

L'Aronde

The Magazine of SIMCA Club UK

Volume 36 No.2

March-April 2016



Our club stand at the March 5/6th *Practical Classics Restoration Show* at the NEC



SIMCA

MATRA

TALBOT



Dan Burrowes' LHD Rallye 2 with real 'poke'



Dan Husband's Montlhery P60 and below with our youngest member... son Arthur..!!!



Jill Ewan's late model 1000



First time out of a garage since 1977... Mick's '67 1200S was only ever on the road for 10 years....



Editorial March-April 2016

This issue features in particular two of the smaller cars in the range.....the **SIMCA 1000** and, one of the attempts to replace it, the **Talbot Samba**.

The **1000** is featured in a *Custom Car* article introducing the **Rallye 1** (along with the **Avenger Tiger**) supplied by Guy Maylam, new projects from Phil Hart and one of our SIMCA friends from the Netherlands and a 'period' article from *Echappement* on the results of the **SIMCA Racing Team's** Lille in supercharging the Rallye models in the 70's. Also news appears on my own supercharged 'Mille'.

The **Talbot Samba** is covered in an article by David Chapman who found a book on the history of that model at *Retromobile*. He has extracted some interesting information from it and has supplied photos of a model the UK never received plus proposals for the Samba's replacement if the **Talbot** badge had not been axed by Peugeot.

Also Robert Taylor has sent in photographs of the 'weekend's restoration job' on his **Samba Cabriolet** that predictably turned into something altogether more extensive. In the first part of the job, Robert finds the extent of the rust damage and takes steps to remedy it in readiness for painting. The finishing jobs and fitting of the new hood will appear in the next issue... by which time Robert hopes to have it on the road.

Bob Friendship continues the story of his introduction to **SIMCAs**, now reaching the point of actually owning his first **Aronde**.

At the beginning of March, we had a club stand at the *Practical Classics Restoration & Classic Car Show* at the NEC. A report and photos appear in this issue along with the **Bagheera** themed display from the

MATRA Club.... Featuring two of Kev's cars.

Our international contributors have been busy. Colin Smith from New Zealand shows us the **SIMCA** models he has made. Alexis Zaregradsky, from France supplies photos from the *Reims Belles Champenois de l'Epoque* meeting. Also Roland Van Der Valk from Holland has embarked on a **SIMCA 1000**/Honda transplant and asked advice from me after my efforts. I can tell him what works.. The Honda engine and its cooling and what breaks.... The **SIMCA 1000** gearbox all too often.

Forthcoming Events supplies more info on a busy year with hopefully something for every shade of **SIMCA**, **MATRA** & **Talbot** enthusiasm.....

Thanks to all the members who did renew promptly. Membership cards are included with your copy of *L'Aronde* if you receive it by post. If you receive yours by PDF, I'll either bring your card along to the National meeting or post it on.

Photo below... Samba 'purists' avert your eyes.... The only Samba your Editor ever owned... an Oval racer powered by a 1600 Alpine/Solara engine on a BE1 box.. made possible by transplanting the front structure from a Peugeot 309 into the Samba bodyshell.

Mick



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SIM2016 SIMCA, MATRA, Talbot International Meeting 5th to 8th May 2016, At raceway Venray in the Netherlands, PO5096 5800 GB Venray. See web www.racewayvenray.nl and www.simcaclub.com for more details and registration.



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

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CB Motors Large stocks of spares, new & secondhand for
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Contact Dick Husband on Dick.Husband@btinternet.com
Or tel. 02476 325577.

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

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

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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

MICK WARD 01246 200045
SIMCA TALBOT MATRA scukmick@aol.com



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wheel bearings, etc. Contact Mick for all
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Kevin Ward can supply
many of parts listed in Mick's
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Simca National Meeting Sunday 19th June 2016

Crich Tramway Village
Crich, Matlock, Derbyshire, DE4 5DP
www.tramway.co.uk



Updated information for this year's National meeting which has been confirmed by the Tramway Museum.

The Village is open from 10.00.

We have the following discounted prices

All drivers of their car have complimentary entry. Other prices are

Adult passengers £10.00 each

Senior passengers £9.00 each

Child passengers £6.00 each

(For comparison the normal adult entry is £16.00)

Crich Tramway has many amenities and suggest you allow about 4 hours if you wish to see everything. Rita's Tearooms offer a variety of children's meals and the Red Lion serve snacks throughout the day. There are also two large picnic areas, one on the outdoor play area and the other situated along the Woodland Walk which gives amazing views.

Dogs are welcome but must be kept on a lead. They are not permitted to go in any catering establishment or the children's indoor play area.

Hotels/guest houses – a few suggestions

There are many hotels/guest houses in the Matlock/Matlock Bath area.

The nearest Travel Lodges are Alfreton (5.2 miles from Crich) and Chesterfield (12 miles).

There is also one at Mansfield which is just a bit further to travel.

