Zaregradsky Our 'French Connection' has supplied a report and photos on the French National and the SIMCA Racing Team meetings which appear along with those from Stuart Wade.

The Shelsley Walsh Hillclimb 'Chill on the Hill' attracted some solely MATRA Club members and just three of us, including me, that are members of both clubs. Two of us took their cars up the hill... great fun.

A few of us appeared at the 'Voitures Francaises' event at the 'Great British Car Journey' museum here in Derbyshire.

Thursday 3rd July saw 4 of us out at a trackday at Blyton Park with two SIMCA rallye 2s an Avenger Tiger and a Plymouth Cricket replica.

Andrew Lunt continues his on the road adjustments/improvements on his Murena,

Robert Taylor reports on his Samba becoming Tax/Mot exempt.

I've just taken on another 1100 project, a certain custom van that Long serving club members may be familiar with.

On the 1100 light commercial range theme David Hart has sent photos of models of the 1100 VF 1 & 2 vans and pickup he's recently acquired.

A Chrysler 180 article this time is the offering from Guy Maylam's extensive archive.

Bob Friendship has scanned some of his collection of SIMCA material from the earlier days of the club.

Clive Milner is reducing his parts collection to those just for his Horizon so lists further Alpine parts to those advertised last time.

Photos appear featuring Clive from 1998 and very recently.

This issue was supposed to be out before the Rootes Heritage day but that wasn't to be A number of us made it there and photos appear on facing page and elsewhere.

Also an advert appears for The November NEC Classic Car show, where we have a stand as usual and a discount code is available for members' tickets.

I've also included articles and advertising material from my own collection.

Mick Ward 01246 200045 /07713111339

Email scukmick@aol.com

We welcome the following encouraging influx of new members

David Handley from Essington Staffs.

Sam Kershaw from Hemel Hempstead

Brian Regan from Dumfries

Justin Griffiths from Spalding Lincs

Martin Smith from Somerset

Denis Knockton from Waterlooville Hants

We look forward to hearing about their car(s)

remember sales, wants & swaps adverts are free for members in L'Aronde

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

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4 **All the above were re-elected at our 2025 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 is working on reducing his huge stock of parts in light of rising storage costs. He may just have that elusive part for your 'club' car. . 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
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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

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Brakes, steering, suspension, filters, gaskets, wheel bearings, etc. Contact Mick for all things SIMCA TALBOT MATRA.



Forthcoming events 2025.....

If you are in the Derbyshire area on Mondays with your classic, parking is free for those vehicles in the market place, 09.00 onwards to 4pm ish. Enter from West Bars by the Portland Hotel (Wetherspoons).... More info from Mick Ward Editor.

The UK 'SIMCA Racing Team' will be out on the track again at Another of FCTDC's 'Charity Track Days' at Blyton Park on Thursday 18th September. Also a late season extra one has now been added on Friday 14th November.... At least Phil Hart and myself will be there with our SIMCAs.



Lancaster Insurance Classic Motor Show 2025 NEC Birmingham... On 7 to 9th November see SIMCA Club on stand 5-780..... See following page advert for Discount details using code CCCNOV5814 for club/facebook group members. Guy and Stuart will be hosting and setting up our stand as usual and this year we'll no doubt be celebrating 50 years since the launch of the Chrysler Alpine/SIMCA 1307/8.

Photos of our stand at last year's NEC Classic Motor Show and more from Gaydon Rootes Heritage appear on page 8 after the NEC ad.

SIMCA Club UK's 2025 AGM will be held at our usual venue of Longford House Beefeater Cannock Staffs, on Saturday 25th October David Chapman will be notifying members..... Your chance to bring up issues and/or tell us how we are doing in running the club, or even put yourself forward to help out??

6 Suggestions always welcome for events to get members out with cars

The Big end of season indoor show.... See SIMCA Club UK there...!!

7-9 NOVEMBER | NEC, BIRMINGHAM



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CCCN0V5814



*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 6 Nov and show open ticket prices thereafter. Full ticket information: www.necclassicismotorshow.com/tickets. Book by 16 Oct to help your club earn extra benefits.

SCAN ME
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TICKETS



NECCCLASSICMOTORSHOW.COM

Photos from last year's November NEC show and more from Gaydon



Next column, more from the Rootes Heritage event at Gaydon museum.

Commer/Karrier heavier commercials, Dodge becoming more prominent during the Chrysler years, Vulcan was absorbed by Rootes much earlier, eventually Peugeot sold the heavier truck side of the business to Renault.

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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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9

Clive Milner writes.....

In addition to the Alpine parts advertised previously, I have discovered the following:

Bag of Alpine bumper brackets, front and rear, may not be a full set.

O/S/F bumper corner for Mk 2, part number 834942 new

Pair of front indicator lamps fit Mk1 Avenger but have clear lenses as fitted to Plymouth Cricket and possibly others. brand

There is a lower panel for a 13/1501, I don't know if it is front or rear, part number 29262

Plastic trim panel for inside tailgate on Alpine in black.

Board panel for back of rear seat, Alpine in black.

2 more of the front door trims which clip into holes in the doors, also 1 O/S/R

Alpine steering rack, not power, almost new.

Factory Workshop Manuals Vol. 1 & 2

Factory 1100 Manual

2 Alpine parcel shelf supports with seat locks.

Have found the short 5 speed driveshaft to go with the long one.

