

L'Aronde

The Magazine of SIMCA Club UK
Volume 35 No.6 November-December 2015



Two SIMCA 1000s from the collection of Essex members Daniel and Peter Burrowes.



NEC Classic Motor Show 13-15th November 2015

Report & Photos ... Mick Ward

SIMCA Club UK.....

Our stand celebrated 40 years since the 1975 launch of the then **Chrysler Alpine**. Tony Owen's Mk 1 **Alpine** in orange with white bumpers, represented the original cars. An example of the intermediate models at the beginning of the **Talbot** rebadging was supplied by Guy and Stuart's 1980 **Alpine**, in peony red, I believe. The story was brought into the mid 80's with Julian Pearson's late model **Alpine** the restoration of which was featured earlier this year in *L'Aronde*.

The story of Guy and Stuart's car which was rescued from the scrapman at the very last minute appears elsewhere in this issue. Tony Owen has said he will send in a write up on his early **Alpine** too.

I spent much of the weekend between the **SIMCA** and the **MATRA** stand where Kev's latest 1980 model **Bagheera** was on display. Many visitors to the stand asked about the origin of the **Bagheera's** 1442 engine. When *Alpine* was mentioned, they first assumed the Renault of that name. Tony's car on the corner was useful to illustrate which *Alpine* the parts actually came from.

MATRA Enthusiasts Club UK

Kev Ward's **Bagheera** (*The latest built one known to exist in the UK*) appeared at one end of the stand. Next to it was a late model 2.2 **Murena S**, (*the 142 bhp version*). On the corner was Tim Martin's **Rancho** in 'exploration' mode ironically climbing a rocky track.

There was huge interest including from the press. I hope this translates into more press coverage of 'our cars'

I thought it was a great weekend and my voice stood up to talking cars non stop better this time. I didn't get round all the halls as intended but was told some I missed mostly contained loads of seriously megabuck vehicles on sale by dealers and auction houses. That side of the hobby leaves me cold .. (*keeping up the 'tight' image as a retired teacher..!!*)

I also enjoyed the great company with those staying at the *Premier Inn*.

The following photos show 'our cars' plus others mainly in halls 4 & 5.

Varying photo quality thanks to NEC lighting.



Tony Owen's early Alpine



Guy, Stuart and Talbot Alpine.



Julian Pearson's late Talbot Alpine



Kev & Lesley Ward with their Bagheera

Further NEC photos elsewhere in this issue..

Cover photo: The Burrowes' SIMCA 1000s from a photo shoot for a calendar.....

A great weekend at the NEC Classic Motor Show rounded off a busy 2016. Although, for French car enthusiasts in particular, a huge shadow fell over those days on hearing of the atrocities suffered by our friends in Paris at the hands of warped fanatics. All our thoughts are with the victims and their families.

A report and photos from the NEC appear. I always come back from shows there disappointed with my photographs but when I hear much more accomplished photographers complaining about the lighting there, it sort of puts things into perspective.... I've included various shots of SIMCA MATRA & Talbot cars and others that stood out to me.

Our October AGM again saw a good turnout of members. A report appears in this issue.

I've added a page which aims to inspire sources of material for our magazine.

Bob Friendship, our Club founder continues his story of how his SIMCA enthusiasm developed....

I asked for **Samba** material and, hey presto, new members Claire and Phill Wright introduce us to their 'barn find' **Samba Cabriolet**.

At the AGM, in suggesting ideas for articles for articles for *L'Aronde* at the AGM, I mentioned the 'Members' Other Interests' thread we'd started. David Chapman mentioned his enthusiasm for railways both full size and model. On this theme he has combined that with the cars side of things and writes about model cars made specifically for OO gauge model railway use. I've included a few photos of MINIX, Dublo Dinky and some French HO scale SIMCA 1000 models.

Our club stand at the NEC told the story of the Alpine form a 1975 Chrysler Alpine to a mid 80's Talbot model. Our Member's featured car this time is the 'in between' 1980 Alpine on the stand owned by Guy & Stuart.

Members' Other Motors this time features Peter Dammeyer's Renault 4.

Andy Owler sent me a photo of an extreme lightweight racing SIMCA 1000 Rallye based in Spain.

At this time of the year we start thinking about the programme of events for the coming year. At the AGM **Crich Tramway Museum** here in Derbyshire was suggested for our 'National' meeting. Lesley has now booked this event at Crich for **Sunday 19th June 2016**.

Your 2016 Subscription renewal form is enclosed with this issue.....

Please try to renew promptly as it makes things so much easier for Edward, our Treasurer and myself re. the print run required for *L'Aronde*.

Articles, photos, press cuttings, old publicity material for 'our' cars etc... always welcome here at L'Aronde.....



1500 Phil Hart built engine in Dan Burrowes' 1000 on this cover.

Mick Ward

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Simca Club UK..... Directory

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

Website www.simcatalbotclub.org

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

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

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

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

No Changes to committee for 2016 following AGM

Services & parts suppliers etc.....