Batemans Mill Hotel, Clay Cross near Chesterfield

Also on the M1 between junctions 28 & 29 there in the Days Inn, Tibshelf

In Chesterfield there many hotels & guest houses including the Ibis and a Premier Inn, Travel Lodge

If you are planning to stay remember this is a tourist area and it would be better to book as early as possible.

Hopefully the weather will be kind to us. See you all there

Thanks Lesley Other forthcoming Events are.....

Santa Pod Retro show Sunday July 3rd at the Northampton drag strip. We have a stand and some spectacular machinery is promised. Details from **Mick Ward**

Retro-Rides Gathering at Shelsey Walsh hillclimb Sunday 28th August Massive show for every shade of the old car enthusiasm with all day action on the famous hill too. We have a stand booked so contact **Mick Ward 01246 200045** scukmick@aol.com for more info.

This was the third year of this early season event and it continues to grow.

Our plan was to feature some of the rarer in the UK models in the range.

The SIMCA Club UK display had vehicles dating from 1955 to '84 in the shape of Dick Husband's **Aronde 9**, son Daniel's **P60 Montlhery**, Daniel Burowes' LHD **SIMCA 1000** rebuilt to **Rallye 2** spec but with an injected 1442 engine, Jill Ewan's very late model **SIMCA 1000** recently restored and my '84 **1100 VF2 pickup** towing my '67 **1200S Bertone coupe** (part restored) on the trailer. Ade Brannan was to join us with his rare **Chrysler Horizon** but he ran out of time diagnosing transmission noise and decided against risking the 5 hour drive from Scotland.

All the cars caused huge interest from visitors to the show. We were asked to have work in progress on the cars. I took the parts to complete the pedal box and steering column on my **1200S coupe** to complete the conversion to rack & pinion. In the end very little was done on that as I seemed to be talking **SIMCAs** non stop to visitors to our stand.

Many remembered driving the VF light commercials years ago in the course of their work and others had never seen a **1200S coupe** before..... Next year is the 50th anniversary of the launch of the **1200S**... could Kev and I have two out of the six RH Drives up, running and painted by then....????

Two mint **SIMCA 1000s** drew in the crowds as did the **Arondes** as always, particularly with an early and a late example on show.

I was so busy on our stand, I did not get round all the other halls. I did note with some of the 'barn finds' on stands, the **SIMCA/Talbot** reputation for rusting badly has some strong competition..!!!

A great show and great company from the crowd staying at the *Premier Inn*. I've sent the application in for a club stand for next year (later in March on 25th & 26th)..

Being next to the seating for the *Workshop* bodywork skills demonstration I'm sure pushed more crowds into our stand and the **MATRA** club's next door.



1100 VF2 pickup with part restored 1200S in tow ...



Dick Husband's much travelled '55 Aronde 9



Dan Husband's late model Aronde P60

MATRAs at the NEC Restoration Show 5th & 6th March 2016.....

As usual at these shows our friends from the MATRA club had an adjoining stand.

The theme for their display was the **MATRA-SIMCA Bagheera**.

Three cars illustrated the 'bare bones' of the car, a late model in mint condition and what must be the fastest Bagheera in existence.

Two of the cars came from Kev & Lesley Ward's collection .. the rolling shell that has been superbly rewelded by Cornel Baxendale and the mint condition last of the line example Kev recently bought from Paul Love. Thanks are due to Titus Taylor for his long journey from Cheltenham to Derbyshire to collect the rolling shell and deliver it to the NEC and back.. The other car was a real feat of engineering.... a series 2 Bagheera that Brian Evans has totally transformed into a 600 bhp 5.7 Chevy V8 powered drag racer. It was featured in previous issue of *L'Aronde* but Brian has now put the finishing touches to it. We are hoping to have it as part of our **SIMCA, MATRA, Talbot** effort at the *Santa Pod Retro Show* on 3rd July.

The trio caused massive interest with show visitors, helped by the prime spot next to the seating for the *Workshop* demonstrations.



The 600 bhp 5.7 litre V8 is front mounted in a tubular chassis but many features of the original Bagheera are retained and, other than the V8, everything is contained within the car's original dimensions..... even the huge rear wheels and tyres. Superb !!!

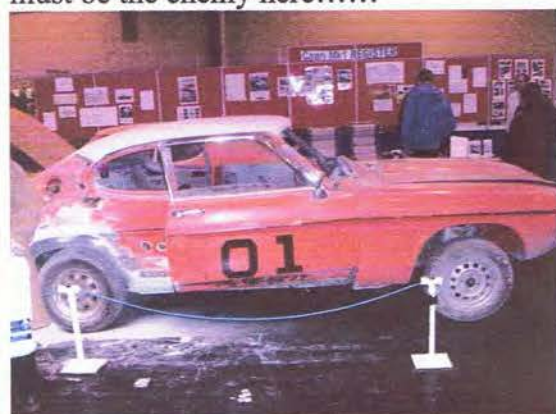


MATRA fact.....

Some photos I took of cars on other stands at the show.....