Pair of driveshafts for 4 speed.

Steering Column and Wheel from a Minx, with Column switches.

The GLS instrument panel previously advertised, shows 158,000 miles

Wiper motor and linkage

2 Alpine front exhaust pipes, 1 new, 1 used but good.

Pair Alpine Stub axles with discs + calipers

Pedal box with clutch master cylinder & slave

Brake servo with master cylinder

Horizon Chrome rear bumper, still in factory wrapping.

Also definitely have pair of unmodified Mk2 Alpine rear lights

Also may be other parts I discover after many years of running Alpines and saving/collecting parts from them. Now just have Horizon.

Clive Milner.....

Contact by phone or text on 07855 078320 parts are located Horsforth Leeds Parts advertised previously could still be available. That previous issue available on PDF from Editor Mick Ward....

10 Please use L'Aronde to advertise your sales & wants free.....

More parts and cars for sale.....

More Alpine etc parts from Clive Milner

Front grille for 1100, brand new, still in factory wrapping.

Alpine/Solara factory workshop manuals Vols 1 & 2 , also separately another volume 1

SIMCA 1100 factory manuals Vols 1 & 2, also an early 1100 factory manual.

5 speed manual (BE1) gearbox

Single choke carb off Horizon on manifold with hoses, needs needle valve.

Crossmember for Alpine/Solara, the one which holds fuel tank & spare wheel carrier part number 59101200

Door skins... O/S/F 2 door 1100, old style door handle, N/S/F 4 door 1100 for later Alpine type door handle

Inner rear boot panel, Mk1 Alpine, part no 49112300

Have the grille from my white 1510, as Mk2 Alpine but has blue SIMCA roundel in centre.

Also early Mk2 grille with rectangle to left with SIMCA on it, may still have 1510 badges from tailgate... just need to find them Contact details previous page.

Steve Wood's 1204 Special for sale.. only 3 survivors Known to the club here in the UK of the '70 to '71 twin weber carb model, show winning car, full bare metal resto, 2016/17, one previous owner to '78 then not touched for 38 years, now on 50K miles will accept £10,000 from club member before it goes on sale at £12K..... tel 07900 103041.



11 remember for sale & wanted etc ads are free in L'Aronde for members

David Hart..... SIMCA/Dodge/Talbot VF1 & 2 models.....

David recently purchased these models of the SIMCA 1100 light commercial range from France . They originally came as a kit in a plastic material but these were already built up. The scale is about 1/43 . Nice to see the rarer pickup version in model form. Ed... I have a couple of High top van models and have thought of adapting one into a pickup?



I could then follow what SIMCA did and crudely use the rear door windows for the pick up's cab back...!!



12 More on vans page 25 and beginning of its story from the owner since '77 to follow in next issue.....

This was planned as a joint SIMCA-MATRA get together but the turnout was disappointing. We had 3 cars from the two clubs running up the hill... Titus Taylor's 1.6 Murena, A Toyota MR2 from a Matra member whose Bagheera is still 'work in progress' and my Rallye2 appeared in preference to my racecar as the untimed 'fun' event specified roadgoing vehicles. A large entry meant cars were divided into 3 batches and once 30 or so had climbed the historic Hill and returned the process was repeated by another batch. In all I got 5 fast runs up the hill thanks to the 1442 Phil Hart built race engine my Rallye 2 currently runs. A number of MATRA members spectated, some riding up the hill as passengers with us. Clive Nelson and Andrew Lunt being members of both clubs. Great Fun... They have another similar event on Saturday 20th September, currently thinking about whether to book in??



an in car video is available on the Talbot, Simca, Matra etc facebook group.



Member's track action in France, Alexis Zaregradsky's Sunbeam Ti at the track event preceding the Flagey SIMCA Racing Team Meeting.



SIMCA, MATRA & Talbot plus the associated Chryslers in motorsport past & present, photos, models, articles etc etc always welcome for future issues of L'Aronde

MURENA MANIA – CHAPTER 13

November 8th – oil change, Simca UK

I've just dropped the car off at Bodyworks for fitting of the new door handle, bumper strips, headlamp bump stops, front bumper top bolts, windscreen surround and rear trim screws. It'll be ready tomorrow when the windscreen surround adhesive has set off properly.

I put in the 15W40 mineral oil yesterday, as recommended in the handbook, written in the days before synthetic oils were widely available. I'm glad I did this because I found that the oil filter was only just finger tight and may have been working itself loose. It's difficult to check because it involves getting right under the car to see it. I fitted a new filter and tightened it as much as possible with my left hand, there is little access for anything else. I considered using a filter tool but it was getting too close to the live cable to the alternator and I didn't have time to disconnect the battery because it was beginning to rain quite heavily! I'll get under there and check it again after a few hundred miles.

I decided to join the Simca Club UK because it includes Matras and Talbots and is run by Mick; his brother Kev is now editing the MEC newsletter. I have a personal interest in these cars because a lot of the Simca club's members are driving cars which my father and I had when they were new. Working for Chrysler he used to get a new management role car every 6 months or so in the 1960's and 70's, so we went through most of the range in that time. His favourites were the Chrysler 180s / 2 litres for their excellent motorway cruising abilities on our regular 5 hour trips to the house in Cornwall. He bought one of his ex-role cars for me when I went to Uni: a Simca 1100 GLS Special. These were the "run-out" specials made at the end of production, so they were quite well equipped. I loved it and regularly drove it between Leeds and Cornwall with its graphic equaliser booster belting out through big speakers in a specially built rear shelf. My Dad's knees are too old to get round the classic car show these days, which is a pity because he knows a lot about the development of those Chrysler / Simca cars of that time and would love to visit the Simca UK stand. He knew people like the late Roy Axe very well and worked closely with him. Dad's favourite car of all time was the Sunbeam Tiger Mk 2 development car he bought off the company and owned for a few years and always regretted selling it. I've always loved the sound of a rumbling V8 ever since!