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

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

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

For **TALBOT**.... Exhaust systems / Windscreens / Gear change rods / Driveshafts / water pumps / Alternators / Starters / service items plus many bits you thought you couldn't get again, and free advice on those models

COLIN HILL.... Horizon/Alpine/Solara Spares/servicing/recovery.
01473 737325 / 07510180574

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

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



SIMCA Club UK

www.simcatalbotclub.org



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

Mick Ward

01246 200045
scukmick@aol.com

In buying parts for 1000 1100 & MATRA projects, stuff for later Talbots turns up... Try me for brake & suspension parts, gaskets, racks, filters, small electrical bits, some body panels

Some parts for older SIMCAs and S/H parts too

Also contact **Kevin Ward** for parts as in advert above. 01246 278508 or kev.ward1204@btinternet.com

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

Forthcoming Events 2016.....

Dates are already fixed for

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

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

Practical Classics Restoration Show, NEC Birmingham, Saturday & Sunday 5th & 6th March 2016. We'll have a stand there as will our friends from the MATRA Club.

SIM2016 International SIMCA, MATRA, Talbot meeting, .. 5th to 8th May 2016 at Raceway Venray, Peelweg 47, Netherlands
<https://facebook.com/Simcameeting?notif t=fbpage fan invite> for more info.



Club cars at Chatsworth House... the previous time we were in Derbyshire for our 'National' meeting. Join us in the 'Peak District' again for the Crich event

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

SIMCA, MATRA & Talbot sales, wants etc.

NOS parts for SIMCA & Talbot...

Samba..... Lockheed-Delphi TS229 remanufactured steering rack @£25

Samba brake discs, 'Spidan' part no. 0080750 @£30 pair

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

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

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

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

May have Horizon ones too.

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

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

Samba water pump, fits all models plus Peugeot 104, Citroen Visa super and Renault 14..

Large stock of air filters for most models plus gasket sets and brake shoes/pads for some *Open to offers for job lots as need some space..!!!*

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

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

SIMCA 1000 coupe shells,
Samba Cabriolet shell,
Peugeot 205 diesel, Peugeot 309, Horizon 1442, Talbot Express van diesel, Sherpa tipper, plus three Nissan Micras.

Contact dick.husband@btinternet.com

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

Samba Wanted.... Kevin recently contacted us. He is looking for a **Samba Rallye** or parts to create a replica. He's on **07801 480007** or email on.....

robbo205@bluevonder.co.uk

1980 Talbot Solara GLS for sale owned by John Seddon since 2006, 71000 miles, running order & generally sound.

Needs work but not a total resto. Have V5 handbooks and old Mot's. No Mot at present. Car is 3 or 4 miles North of Stone, Staffs, Tel **01782 373579**

Email seddonjf@yahoo.co.uk



Good home wanted for Solara....



Leon Shackelford is looking for a Talbot in running order, preferably **Horizon** but would consider an **Alpine**... Contact him on leonshackelford@hotmail.com

Don't forget the free advertising for cars & parts for sale, wanted or swaps available on this page in L'Aronde.

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

SIMCA Club UK Annual General Meeting..... **Saturday 24th October 2015 at Longford House Premier Inn, Cannock....**

Dick Husband, our President opened the meeting, noting that we regularly get a larger proportion of our membership to AGMs compared with much larger clubs.

Present were... Dick Husband, Daniel Husband, David Chapman, Edward Martley, Guy Maylam, Stuart Wade, Kevin & Lesley Ward, Julian Pearson, Edd Kippax, Robert Chinnery, Titus Taylor, Colin Hill, Jill & Philip Ewan, Tony & Debra Bennett, Clive Forder, Mick Ward, Phil Hart, Grant Kearney.

Sorry if I've missed anybody, the sign in list went missing..!! Ed.

Apologies were received from..

Cornel Baxendale, John Beattie, Malcolm & Jeanette Bennett, Daniel & Peter Burrowes, T Chadwick, Emma Chinnery, Des Collins, Jeannette David, Brian Dowse, Denys Gardiner, Mike Hammond (*thanks to everyone*), John Harris, Trudi Heathcote & Andrew Guest, John & Pam Henderson, Philip Hodge, Roger Kirby, John Levermore, Clive & Marie Milner, Clive Nelson, Andy & Liz Oowler, Robert & Kary Taylor, Andrew Thacker, Michael Whitworth, David & Lillian Wells, Simon Parker, Roz Hawke, Jennie Nicholls & Bob Hussey.

Membership Secretary Daniel Husband

noted that the total number of members was 111 which is around the same as last year. This is an achievement as many clubs are facing declining numbers. **Dick** mentioned Martin Vagg, a member who sadly has recently passed away.

Magazine Editor Mick Ward reported ..

See separate page for that and suggestions for articles.

And it was encouraging to receive a vote of thanks from the meeting for my efforts with the mag. Ed.

Treasurer Edward Martley....

Suggested that the the subscription for members receiving a paper magazine should rise by £1 to £23 (after staying @ £22 for 3 years) He felt this would allow for increases in postal charges and differentiate further from the PDF version which would stay @ £20, overseas

members still paying £24. The increase was approved by the meeting...

Edward presented the club accounts for the year ended 31/12/14 and noted that after the success of the 2014 International Meeting at Beaulieu, ourselves and the MATRA Club received £2000 each. This left our finances in a very healthy state.

Some discussion followed over what to do with the surplus we have. Guy Maylam suggested new roller type display boards for NEC etc shows which was approved. Others felt a good balance was needed to cater for possible extra cost for our activities regarding EU regulations that Brussels churn out etc...

