

Simca 1000 byla jedním z prvních malých čtyřdveřových sedanů s motorem vzadu. Vyráběla se v různých provedeních od léta 1961 do května 1978. Vrcholný model GLS v provedení pro USA (od roku 1965) testoval automagazín Road&Track roku 1967. Udávaný výkon 52 bhp odpovídá hrubému výkonu dle normy SAE platné do roku 1972. V Evropě výkon činil 44 k podle staré normy DIN.

Několik poznámek k výsledku testů:

max. rychlost            130,5 km/h (1 míle = 1,609 km)  
průměrná spotřeba    8,1 l/100 km

Příjemnou zábavu!





## SIMCA 1000 GLS

*It's nimble, quiet, comfortable and has an impressive 50,000-mile warranty*



SIMCA'S HISTORY, more than that of most automobile companies, reflects the influence of other car makers. In fact, the company had its beginnings when French importer Henri Pigozzi began importing Fiats from his native Italy in the 1920s. When the economic crash of 1929 made importing difficult, Pigozzi took up assembly of the Fiat Balilla and called it the Fiat Française. When he expanded his operation in 1934, he named it the Société Industrielle de Mécanique et Carrosserie Automobile—SIMCA.

In 1948 Simca introduced its first self-accomplished design. Along the way some minor French auto firms merged with the company and the French Ford company was absorbed by Simca in 1954. Thus Simca has built Fords as well as Fiats, even producing the well known V-8 60 for the Vedette. Now Simca has been largely bought out by Chrysler of America and the Chrysler influence is making itself felt.

Though many years passed before Simca built a rear-engine car, when the company decided to build one it apparently looked to Fiat for guidance, for the Fiat influence can be seen readily in the Simca 1000. It is most evident in the suspension of the 1000: like the Fiat 500-600-850 family it has a transverse leaf spring in front that performs the locat-

ing function of lower A-arms, and a semi-trailing-arm i.r.s.

Three versions of the 1000 are being marketed in the U.S. by Chrysler: standard, deluxe (GL) and our test car, the GLS. For America all three versions have the engine used only in the premium versions in France: it produces 52 bhp at 5400 rpm, a healthy increase over the 45 at 5000 of our first Simca 1000 test car of 3½ years ago. The list of standard equipment grows by a few lines with each more deluxe variation, and the GLS comes with enough equipment to be considered complete without ordering any extras.

So what we have is a small, light sedan, meeting VW head-on in the price market but approaching the problem of low-cost transportation in a rather different manner. Both cars have rear engines and rear-wheel-drive, but there the similari-

### SIMCA 1000 GLS ATA GLANCE

Price as tested.....	\$1833
Engine.....	4 cyl inline, ohv, 944 cc, 52 bhp
Curb weight, lb.....	1650
Top speed, mph.....	81
Acceleration, 0-60 mph, sec.....	21.7
50-70 mph (3-4 gear).....	22.4
Average fuel consumption, mpg.....	29

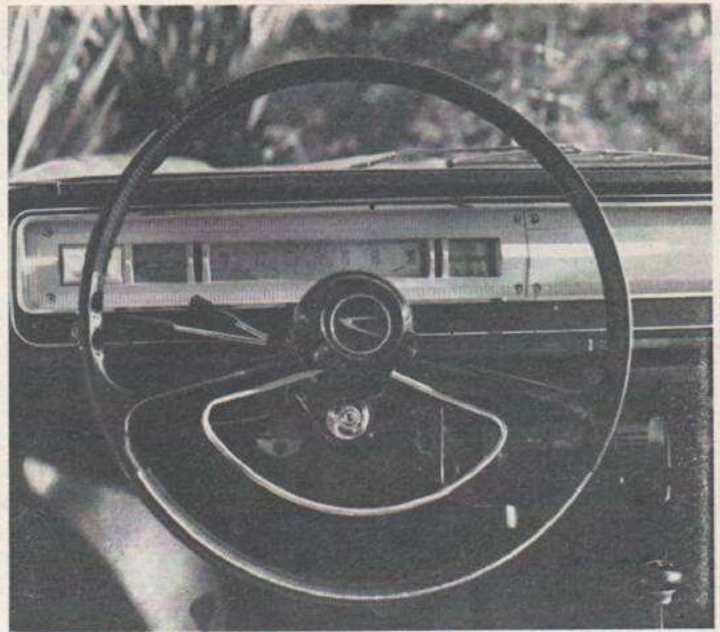
# SIMCA 1000 GLS

ty ends. The VW's air-cooled engine, for one thing, has a relatively large-displacement (always getting larger, too, it seems) engine that turns only 3040 rev/mile and achieves its peak power at 4600 rpm. The Simca 1000 takes the more usual European approach of a small-displacement water-cooled engine turning lots of revs— 4000 per mile, in fact. It is just this factor that has made many small European sedans (and sports cars) unsuitable for America, where it is common to maintain 70 mph for long stretches and where drivers expect to go up to 100,000 miles between overhauls, if indeed they keep the car that long. It is possible, however, to build longevity into a high-revving engine if enough attention is given to valve cooling, bearing areas and piston rings. Perhaps the 1000 has achieved long life, for Chrysler has been confident enough to apply its 50,000-mile warranty to the car's engine and drive train. We certainly can't fault the Simca's engine from a driving standpoint, for the little unit is quiet, smooth and willing to rev well beyond its "book" redline.