New jobs for the Murena to do list are the heater fan, which seemed very noisy today and was making the voltmeter drop significantly, the effect the rear brake lights are having on the instrument panel generally, indicating a weak earth somewhere, a sticking internal driver's door handle and more lubrication of the passenger window. Bodyworks seem to have improved the central locking performance nicely, so I can leave that job now.

November 10th

I got the car back yesterday and Bodyworks have done a good job finishing off the final tasks. It now looks excellent and I'm very happy with it. It's not a concours car, that was never my aim, it looks like a very well kept and maintained factory specification (twin tail pipes excepted!) 1983 Murena which will be driven regularly. I'll try to avoid salty roads, but apart from that it will go to club meetings and do local trips where the engine can reach full operating temperature. I'll give it a wax treatment when the paint has fully hardened.



Breaking news: the heater fan has quietened down again, maybe I should leave it running on slow speed to keep the bearings moving.

November 16th – Classic car show, gauge wizard, paint treatment

I went to the classic car show last Friday and enjoyed a 3 hour walk round. A pity there were no Matras there, but Guy Frequelin and Jean Todt's Sunbeam Lotus was there, the very car I watched come in with the 1st, 3rd and 4th finishes for Talbot in the Lombard RAC rally in 1981. Henri Toivonen won I think. Other highlights were Sunbeam Tiger Mk2's and a Jensen FF in yellow. Simca UK were there with a small stand of 3 cars.

I had a chat with the gauge wizard inventor, on his Spyda stand, and he gave me some pointers on how to better calibrate my gauge wizard to the generic sender I'm using. The first thing I'm trying is a Land Rover Discovery calibration code which ranges from 17 ohms to 250 ohms, rather than the 1941 Ford code I was using, which only registered the last third of the tank. If a new code is almost right it's possible to change the top or bottom figures by using the variable resistor which comes with the kit. It looks a little bit complicated but I can email him and check if necessary.

I also went to the Meguiar's stand and asked about the best treatment for new paint. They recommended Ultimate Polish Pre waxing glaze, which can be applied now, but I'll leave it for a few more weeks before I use it. It gives a deep shine with oils, which can be preserved with an application of Ultimate wax afterwards.

The only other job on the car this week was the sticking driver's door release handle. It was fouling the under side of the grab handle, so I shaved a small amount off the underside of the grab handle and it seems fine now.

I think the smell of petrol vapour after a run out is still too strong, I suspect the top of the fuel tank where there is just the old rubber seal under the sender unit. I need to work out a better slim seal; slim because the locking ring can't catch its thread properly if a thicker seal is used. I might try pressurising the tank a bit via the fuel return pipe and putting some detergent water around the sender to see if indeed it is leaking there.

January 7th 2022 – Gauge wizard and heater fan, again!

15

The LR Discovery code for the Gauge Wizard was wrong, it ran out of petrol showing 2/3 of a tank left. So I bought a 100 litre water butt and a hand pump and pumped out a full tank of petrol (50

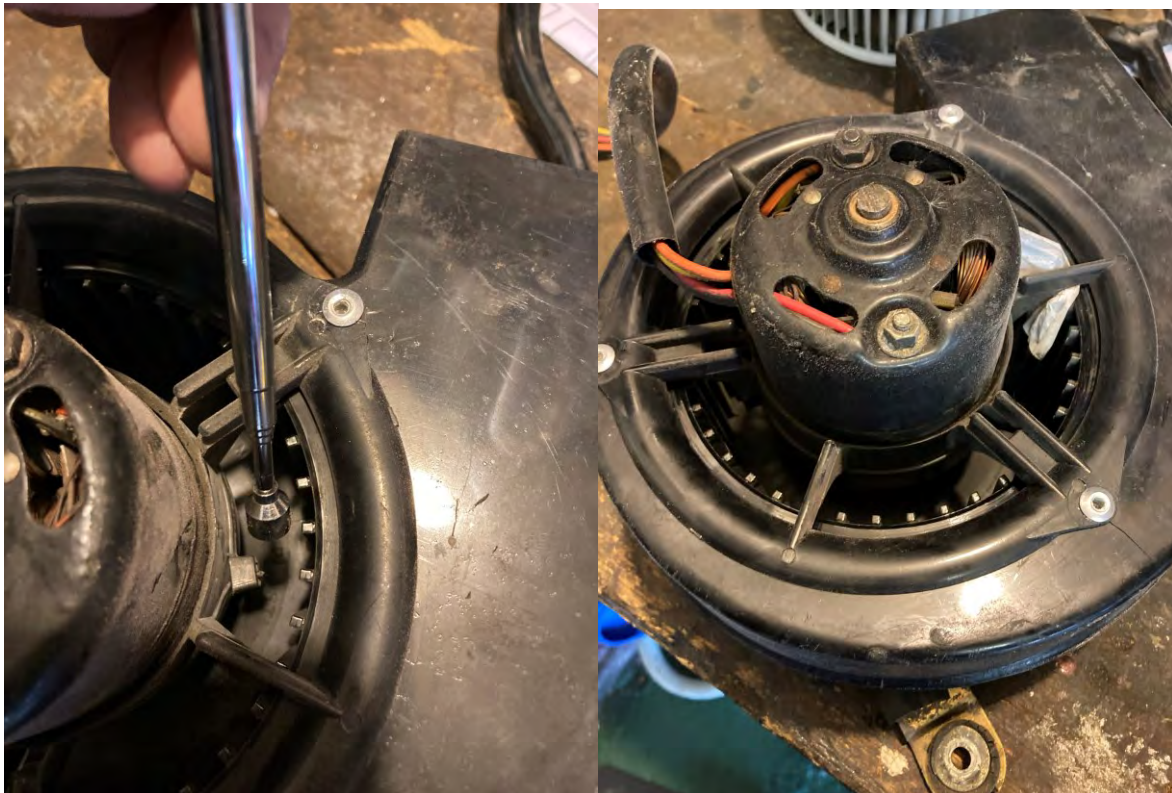
Working on a project?? Please let us know about it with photos... Ed.