There was some discussion over how membership subscription is paid...views ranged from discouraging payment by cheque to (*what is my personal view ..Ed*) offering a whole range of ways to pay. I asked about the possibility of Paypal but the 4% they charge was cited as an obstacle. Lesley Ward asked about a standing order....It was felt this could be possible.

The meeting approved the accounts.

Election of Officers.....

All the current committee were willing to stand for re-election. Tony Bennett proposed the officers were re-elected for the coming year. This was seconded by Kev Ward and carried by the meeting.

National Rally and other 2016 events..

The coming year sees the next International SIMCA, MATRA, Talbot meeting. **SIM2016** is to be held at Raceway Venray in the Netherlands.

Elsewhere in this issue you will find the info I've received so far.

It was noted that our own two hostings of this event in 2000 and 2014 the British weather went totally against the expected and the sun shone for both.

Ideas were sought for a venue for our **National Rally**. Clive Forder suggested the Crich Tramway Museum. Lesley Ward offered to contact them re. available dates. (*Stop press... Crich Tramway*

SIMCA Club UK Annual General Meeting.....

Saturday 24th October 2015 at Longford House Premier Inn, Cannock....

Museum now booked for Sunday 19 June 2016... thanks Lesley).

There was a suggestion we linked up with another club to boost numbers. Many thought that the 21 cars we got at the 2015 Battlefield line event was a good turn out in our own right . Others felt that a larger club's presence could 'swamp' our effort or they may not turn up at all.

Other events were mentioned....

Guy Maylam said this November's NEC would be a celebration of 40 years since the launch of the **Alpine**.

Mick Ward said he would book us a club stand at events such as the Santa Pod Retro Show (*already fixed for Sunday 3rd July*), Retro Rides Gathering, and possibly La Vie en Bleu at Prescott... if there is enough interest.

Spares availability.....

Dick Husband noted that he was retiring soon and had a number of cars to dispose of. He would be moving to Wales and retain his massive stocks of spares but would not continue Mot and servicing work. He repeated the warning about items wrongly described on ebay and those with a generalised description that often just don't fit.

Mick Ward, who over the years has acquired job lots of parts noted that many of his 'sources' were now retiring so the supply is 'drying up'.

Guy Maylam & Stuart Wade noted the situation on mainland Europe where parts for the SIMCA range were often more readily available than those for the later Talbots.

Any Other Business.....

Leading up to our abortive attempt to join the RAC MSA, a set of club rules had been drafted. Since then Philip Ewan had redrafted them. Copies were circulated and after fine adjustments were made, including Lesley Ward's note that the member was always referred to as 'he'. A final form was agreed on. It was felt that the whole membership should have some input here so the draft copy will be sent to members by email or letter in good time

before the 2016 AGM for their approval/comment .

Robert Chinnery noted the passing of Guy & Stuart's **SIMCAT** recently, as commemorated in the last issue.

David Chapman introduced an award to member(s) who had contributed a lot to the club. He presented a framed photo of a **SIMCA 1500** to Tony & Debra Bennett who have travelled to various events from their home in Plymouth.

Dick Husband noted that we may soon be getting our very youngest member with son Daniel and Amy's first child due any time now.

FBHVC..... as a club we are a member of this body which among other roles acts as the voice of the old vehicle community against, often ill thought out, legislation & restrictions from Brussels, Westminster and the DVLA. We receive their newsletter regularly. It has been suggested that I include articles from it in *L'Aronde* I think, a far better solution is for me to email the whole issue to members who request it, as membership permits.....
Most recent issue I have is no.5 for 2015



Articles for L'Aronde, PDF back copies and FBHVC magazine from Mick Ward
scukmick@aol.com

We are on course for six issues of *L'Aronde* this year. You will be reading this in the final issue for the year. Thanks are due to members who have provided me with a good flow of material. ...recently Guy Maylam, David Chapman, Colin Hill, Julian Pearson, Bob Friendship plus several others. Alexis Zaregradsky keeps us informed of the SIMCA-MATRA-Talbot scene in France and now Philippe Vanderbist is back in Belgium reporting from there. I even get past members who have now sold their club cars sending me material... e.g. Brian Dann.

It's good as magazine editor that I don't have to sit down and write the whole mag from my own experiences with the cars..... although I'd be quite capable of doing so if called upon.

I get the impression that readers like to follow the progress of restoration projects. If you have one on the way.... Please let us know about it... with photos please.

Another 1200S Bertone coupe rebuild starts soon.... That's in addition to mine...!!

I started a 'featured car' page, kicking it off with my 1100GLX. The idea was to supply a bit of info and history on a well known car in the club with a photo. Previously hidden 'gems' or 'Club' cars owned in the past also possible contenders..?

I'd thought of including a *Letters* page with some of the information I get via email from around the world and our own members but usually the content leads to an article or part of a page.... Please feel free to air your views.

My ideas of **Members' Other Motors* and *Members' other interests* started off well but material seems to have 'fizzled out'. Offers??? ****One appears in these pages***

Please feel free to send me in your thoughts on anything even loosely related to our old car interest. Reports on events attended, travel stories particularly in 'club' cars, tales of woe... things that fall off and ingenious ways to get it back on the road etc etc.... ***Club Founder Bob Friendship continues the history of his SIMCA interest.***

Some clubs include pages on particular issues from the FBHVC magazine. As members of the organisation we get a copy and I'll email t to members who are interested..... ***opinions on this idea..??***

Many members now take the option of receiving their mag by PDF... although two have indicated they'd like to go back to a hard copy. Many have both...!!