And if its sensitivity to gusty side breezes is what we expect of a rear-engine sedan, at least its oversteering propensities have been tamed to the point where they shouldn't cause anyone trouble. Some improvement has been wrought in this department since our earlier test, for now impending oversteer is proclaimed, and scrubbed off, by a chattering of the outside rear wheel. Response to small steering inputs is always on the understeering side, but steering effort is so low in the light car that everyday corners are a fingertip proposition. The 1000 rides with a degree of pitch expected with such a small wheelbase, but there's no undue harshness from the road. Braking, provided by 9-in. drums at all wheels, is adequate for the car's performance.


When a body stylist is faced with making a small, functional vehicle also attractive, he has a job on his hands. Considering these conditions, we feel the Simca stylists did a good job with the 1000's exterior styling. The driver has been given adequate vision in all directions and has an adjustable seat-back; seating, in fact, is adequate for all passengers if there are no unduly long legs in the group. Interior fittings are well done considering the price; switches and instruments are minimized. Clutch and brake pedals are too near each other.

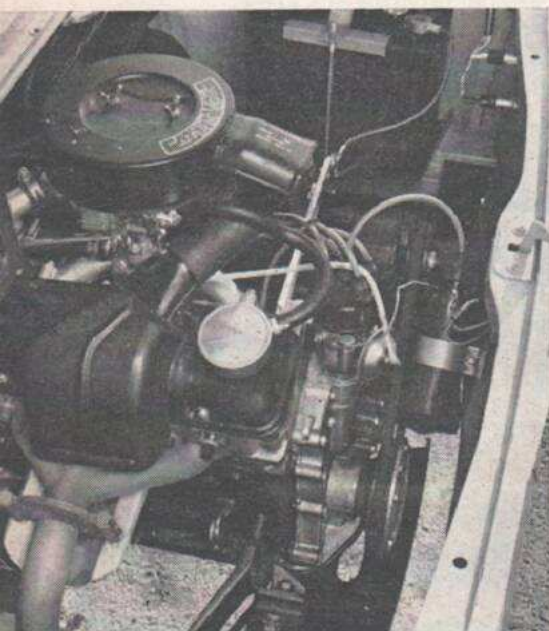
Heating and ventilation are outstanding in the GLS. All incoming air is fed to the interior by a center duct under the



dash, and a simple temperature control regulates the amount of heat imparted to the air. There is plenty of ram air at any car speed over 25 mph, and a 2-speed blower supplements that when needed (the blower is a bit noisy on its higher speed). Temperature modulation is excellent, from ambient right up to maximum heat.

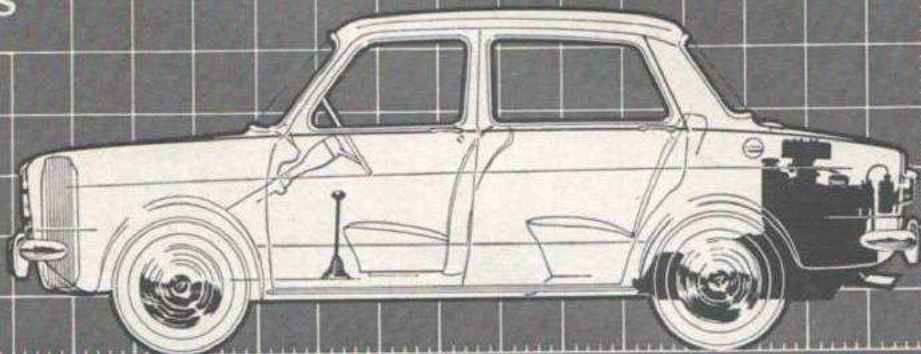
The 1000's straight-line performance is certainly competitive for its class. Its 0-60 time of 21.7 sec and standing quarter-mi of 22.2 sec (sticking to the 5700-rpm maximum) show that it takes slightly longer to cover the quarter than the VW 1300 but is going faster when it gets there. The 1000's top speed of 81 mph is 6 mph faster than the 1300's and 3 mph faster than the claimed speed for the new VW 1500. As expected, full use of the gearbox is routine.

Where does the Simca 1000 fit in for the American driver? We think it makes best sense as an around-town car or a second car for a suburban family whose larger car is in use often. It's a modern car that makes efficient use of its available space; it's nimble, quiet and comfortable; it has good brakes and handling that won't get the average driver out of shape; it has an attractive warranty and should have an adequate supply of dealers in the metropolitan centers. 