Andrew Lunt Writes....

litres approx.) completely into the water butt. I then marked that point as empty in the Gauge Wizard sender settings and added back approximately 12.5 litres at a time and marked the $\frac{1}{4}$ $\frac{1}{2}$ $\frac{3}{4}$ and full points as I went. Then marked a low fuel light point on the car's gauge calibration. Going from empty to full seems to suit the Wizard better than the full to empty calibration I tried first time because it's currently showing full each time I go out and it's only done 80 km so far. This seems right as the top part of the tank will probably be above the sender float, so there won't be any gauge movement until the level drops a bit.

The heater fan started making a fairly loud siren type of noise, which didn't alter with regular use, so it was quite irritating. I assumed the motor bearings had dried up so I took a bit of a gamble on a Toyota Starlet fan on eBay for £35, mainly because you only seem to be able to get motors from Simon but I also need a motor mount because the plastic on mine was breaking up the last time I saw it. The Starlet motor came with its mount. I read on the forum that someone has used one of these as a replacement and its dimensions look very close to the Matra ones.

I took the fan out of the car and found that somehow a bit of masking tape, probably from the respray (visible in the 2 o'clock position of the right hand photo), had got into the fan blades and was the cause of the noise! When I removed that the fan ran smoothly with no signs of bearing failure. Also, the cable tie repair on the motor mount which I did originally was holding well (see pointer tip in photo), so I decided not to use the Starlet blower and just put back the original Murena blower.



It has no top speed, even though the switch is supplying power in position 3, but speeds 1 and 2 have been perfectly adequate so far. The Starlet motor doesn't have a third speed either, in fact I couldn't even get it to run, but I didn't try very hard. It looks clean and spins nicely by hand, so the fact I couldn't find a negative connection point on it is probably the reason it didn't go, it probably earths through the body when it's fitted.

16

The car's not getting much use through the winter, but I take it out when it's dry weather in order to warm it up fully and keep everything working. The only concern I have is the slight engine oil leak,

Working on a project?? Please let us know about it with photos... Ed.

Andrew Lunt Writes....

which I think is from the crank shaft oil seal, something I had trouble fitting because it's a piece of waxed rope which has to be just the right pressure on the oil scroll of the crank. Maybe I didn't get it quite right, but I'll monitor the drips and see if they get worse. I hope not because it's an engine out and strip down to replace the seal, with no guarantees I'll get it right second time around! I watched several videos on You Tube before I did it the first time.

The passenger window is still slow and noisy and the scuttle under the bonnet was not included in the respray and the black paint is peeling off, so those are the only other jobs to look at for now.

March 8th – Door handle and polishing

The driver's door handle mechanism came apart and the outside handle wouldn't work. I had to squeeze in through the passenger door while the car was in the garage and release the driver's door from the inside. A plastic pivot piece with a metal spindle through it had dropped out. I pushed it back in and noticed a small hole in the plastic surround which lines up with a narrow part of the shaft. Presumably there should be a clip in that hole, so I drilled a 2mm hole right through the plastic, past the narrow part of the shaft and pushed in a tight fitting roll pin, this will hold the shaft in place. The short rod which goes from the handle to the pivot piece was also able to jump out of its location at the handle end, so I drilled a small hole through the alloy handle where it locates and fitted a thin zip tie through that and over the rod to keep it in place. This is a loose fit so that it doesn't interfere with the movement of the mechanism.

I've been asked to put the car on the stand at the upcoming classic car and restoration show at the NEC, so I've been applying the Meguiare's pre-wax followed by their quick wax carnauba polish and it's now gleaming again. I hope it's dry weather when I drive it to the NEC otherwise there will be a big cleaning job to do again when I get there. I just need to clean the interior now. I got two door keys made at Timpson's. They ordered in blanks and copied them very quickly, they both work well. £22.50. I can now leave a spare set at the NEC for the days when I'm not there.

May 20th 2022 – First AA rescue!