The PDF option does save on what are now extortionate International postal rates when sending *L'Aronde* to our overseas members and SIMCA, MATRA, Talbot clubs Worldwide.

I've been Editing the magazine since 1997 and am quite willing to carry on doing it if the membership like what they are getting... ***They apparently did....!! Thanks***

Mick Ward

20 October 2015

I try to keep a balance of coverage of the wide range of 'club' cars. There is obviously less material around on some. If yours is one of those...why not start the ball rolling and write in about it...?????

Bob writes.....“How it all began.”

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

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

Part 2.

Ok, last time we left off at the point where Mr. Keyes had picked the two of us up from school in his new Aronde.

My pal and I sat in the back as Mrs. Keyes had come along to experience the new car for herself.

I well remember Phils' dad giving us a re enactment of Raymond Radmores demo drive. Choosing an empty stretch of straight road and at better than 50 mile per hour, Radmore had yanked the wheel from lock to lock saying that it was, for all practical purposes, impossible to upset a Simca Aronde! The both of us were suitable impressed.

That weekend, in early July 1962, was to be the last time I rode in an Aronde until some years later.

At the end of that summer term we left Buckland House and went our separate ways. Philip went on to Shebbear College, which was just a mile and a half from Buckland House, and I went to Tavistock and to Kelly College.



I never saw Philip again. I had a letter from him sometime during the mid-60's to say that he and his family had moved to the Isle of Man. Sadly he reported that he had lost his hearing completely and was learning sign language. Poor chap, he was a nice guy.

Philip Keyes. He sowed the seeds.

Whilst considering what to write, here, I thought to take a quick look back in time to when I was about three or four. As my ramblings unfold I would be curious to know how many of you, the reader, find similarities in your own case.

It seems to me that there are two types of enthusiast, both equally ardent in their particular passion. On the one hand you have the hands-on enthusiast and on the other, those who have equal passion but who are not disposed to getting in amongst the workings, so-to-speak. How does one become involved?

I was 4 years of age. I remember finding my elder brothers' toy box. Actually, it was a wooden chest.

He, being ten years my senior, was away at (the same) school and I, being inquisitive and big enough, had discovered that he had failed to lock this chest. Good Show! I lifted the lid.

Toys of all descriptions, Hornby Double O, magazines and....toy cars!

Most appealing and on the top were two red Standard Vanguards, clockwork-powered. One worked, the other did not. How to get at the workings of this toy? A screwdriver (handy in my Dads' toolbox) prised the bottom from the top. Properly broken, now! Ah well, at least I got to inspect what made it go or not. A broken coily thing (the spring of course) Unable to repair but satisfied that this was the cause of the problem. That's how the interest began for me. Does anyone see a parallel here? Over to you.

Moving swiftly on!

Wolseleys were my passion, in particular the 6/80. From the age of five, when my Dad took me to Heard Brothers of Bideford where he had his Morris serviced (*an MO Oxford – the worst car he ever had, so he said.*) A replacement was required.

There were several choices on view. Morris 6, MG YB Magnette (pre-war looking), Riley RME (2 and-a half litres I think) and Wolseley 4/44, but no 6/80.

I remember clambering into the Morris 6 (a mid-green colour) an impressive-looking car I thought. In spite of my protestations he wouldn't consider it. Too expensive to run, and this with petrol at 4 shillings and sixpence a **gallon**. (twenty-two & a half p)

I felt a little disappointed when a black 4/44 appeared on the drive on a Wednesday afternoon, March 17th. 1954, Wednesdays being my Dads' half-day.

I remember sitting in the back and taking it all in. The brown leather and the smell that goes with a new car. Even to this day I can smell it and though new, there was an element of old about it.

In those days new cars delivered from the works were coated in paraffin wax and it took a couple of chaps several hours to clean it off using paraffin and, afterwards, Simonize the paintwork.

1966 and all that Jazz!

My driving test came on a Friday morning in the March of this year. The strictest examiner at the test centre scrutinised my abilities and was kind enough to provide me with a pink provisional licence, the only successful candidate that day. Hurrah!

I needed a job. My first employment was as tea boy at the Bude branch of Lloyds Bank, wages, £5 per week. Since I was further than 20 miles from my home I was extended a further £5 a week to pay for lodgings. (Mrs. Wards)

The locality needed exploring and soon I discovered a garage. On a blackboard in the window were some second-hand motors offered for sale.

A 1952 Jowet Javelin, a 1937 BSA, 1953 Austin A40 Devon AND....a 1954 Wolseley 6/80. YES, the very car I had been crazy about for years. You see them in the old black & white British films, (*"Town On Trial" with John Mills*) It was £50. Somehow I HAD to have it!

Next time..... Elbow grease and persuasion pays off!

Footnote: Octobers' AGM.

Somehow I managed not to record my apologies for not attending (another) AGM. I would just like to amend that now and say that I hope all of you who did go had an excellent time and enjoyed the function. After all the years the club maintains its' membership and the bound-less enthusiasm keeps it lively and thoroughly interesting. Long may it continue. My Best to all of you.