## ROAD TEST SIMCA 1000 GLS



SCALE: 1/8" DIVISIONS

### PRICE

Basic list ..... \$1787  
As tested ..... \$1833

### ENGINE

No cyl & type ..... 4 in-line, ohv  
Bore x stroke, mm ..... 68 x 65  
In ..... 2.67 x 2.55  
Displacement, cc/cu in ..... 944/57.6  
Compression ratio ..... 9.0:1  
Bhp @ rpm ..... 52 @ 5400  
Equivalent mph ..... 80  
Torque @ rpm, lb-ft ..... 55 @ 3500  
Equivalent mph ..... 53  
Carburetors ..... one Solex 32 PBIC  
No. barrels, dia ..... one, 1.26  
Type fuel required ..... regular

### DRIVE TRAIN

Clutch type ..... single dry plate  
Diameter, in ..... 6.29  
Gear ratios: 4th (0.962) ..... 4.21:1  
3rd (1.41) ..... 6.18:1  
2nd (2.12) ..... 9.30:1  
1st (3.54) ..... 15.5:1  
Synchronesh ..... on all 4  
Differential type ..... hypoid  
Ratio ..... 4.38:1

### CHASSIS & SUSPENSION

Frame type ..... unit with body  
Brake type ..... drum  
Swept area, sq in ..... 157.0  
Tire size ..... 5.60-12  
Make ..... Goodyear  
Steering type ..... worm and roller  
Turns, lock-to-lock ..... 3.25  
Turning circle, ft ..... 29.4  
Front suspension: Independent with upper A-arms and single transverse leaf spring; tube shocks.  
Rear suspension: Independent with semi-trailing arms, coil springs, tube shocks.

### ACCOMMODATION

Normal capacity, persons ..... 4  
Occasional capacity ..... 5  
Seat width, front, in ..... 2 x 22.0  
Rear ..... 49.0  
Head room, front/rear ..... 36.5/34.0  
Seat back adjustment, deg ..... 75  
Entrance height, in ..... 49.8  
Step-over height ..... 12.3  
Door width, front/rear ..... 30.4/30.0  
Driver comfort rating:  
Driver 69 in. tall ..... 75  
Driver 72 in. tall ..... 70  
Driver 75 in. tall ..... 70  
(85-100, good; 70-85, fair; unde. 70, poor)

### GENERAL

Curb weight, lb ..... 1650  
Test weight ..... 1960  
Weight distribution (with driver), front/rear, % ..... 41/59  
Wheelbase, in ..... 87.4  
Track, front/rear ..... 49.2/48.6  
Overall length ..... 149.5  
Width ..... 58.5  
Height ..... 54.7  
Frontal area, sq ft ..... 17.8  
Ground clearance, in ..... 5.5  
Overhang, front/rear ..... 27.8/34.3  
Departure angle, deg ..... 18  
Usable trunk space, cu ft ..... 6.2  
Fuel tank capacity, gal ..... 9.5

### INSTRUMENTATION

Instruments: 90-mph speedometer, fuel level, water temperature.  
Warning lights: high beam, directional signals, headlights on, oil pressure.

### MISCELLANEOUS

Body styles available: sedan as tested & in less de luxe trims, Bertone coupe  
Warranty period: 12 mo/12,000 mi vehicle, 5 yr/50,000 mi power-train

### CALCULATED DATA

Lb/hp (test wt) ..... 34.9  
Mph/1000 rpm (4th gear) ..... 15.0  
Engine revs/mi (60 mph) ..... 4000  
Piston travel, ft/mi ..... 1700  
Rpm @ 2500 ft/min ..... 5880  
Equivalent mph ..... 88  
Cu ft/ton mi ..... 73.4  
R&T wear index ..... 68.0

### EXTRA COST OPTIONS

Radio, various convenience and appearance items, whitewall tires,\* seat belts,\*  
\*fitted on test car.

### MAINTENANCE

Crankcase capacity, qt. .... 2.6  
Change interval, mi ..... 6000  
Oil filter type: permanent centrifugal  
Change interval, mi ..... none  
Chassis lube interval, mi ..... 12,000

### FUEL CONSUMPTION

Normal driving, mpg ..... 29  
Cruising range, mi ..... 275

## ROAD TEST RESULTS

### ACCELERATION

Time to speed, sec:  
0-30 mph ..... 5.7  
0-40 mph ..... 9.2  
0-50 mph ..... 13.8  
0-60 mph ..... 21.7  
0-70 mph ..... 37.5  
50-70 mph (3-4 gear) ..... 22.4

Time to distance, sec:  
0-100 ft ..... 3.9  
0-500 ft ..... 11.8  
¼-mile ..... 22.2  
Speed at end, mph ..... 60.3  
Passing exposure time, sec:  
Car ahead going 50 mph ..... 10.0

### SPEEDS IN GEARS

4th gear (5450), mph ..... 81  
3rd (5700) ..... 59  
2nd (5700) ..... 40  
1st (5700) ..... 24

### BRAKES

Panic stop from 80 mph:  
Deceleration, % g ..... 78  
Control ..... good  
Parking: hold 30% grade ..... yes  
Overall brake rating ..... good

### SPEEDOMETER ERROR

30 mph indicated ..... actual 29.4  
40 mph ..... 38.6  
50 mph ..... 47.9  
60 mph ..... 56.7  
70 mph ..... 65.2  
Odometer correction factor ..... n.a.

### ACCELERATION & COASTING