I went out yesterday for a drive to give the Murena a run as it hadn't been out for 2 weeks. After 5 miles from home the clutch wouldn't disengage, so I came to a halt at some lights and then couldn't get it into gear. Of course it was a busy junction with a queue of cars behind me who were too close to pull round, so the pressure was on. I put it in first gear with the engine off and turned the starter, the car jerked forward and started so I could slowly go along in first gear and find a safe place to stop. I looked at the master cylinder and fluid was leaking out of the pipe joint there, the pipe which connects to the slave cylinder. I had no brake fluid with me or tools so waited just half an hour for AA to arrive. It was also a sunny day so not a bad time to break down. He tried to reseal the plastic pipe after trimming the end off and reinserting the metal tube, but with an old seal it still leaked. So I was towed home. The first time with this car, not a bad record!

17

Ed... The plastic clutch pipes have always been a curse on the SIMCA 1000s too. eventually got a local hydraulics supplier to find the appropriate fittings and they made me Aeroquip hoses for some of my cars.

Working on a project?? Please let us know about it with photos... Ed.



Roy came to the rescue by posting a new seal off to me, which I fitted using his technical bulletin, to make sure I got, crush nut, spacer and seal in the right order. The AA man had already trimmed off the end of the plastic pipe so I didn't need to do that again. A quick test drive confirmed the new spacer has worked. I'm slightly concerned that the crush nut tightens right into the master cylinder, as shown in the photo, but there seemed to be enough resistance before it ran out of thread and Roy confirmed that's normal.

May 29th – Handbrake problem

MOT tomorrow so I checked the car over. The right side front indicator wasn't working but some twisting of connectors under the front of the car to overcome slight corrosion solved that.

I've been suspicious of the handbrake for a few months, it doesn't hold well on hills and on inspection the handbrake lever on the right caliper is moving further than that of the LH caliper. I jacked up the right rear wheel with the handbrake on and there was no resistance to turning the wheel at all. I came across this once before and found the wedge had popped out inside the caliper. So I removed the caliper and stripped it down. The wedge seemed to have popped out again, but why?

18



Wedge should be here

Wedge

Andrew Lunt Writes....

If the lever on the handbrake travels too far it will pop the wedge out, this happens if the pads / disc are badly worn, but that's not the case here. I suspect it's to do with not allowing the automatic foot brake adjustment to work before connecting and adjusting the handbrake last time, or the fact that some of the Bellville washers were the wrong way round, meaning their springiness and length of shaft was reduced. The correct set up is shown in the next photo:



There is also a flat washer which is added to this at the screw end before re-assembly. I checked the piston adjuster mechanism was all correct with no excessive play in the screw thread and set up my modified valve spring compressor "bit" to begin re-assembling the caliper.



19

Having put it back in the car and tested everything it should be ready for the MOT in the morning!

Working on a project?? Please let us know about it with photos... Ed.

Mick Ward 'Fleet' news.....

Of course the big news is the addition of a van, read about that elsewhere in this issue.

By the time you read this my '84 Talbot 1100 pickup should be back on the road. Originally taken off for a replacement engine, a Factory recon 1442 engine that had only done limited mileage in one of Kev's cars replaced the seriously oiling up one it has struggled with. On the way though the inevitable 1001 other issues cropped up, edge of front bulkhead needing welding, exhaust manifold studs, engine mountings and inner wing rust plus bottom ball joint.



The Rallye 2 and the 1100GLX are behaving themselves by and large while the modified 1000GLS needs the 'plumbing' completing for the front mounted radiator and a 1294 Rallye 2 spec engine assembling to go in it.



My 'lightweight' 1000 project is still largely as it came back from the NEC resto show back in March. Alongside it is my 1200S Bertone coupe waiting for a pair of new FIAT X19 rear calipers fitting. They use the same pads, fit the same carriers but just need the Handbrake linkage rethinking, also it's suffering the same poor starting and running issues as Kev's 1200S coupe, we're suspecting fuel tank issues on both.

In the garage is my SIMCA powered '49 Ransomes crawler tractor which I must get back to. The engine is in, just needs mountings adjusted and then the clutch mechanism completed, a pedal will be required as I'm converting it to manual clutch from the original centrifugal affair



Kev and I joined the Club mid '80s when we got our first 1000s. Back then in the pages of L'Aronde Clive Milner was writing about work on his '71 1100 van. Bought in '77 Clive extensively customised it and it had been a regular on the Custom Car show scene. 2nd & 3rd photos are from the June 1980 'Custom Car Show' at Castleford in Yorkshire.

Clive had taken it off the road for some restoration work, which he has carried out incorporating new panels, loads of welding and suspension etc parts. All this time it has lived in a lock up garage a distance from Clive's home in Leeds. Much of the work is done but a big hike in the garage rent, lack of time to work on the van and Clive's late model Horizon requiring work meant Clive reluctantly deciding to let the van go.

Since having the 1100 pickup, I've developed an interest in the 1100 range and Clive asked me if I was interested. A trip to Leeds to inspect it and I was really impressed with the work already done on the van and two trips later, one to collect the van, another for the remaining parts, It's back here.

Plan is to reassemble it and return it to the road, retaining as much as possible of Clive's custom treatment, with our stand the March 2026 NEC Restoration show the target. As I make progress I'll report in future issues of L'Aronde.

Clive has suggested he could also write about the original build back in the day which would be very interesting.