Sammy the Samba

So, its November 2010, we've had a few beers, and we've got EBay up on the laptop. Always a dangerous combination.....

Whilst scanning through the 'classic cars for sale' section, we spot a Talbot Samba Convertible, described as being laid up for 5yrs since sellers father died and it got driven into the barn. It was parked up with the roof down, which had since shrunk and no longer fitted. Starting price £99.00. "worth more then that to weigh it in worse case scenario" we thought, so stuck a £99.00 bid on it."

Notification from EBay arrives, "you have won this item". We'd expected to be outbid, but no, this little 80's soft top was now ours. So, on a snowy November morning, we set off from Nottinghamshire with a rented trailer on the back of our Renault Avantime, and headed for Cambridgeshire, where the sun was shining and there was not the slightest hint of the foot deep white stuff we'd left behind over 100 miles away.

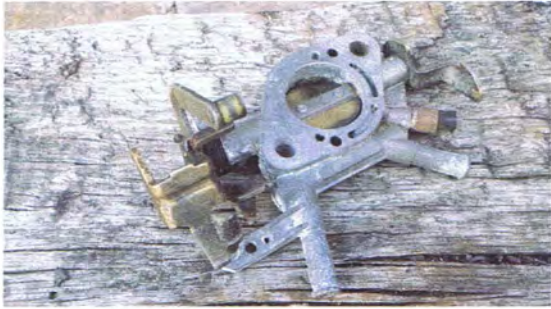
The Samba was persuaded out of its barn (can we call it a 'barn find' now for extra kudos?), and loaded onto the trailer, and we headed back 'oop norf' where it was still snowing.

'Sammy' as he got imaginatively christened, was then pushed into the back of our garage, whilst we decided what to do with it and where we were going to find parts from for it, in particular a new hood.

So, over the next 5 years, parts are collected, including a NOS front panel as old one rotten and a new hood & tonneau cover - although its still in the packaging, we've not unwrapped it yet!

Anyway, roll forward to September 2015, and we decide we really ought to start playing with it and see if we can get it running. The engine turned, which was a good start, but the auxiliary belt was twisted and shredded and the carburettor wasn't in the best of condition from what we could see. Phill decided to strip down the carburettor and throttle body and cleaned it all up, and then it moved freely as it should. We then put a battery on it, and sucked some fuel out into a syringe from the tank to check it wasn't all rusty inside. Ok, time to see if this baby will fire up! Well, it cranked over, but it wasn't having any of it. No spark. An investigation of the wiring, found that there was no voltage getting from the ignition switch to the coil. Phill checked the fuses, which were ok, so traced the wiring. As it was the only thing left, he suspected the ignition switch, and having removed the cowling to check it, found the 4 pin connector to the ignition switch had melted. So much for the car having been 'driven into the barn' all them years before, somewhat confirmed by the melted wires to the radiator fan..... So, with the wiring now fixed, time to try again. No joy. No fuel seemed to be getting through, so tried putting fuel directly into the top of the carb, and the car did try to start, but that was as far as it went. Time to investigate the fuel supply. We removed the fuel pump, which was the culprit, and replaced with a NOS one off EBay for tenner. Ok, time to try again! This time bingo!! It only burst into life!! Our joy was short-lived by the smoke coming from the knackered aux belt and the blatant wobble from the crank pulley.

Sammy the Samba photos by Claire & Phill Wright



The crank pulley problem was found to be due to the pulley being refitted at some point, and the woodruff key had been dislodged, tipping the end up and stopping the pulley seating correctly. So, we fitted a new aux belt, refitted the pulley correctly, and decided to try again. This time, the engine fired up, and ran with no smoke, no wonky pulley, and rattled like any good Talbot should. Hurrah!

It was time to coax Sammy out of the garage after nearly 5yrs hibernation, and give him a bit of a clean up. Ok it runs, but does it actually drive? With some trepidation, I got in Sammy, fired him up, selected first gear, released the handbrake and brought the clutch up and unbelievably it drove out of the garage! The footbrake leaves a bit to be desired, but we were stunned that nothing else was seized and the car moved remarkably freely considering it hadn't been driven for around 10yrs.

I decided to make a start on cleaning the interior, and an hour or so with an industrial vacuum cleaner soon showed that the seats were grey, not brown, and that actually the interior was in pretty good condition. The remains of the roof, which was in a really bad state, was removed and then I washed the car - I even gave it a coat of polish too. The bodywork does need attention, but its 30yrs old next year and has 124,000 miles on the clock, so we knew it would need some work. In particular it needs the driver's side rear arch repairing, bottoms of the doors, tops of the rear quarter panels repairing and the new front panel fitting. Its had bodywork in the past as I spotted overspray (a pet hate of mine), but it will be sorted.

So, for now, Sammy is back in the garage, under a car cover now, and work will start again probably in the new year. The plan is to get Sammy back on the road in time for his 30th birthday on 1st August 2016.

Watch this space.....

Claire & Phill Wright (534)
Nottinghamshire



Members' Other Motors..... Peter Dammeyer's Renault R4

Peter has a 1971 SIMCA 1000 Special but this is his other French classic. A Renault R4. It has just returned to the road after a long restoration which, I think involved two other rusty R4's as donors for the rarer parts. Peter says "It's surprisingly nippy around town and the suspension soaks up Sheffield's roads, or what is left of them!"