The van is powered by a 1442 Alpine engine running on the Twin Weber DCNF carbs from a SIMCA 1204 Special and has many unique touches regarding the lighting and interior features.



in its early form



Later in June 1980 at a Custom Car Show at Castleford



Clive has already supplied me with the first part of the van's story. It will go straight into the next issue of L'Aronde

Photos from recently and back then...

Clive Milner with his custom 1100 van when I collected it and the Milners back in 1998 with 'bluebird' their Horizon when visiting Bob Friendship who supplied the photo.....



22 Clive has already sent me part 1 of the story of his custom van...

Photos from Bob Friendship's collection



Vedette Trianon



Aronde Grand Large



Castle 1954



SIMCA 1501 luggage



SIMCA 9 Sport Coupe 1953



1948 SIMCA 6



SIMCA 8 Sport 1948



SIMCA Ariane 1957

Robert Taylor on 40 year MoT/Tax exemption.....

Many, many years ago, way back in the mists of time, I was told that cars over 40 years old were exempt from road tax. Some years later another person said that the government had withdrawn this concession and that, no matter what the age of the vehicle you still had to pay- He was wrong

During April of this year I visited my local MOT centre to book my 1984 registered Talbot Samba for an MOT. The MOT inspector told me the car was in fact MOT and Tax exempt. He also told me I had to complete the following documents and either send them to the DVLA or go to my local post office – please not only ones that issue road tax licences.

The exemption doesn't happen automatically, however here's what you need to know in order to make the savings.....

MOT exemption..... Exactly 40 years after your vehicle was first registered (not built) it will be eligible for MOT exemption. All you need to fill out is the DVLA's form V112 to declare it now sits in category R, a vehicle other than a public service vehicle registered or manufactured 40 years ago and which has not been substantially changed in the last 30 years

The last caveat is crucial, if your vehicle has been substantially changed, then you'll still have to submit car or motorbike for its annual check.. Those modifications are in six main areas:

Chassis.... including any subframes.

Suspension... both front and rear

Axles..... should be original

Transmission.... Should be original

Steering.... Standard system in place

Engine.... Such as number of cylinders

With the V112 completed you can then tax your car at the post office. Whether you have to pay anything for that depends exactly when your car was registered (see below)...

One word of caution... just because your car is MOT exempt it doesn't mean you can skimp on servicing and maintenance. Whether you have an exemption or current MOT for your car you are still responsible for keeping it roadworthy and can be fined up to £2500 if it isn't up to scratch.. and that would very quickly wipe out any savings you might have made.

Road Tax exemption *Unlike the MOT exemption, getting an exemption from paying road tax doesn't happen straight after your vehicle turns 40. Instead, you have to wait for the first day of April, then, as long as your car was registered 40 years before the first of January, you can apply for tax exemption from April.*

This requires a change to the registration document, so you will need to take the V5 and proof of MOT exemption (the V112 form) along to the post office and request the vehicle class to be changed from PLG (private light goods) to Historic. In Northern Ireland you will also need proof of insurance to make the change. Once the DVLA has approved the change you can apply for a refund of any outstanding road tax and your future reminders will show the delightful rate of £0. Don't ignore these reminders you still have to see the DVLA website or visit a post office to tax the car, even if there's no longer any fee.... Failure to do so could result in a fine of £30 to £80.

Extra savings for old vehicles..... As more British cities adopt low emissions or clean air zones, with daily charges for driving older cars there is some good news for owners of classic vehicles. Once your vehicle is registered as Historic and exempt from Road tax you will also be allowed to drive without paying in London's ULEZ zone and the clean air zones in Bath, Birmingham, Bradford, Bristol, Portsmouth, Sheffield, Newcastle and Gateshead. In London, this could save as much as £3250 a year, based on the daily toll of £12.50 per day. Although the capital's £15 congestion charge for driving into the city centre can't be escaped unless you've converted your classic to electric power.

Robert sourced this info from Hagerthy Insurance website <https://www.hagerthy.co.uk/>

24 Thanks Robert... My '84 Talbot Pickup has just reached this milestone

ROAD IMPRESSIONS

THE CHRYSLER 180

An Unusual Anglo-French Car which Exudes the Indefinable Quality of Dependability to a Marked Degree

THERE ARE so many new models and fresh permutations of older ones being announced that I neglected to attend the Press release of the Chrysler 180, the first new car from Chrysler UK to bear the well-established American make-name. However, when John Rowe, that quietly efficient PRO whom Chrysler have been so fortunate in inheriting from the Rootes Group, asked whether I would like to try this 180 for rather longer than the customary week or fortnight, I concurred, and am glad I did so. Because, apart from this spacious blue saloon arriving at a most opportune time, when the faithful Rover 2000 TC, now 4½ years old, had discarded part of its silencing system and the enjoyable Ford Mexico had eliminated itself in an accident which wasn't its fault (but which endorsed dramatically the strength of its rally-bred bodywork), it is a rather unusual and therefore interesting car.

Designed in Britain, with a flavour of Avenger about it, it is built in France and sold through the vast Chrysler UK dealer network. When I was asked what car I was driving at present by those who never know what they will find me in next, the reply "a Chrysler" caused their eyes to scan car-parks for some vast trans-Atlantic gipalace of an automobile. But the Chrysler 180 is no scaled-down Newport or New Yorker. In the past we have seen possible merit in such things, testing, for instance, the Chrysler Valiant and Ford Falcon Compacts. But the 180 is not as these. It displays no more Americana, apart from perhaps a trace of the trans-Atlantics about its stylish radiator grille and steering wheel, than a Dagenham Ford or a Lutonian Vauxhall. Indeed, it is more individualistic and European than these and the antithesis of American thinking, inasmuch as it is very fully-equipped instead of many "extras" having to be specified for it or choice having to be made between a number of variants, apart from deciding whether to have 4-speed manual or Torqueflite 3-speed automatic transmission.

Chrysler UK do not exactly indulge in "knock" advertising but they do state that their new 180 is very close in price to the Ford Cortina 2000GXL and Vauxhall Ventora, yet is equipped to rival cars such as the Rover and Triumph 2000s.

Before I drove this Chrysler 180 I was told I might find it claustrophobic. This seems to stem from rather high door-sills and facia, but after I had removed the rather crudely plugged-in head-rests from both front seats I was soon able to discount this aspect of the low-roofed four-five-seater saloon. There is much of interest about the 180. It has an 87.7 x 75-mm. (1,812-c.c.) four-cylinder canted-over engine with inclined o.h. valves, operated by a chain-driven o.h. camshaft, in an alloy eight-port cross-flow hemi-head. This is fed by a dual-choke Weber ADS carburettor, cooled by pump and electro-magnetic fan, and started with the aid of an automatic choke. This is inspiring, for a start, and is backed up by servo, load-compensated disc brakes front and back, and by coil-spring suspension, using front MacPherson struts (with anti-roll bar) and a back axle located by four trailing links and a Panhard rod. Another excellent feature is a fuel tank holding nearly 14½ gallons, giving a range of some 360 to 390 miles.

Instead of having the expected "handed" facia, usable for both l.h.d. and r.h.d. cars, the Chrysler 180 has instruments and gimbal-type fresh-air vent before the driver, cubby-hole and lever-controlled fresh-air grille on the passenger's side, although the bonnet release is on the wrong side for r.h.d. cars. The deeply-recessed instruments comprise four matching Veglia dials—electric tachometer, speedometer with total and decimal-trip distance recorders, a vaguely-calibrated heat/fuel gauge with warning lights for charge, oil-pressure and low petrol level, and a Kienzle clock (which gained). The tachometer is badly blanked by the left hand on the 3-spoke steering wheel but is not really needed for an engine which gets to its power peak (97 DIN b.h.p.) at 5,600 r.p.m. but doesn't enter the orange warning belt until 6,300 r.p.m. or go into the red until it is doing just over 6,600 r.p.m. Below these dials on the right of the steering column are switches for crash-warning and rear-window heating with, between them, a vertical, recessed, knurled adjuster for controlling the intensity of the facia lighting, which got alarmingly warm. Incidentally, the catalogue as well as handbook



NOW YOU, TOO, CAN HAVE A CHRYSLER!—The LA34 overhead camshaft 180 seen here working for its living towing one of Piggy-Back's four-wheeled trailers carrying a 1924 Calithorpe.