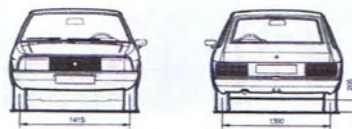
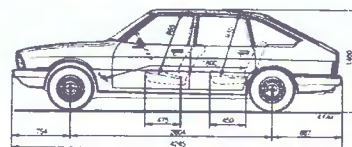
Member's featured Car..2..... 1980 Talbot Alpine GL Guy Maylam

This 1980 model Alpine is an early example of the facelift introduced in late 1979. Apart from the rear panel no sheet metal changes were made. The 'new look' essentially just involved different bumpers, grille, headlamps and larger rear lights. The grille with the 'Talbot' script to one side as fitted on this car, was soon changed to the central 'T' motif design as seen on the **Solara** at its launch in May 1980.

Initially the bumpers were either off white (same as the original **Chrysler Alpine**), mushroom grey (as fitted to this car) or dark charcoal grey, to differentiate between the trim levels, LS, GL, GLS & SX.. Different body side mouldings featured as well on the top of the range SX. However, after the takeover, Peugeot soon decided on one colour (charcoal grey) and discontinued the others, even from the parts lists.

Inevitably, following damage etc .with no correct colour spares availability even for a two year old car, disgruntled owners had to get their bumpers painted grey or black. There are only two cars known still surviving with the mushroom colour bumpers, this being one.

PPY 565X was a good year old when first registered in Sept.'81. In 1987, after 5 years and 24,000 miles on the road, it was laid up in a garage on the death of the owner. Many years later, the garage block was being demolished and the car dragged out on the side of the road ready for the scrap man to collect. Fortunately, it was spotted and saved and a few months later was offered to the club. Further years of storage followed and the car was returned to the road in readiness for this NEC show. The car needed a thorough recommission and some lower bodywork, but overall has been left in 'as found' condition.



Your car (or one of your collection) could feature here..?? Just send photo(s) and a few words on its history, work done etc. Ed.

Model cars for model railways – the story of Dublo Dinky Toys and Minix Cars by David Chapman

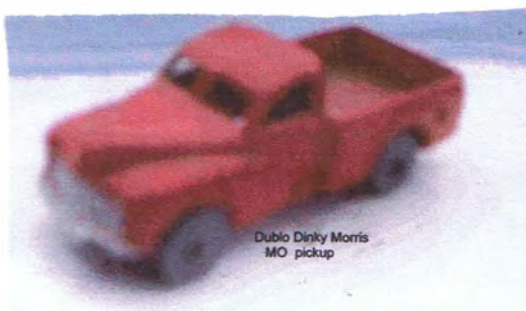
At the recent AGM Mick Ward mentioned that the series of articles by members on their non - Simca interests had started well, but he had not received any further material for a while. I said I would write something on my railway interests, but then I thought it might be an idea to cover two ranges of model cars which were designed specifically for use on model railway layouts, as I had several examples of each.

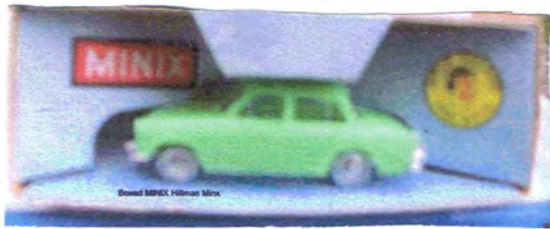
Dublo Dinky Toys

Until the end of the 1950's, if you had a model railway layout, the only cars available to roughly the correct scale were the well - known Matchbox Toys produced by Lesney. I am sure I am not alone amongst the membership in having quite a few as a child. The drawback from a model railway viewpoint was that the cars and lorries were all made to fit into a small box (larger than a match box, but still compact). Since lorries in real life are much larger than cars, it meant that any Matchbox lorries you had on a railway layout were far too small. Even the scale of the cars varied, later models being somewhat too large for an 00 railway layout.

In 1958 Meccano Limited, makers of the famous Dinky Toys and Hornby Dublo model trains, answered this problem by introducing a small range of vehicles which were all to 00 scale. Called Dublo Dinky Toys, there were only two cars, a Ford Prefect 100E and a 1954 Singer Roadster. Their companion commercial vehicles were more varied, comprising a Morris MO pick-up, a Commer Cob van, a very imposing Austin lorry, and a Bedford lorry with a long flat platform. A model railway container could be fitted onto the platform, to replicate what you could then see in full size railway goods depots. The Ford Prefect was finished in a fawn colour, which you could have imagined Ford using in the 1950's, but the Singer was produced in a bright yellow, with contrasting red upholstery and hood. If anyone knows if real Singer Roadsters were turned out in yellow, please let me know.

In 1960/61 the range was expanded to include a Massey Harris tractor, a Land Rover towing a horse box (complete with plastic horse), an AEC fuel tanker, a VW Type 2 delivery van and a Morris Minor Royal Mail van. A short time later, an articulated Bedford truck was introduced, the original platform lorry version being withdrawn. Like Matchbox Toys, the models were made of die cast metal, with plastic wheels, the later releases also having plastic glazed windows. I had the 4 original models, but apart from the tractor, never seemed to acquire the later ones. I still have these except the Ford Prefect which seems to have gone missing.





In the mid 1960's, when my brother and I were playing with the models, we decided that the Singer Roadster belonged to Doctor Beeching, then the Chairman of British Railways, who in our imagination, toured the country looking for railways to close down. In reality, I imagine Dr Beeching had a rather plusher vehicle, such as a Humber. We were not to know then that although Beeching did propose many railway lines for closure, he also introduced two measures which saved large parts of the railway network; the concept of fast inter city trains running at regular intervals, and bulk container trains for freight traffic.

Only one more vehicle was added to the Dublo Dinky range, a delightful model of the Austin taxi which was a feature of many real railway stations. The models cannot have been that popular as they were progressively withdrawn in the early 1960s with the taxi the last to go in 1966. Nowadays mint boxed examples are worth between £40 and £100 depending on the model. Some years ago I did treat myself to another example of the Commer Van, which was my favourite.

Minix Cars

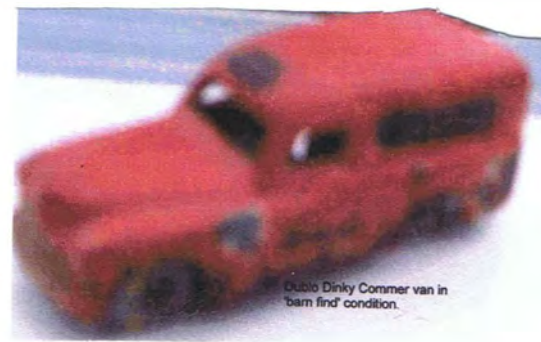
Just as it seemed 00 scale model vehicles were no more, another player, Triang, entered the field. Triang Railways, which merged with Hornby Dublo to become Triang Hornby in 1965, was the market leader in model railways. They introduced a few 1:76 model cars (the actual scale of 00 model railways) in 1965, primarily as loads for goods wagons. As these were well received, they quickly expanded the range to include many then current British cars, plus one French one.

What distinguished Minix cars from the competition, apart from them all being the same scale, was that they were made of plastic, much cheaper than die cast metal. The bodies of the cars were a one piece moulding, all fitted with glazed windows, and these were mounted on to a separate chrome plated chassis, which included the bumpers and radiator grille. Thus all the cars had chrome bumpers like the real thing. Chrome plastic wheels on steel axles meant that the tyres were chrome as well as the hub caps, but keen modellers painted the tyres black.

The models available were as follows

1. Ford Anglia 105
2. Morris 1100
3. Vauxhall Viva HA
4. Triumph 2000
5. Austin A60 Farina
6. Vauxhall Victor (replaced by Ford Corsair V4)
7. Sunbeam Alpine with hard top
8. Hillman Minx Series V
9. Simca 1300
10. Hillman Imp
11. Vauxhall Victor 101





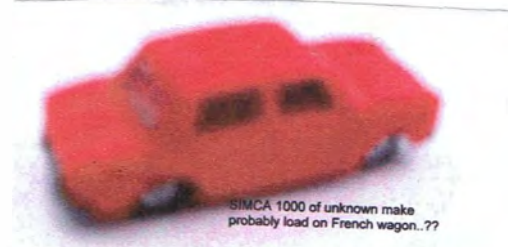
12. Austin 1800
13. Ford 400 Van
14. AEC single deck bus
15. Vauxhall Cresta Estate
16. Caravan (several of the cars had a towing hook fitted)

With the introduction of the Simca 1300, interior detail was added with seats and steering wheel. The AEC bus was disappointing in that it was not to 1:76 scale but to the much smaller scale of 1:135, making it more suitable for N gauge model railway layouts. It was a good representation of the prototype, however, with all seats fitted inside.

These excellent models were sold at the amazing price of 1 shilling (5p today). This compared favourably with Matchbox toys which by 1966 were around 1 shilling and 10 pence (9p today). As they were moulded in plastic, a range of body colours was available, so for example, you could have the Viva in red, blue and white. I have models of the Simca 1300 in white, dark green and blue, all colours which were available on full size Simca 1300s. Promoted as "the greatest little cars in the world", Minix sold well initially to both modellers and as toys, but being made of plastic meant they were not as durable in the hands of young children as Matchbox Toys. After the Rovex Group, which owned Triang, folded in 1972, Minix cars disappeared although Hornby Railways which emerged in 1973, used a few of the mouldings to produce cars as loads for some railway wagons, including a car transporter. The cars were not sold separately again.

Thanks to their affordable price, and the fact that by the time the range was at its height in 1968 I was into my teens, my collection of Minix cars is largely unscathed. Curiously I never managed to acquire the Sunbeam Alpine, the original Victor, or the Cresta Estate but the others are all represented, several in more than one colour. They are a great record of what you would see on the road in the late 1960s. The Simca 1300 was of course the first Simca I ever owned, though I never managed the full size version. The fact that was the only non British car in the range presumably reflected their popularity at the time.

Those of you who go to toyfairs will sometimes see Minix cars on sale, now much more than 5p, but generally cheaper than Matchbox Toys of the period. It is certainly worth finding a Simca 1300, if nothing else. It captured the look of the real car very well.



The models above are a pair of '73 SIMCA 1000s in OO scale off French Ebay and a SIMCA 1000 of unknown manufacture.. which may have been parts of the load on a car transporter on the layout we had before we 'downsized' to N gauge. Top of page is another shot of the MINIX SIMCA 1300 and a 'barn find' Dublo Dinky Commer van.