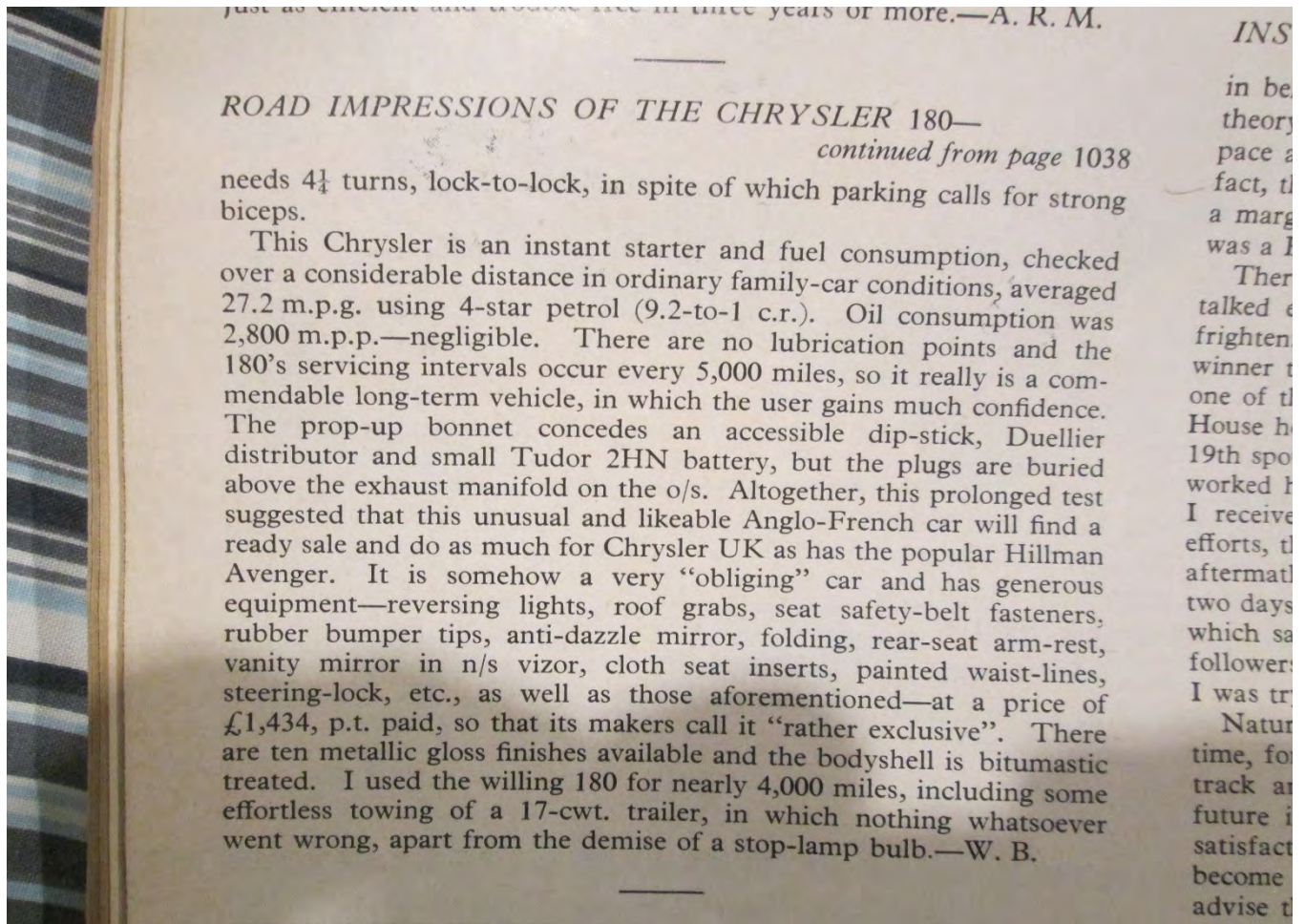
contain a chart of the controls, which have been slightly re-arranged since the earliest 180s. The heater controls occupy the facia centre with another vertical knurled knob for fan speed, a Chrysler Radio-mobile radio, and ash-tray with lighter. The minor controls are extremely well contrived, with reservations. A long l.h. stalk turns to put on side- or headlamps (powerful rectangular SEV-Marchals), moves up and down for dipping/full beam, pulls inwards for flashing. This is fine, except that it also works the horn, but as its arc is not excessive this is not much of an inconvenience. Casual handling can, however, plunge the night driver into darkness, and it goes up for dip. A short l.h. stalk operates the turn-indicators, but tends to self-cancel too early. A r.h. stalk works the efficient 2-speed screen-wipers and washers but it isn't possible to wash without wiping, although the powerful electric jets to some extent excuse this. The illuminated cubby-hole is very roomy but its tinny drop-lid, which locks, needed slamming shut.

The aforesaid shut-in feeling is alleviated by big windows, the vented body dispensing with quarter-lights; wing-mirrors were provided on the test car, and the screen pillars are decently thin. At oblique road junctions, however, the view rearward is blanked by the rear quarters. When I first drove the Chrysler 180 I thought it too high-geared, 3rd gear being preferable to top at anything much below the town speed limit. The engine is also quite noisy and sounds diesel-like pulling away from low speeds—perhaps emanating from the timing chain. The first impression was countered by reasonable acceleration in the 3.72-to-1 top gear, the noise isn't really troublesome, but a "clonky" transmission is a debit feature. The front seats are big and nice to sit on, with lever-adjustment of the squabs. Detail work, too, is well done—good pull-out interior door handles, inside slide-locks and rubber-knobbed window winders, carpeted floor, plenty of sound insulation and so on. There is rather casual central oddments stowage, partially obstructed by the sensibly-placed central hand-brake, but a big rear shelf. The front doors possess pockets and the self-locking boot is not only huge and unobstructed, except for the covered spare wheel mounted vertically, but is lit even when the car lamps are not in use—Jaguar and others, please copy!

In performance, handling, ride and cornering, the 180, while not pretending to be an enthusiast's car, is about average by family car standards. It covers the ground very effortlessly and pleasantly. A 0-60 time of 12½ sec. may not sound particularly exciting but this quite large 8 ft 9 in. wheelbase saloon can cover a s.s. ¼-mile in well under 19 sec., reach over 80 m.p.h. in 3rd gear, and go on to better 100 m.p.h. in top gear, all without feeling any more "wound up" than when rolling along a 70-m.p.h. Motorway at under 4,000 r.p.m. The central gear-change works effectively without being memorable—the spring-loaded lever tended to hang up somewhat, even going into top gear, but generally the changes go through well, though in rubbery fashion. The rack-and-pinion steering has almost the lock of a Triumph Herald, causing the 13 in. Michelin ZX tyres to scrub a little if the tightest turning circle was used. Castor return is mild, the wheel

Continued on page 1048

Chrysler 180 from Guy Maylam's archive continued



A later 2 Litre version that is for sale right now.....



26 thanks Guy.....

Alexis Zaregradsky at SIMCA Racing Team May 2025....



Alexis took his Sunbeam Ti for the track action leading up to the annual Flagey SRT show.

An event I've always thought of attending but never got there.. ED I think former members Dan Burrowes & Mike Rowe did this time....

SIMCA & Chrysler UK at Blyton Trackday 3rd July 2025 Mick Ward

Members Phil Hart, Richard & Fred Troop & myself enjoyed a great day on the track with the two SIMCA Rallyes and Avenger Tiger & Plymouth Cricket replica performing really well.



excellent photos thanks to regular track photographers Katie Rose and Matt Sayle...
Next time out there for us Thursday 18th Sept



28 SIMCA, MATRA Talbot Motorsport photos always welcome..... Ed.