Sent from Spain from one of Andy's Alpine Renault owning friends. With 140bhp from 1600cc and a dog box it was apparently hard to catch. The owner has now retired and it is up for sale @ 10.000 Euro



Below: French Groupe F racing SIMCA 1000s Photo www.simca-competition.com



Sunbeam Lotus at NEC show



Daniel Burrowes identifies the shell it was built from as a genuine Rallye, noting that as such it's a shame it's had so much cut out of the structure.

Editor's note...Interested...??? If so contact me and I'll put you in touch.

Sent from Spain from one of Andy's Alpine Renault owning friends. With 140bhp from 1600cc and a dog box it was apparently hard to catch. The owner has now retired and it is up for sale @ 10.000 Euro



Imp based 'Tina' TVR design study on the Pilkington Glass Classic stand.....



Renault Dauphine



'works' racing Rover



Borgward



Sunbeam Stiletto



Much modified 'pop'



Avenger Tiger & Sunbeams



Lotus/ Minor pickup



& things on a bigger scale



Citroen 2CV commercial & 'lowrider' Dyane



Solara rust points.....
Colin Hill describes work to bring Ros Hawke's two Solaras back to their former glory here and on the following pages....



As most members are aware , Ros Hawke possesses 2 Solaras. One the famous 'Bluebell' that she has had from new ,and the other a 2 tone Rapier bought a few years ago ,in order to cut down the use on Bluebell. The Rapier has only covered 40K miles, but has suffered a little from too many short journeys-so the clutch has already been replaced.

Bluebell was re-sprayed some years ago in Scotland ,but a cheap ? and shoddy job with Single Pack Lacquer meant that this was now peeling off the roof and other areas so another complete re-spray was needed. In addition ,various other jobs that local garages seemed unable to fix meant that a trip to Talbot Towers in Suffolk beckoned.

Car duly arrived and after a complete strip down- screens excepted ,as they had been sealed in ,car was taken by borrowed Recovery Truck from my part time employer to my local paint shop , who is now quite an expert in Talbot's as he reckons he has now done about 15 plus Solara / Alpine / Horizon for me-including the LHD Horizon brought over from Luxembourg. 2 New Door skins were fitted by them , plus various usual areas of rust were cut out and welded. A coat of Cascade Blue ,mixed to the original formulation ,and 2 pack lacquer and the car came back to be rebuilt.

Ros picked the car up and left the Rapier with me ,for a lower half Silver re-spray. Once again , this had already been done by a local firm to her -now since closed down ! -and again a shoddy job with rust just filled and painted over. A partial strip down ,and another car delivered to paint shop for their attention. More welding required on the sills and front wings ,and repairing the 'repair' that had been attempted below the rear quarter light windows. This had to be colour matched in ,and is virtually invisible against the Pagoda Red. The Silver was again mixed to the original Gris Futura colour ,not using a Silver paint that the original sprayer presumably had in stock ?.

Car returned for rebuild ,and other jobs. Worst example of how garages try to do a job on the cheap-or for simplicity. Ros had complained that the rear brakes seize up ,despite having had the shoes and cylinders replaced. It turned out that her car had Bendix rear brakes ,but the garage had fitted cheap versions of the Girling Hold Down springs. This let the shoes move fractionally ,enough to seize the brakes-it actually happened to me ,twice ,as I was loading the car onto the transporter.

I think this is the best colour scheme for these cars. The Red over Silver seems to work beautifully and many people comment on it.

3 months work ,but I think well worth it ,and both cars look a treat now.

Naturally both cars were treated to Anti Rust treatments after painting ,so hopefully the rust can be kept at bay ,but as we know ,these are 30 year old cars now.

Probably time I got my unique Horizon Pullman Automatic out ,and got it back on the road for next year. Rather depends on 'customers' needs..... and requests.

Colin Hill

Hi Mick

Don't know if you've ever thought of trying a 'Recommended products Section' in the mag. It's just that I bought a new product from Frost.co.uk called Thermocure @ £14.99 plus extras and it's incredible. It is used to clean out the Cooling system ,and being a Quart ,rather than the tiny bottles one usually buys ,it is a much stronger solution. I emptied the system on Ros Hawkes Rapier and the water came out clean. I filled with Thermocure ,followed the instructions over a few days ! yes it takes that long. On emptying the system the water was thick black ,and I believe it even cleaned out her clogged Heater. Well worth the cost and time ,and might even keep the water bottle clean. Time will tell.

Any products you would recommend...???

Colin Hill's work on Ros Hawke's cars.....



Below: Julian Pearson's latest Alpine..



Bluebell and Solara Rapier prepared for painting.....





Tony Owen's Mk 1 Alpine....



Julian Pearson's Alpine heads up the model's 40th anniversary lineup.....



Late model Murena & Bagheera



Tim Martin's Rancho reaching the heights....



Kev Ward's Bagheera from the very last batch made alongside a Murena S 142 bhp 2.2 engine



A full size Singer Roadster mentioned in David Chapman's article on model cars for OO scale model railways in this issue.....



Ford Comete on the Ford V8 club stand, from the French factory later taken over by SIMCA, going on to produce the Vedette & Ariane range.

SIMCA CLUB UK

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