We struggle against rust... woodworm must be the enemy here...!!!



Reminds me of what I learnt to weld rusty cars on.... The 'blue oval's' worst.. I ended up recycling my last two Capris into a Magenta Tarragon Kitcar which, after 14 year's use was sold to a Ford restorer and the mechanicals were rehoused in 'Dagenham tin...!!!!



Not forgetting the seventies efforts from British Leyland....!!! The photo doesn't really show the extent of the rust on this TR7 'barn find'.....

French spec **Samba GLS** mentioned in David's article and the **GL for the UK.**



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TALBOT SAMBA GLS

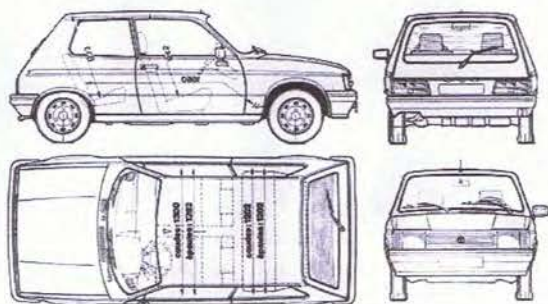
Année modèle 1



AUTOMOBILES
PEUGEOT
Direction de l'Information

TALBOT SAMBA GLS

Année modèle 84



Prescott Hillclimb 'La Vie en Bleu' 28th & 29th May. Titus has booked a MATRA- SIMCA stand there. Advance booking is required if you want your car on the stand with a club code, More info from **Mick Ward**

Some rare Sambas

By David Chapman

My recent visit to Retromobile, the Paris classic car show, enabled me to buy the latest volume in the history of "our" cars, namely one devoted to the Talbot Samba. It is quite remarkable that now a book has been published in France on every main type of Simca and Talbot produced. It shows that these cars do have a following over there, as the other principal French marques, Citroen, Peugeot and Renault, are not so favoured.

Inevitably some new facts about the Samba emerged, and I thought fellow Samba owners and Talbot enthusiasts would be interested. You may know that project C15, as the Samba was known before launch, was styled at Whitley, Coventry, while all the engineering work was done in France. The Head of Styling at Whitley was Curt Gwin, and his brief was to use the Peugeot 104 Z as the base for the C15, extend the floorpan by 6 inches, but make the new car look as different to a 104 as possible. In this he succeeded, and while the early prototypes used 104 front wings and doors, these were replaced for the final model which featured a different waist level styling recess along the length of the body. The only panels on the Samba that were identical to the 104 Z were the bonnet and rear hatch.

There was a view that the name "Samba" was not suitable for the UK market, and that Trio was the preferred option. The new book contains several photos of cars with "Talbot Trio" on the rear hatch decal instead of Talbot Samba. As soon as I read that, I recalled that there was some discussion in the British motoring press at the time that the UK car was to have a different name, but 35 years on, I had forgotten. Now I recall that around Christmas 1981, before the UK launch of the Samba, a blue French registered Samba lived in our road in Woodford, Essex for a couple of weeks, and I thought then that would be the only such named car I would see. Eventually it was decided that "Samba" would be acceptable in the UK, and right hand drive versions made their debut in February 1982.

As with the Simca 1100 and Talbot Horizon ranges, we in Britain were to be denied the most interesting Samba derivatives. Our range of 954 cc LE and LS, 1124 cc GL, and 1360 GLS, only lasted until September 1983, briefly boosted by the unique to the UK 1360 cc "S" model. However, we were allowed the desirable Samba Cabriolet in October 1982, six months after it appeared in France, and just in time for the winter months. The 1984 UK range was merely the LE, LS, GL and Cabriolet, and the 1985 range lacked even the GL. UK sales of the Samba were pretty healthy, the car securing a position in the top 20 of all cars registered in 1982, the only Talbot to achieve this.

The most remarkable Samba appeared at the Paris Motor Show in October 1982, the Copacabana. Named after the famous beach at Rio, in the heart of samba country, Talbot's stylists went berserk. Based on a 1360 cc GLS, the Copacabana was finished in dark blue metallic, but below the side rubber body mouldings, a bright yellow took over, the treatment carried to both the back and front of the car. Front and rear lights were protected by "Roo bars" also painted bright yellow. New pattern three spoke alloys, finished in yellow, completed the exterior. Inside, the usual Samba seats were replaced by satin finished bright yellow seats which looked as if they were taken from a contemporary 2CV, and unique split folding yellow rear seats completed the picture. A trip computer was fitted in an overhead console incorporating the interior light fitting. The car was one of the main draws of the show that year. Although the car was a "one off", the three spoke alloys did make it into production as an option on Sambas from 1984, replacing the 5 spoke type we are familiar with on UK Cabriolets. Fortunately this unique car survives at the Simca and Talbot museum, CAAPY at Poissy, just outside Paris.

The range of Sambas offered on the French market for 1984 was the most comprehensive of the car's production history. It comprised:

1124 cc AS, a commercial version with no rear seat but otherwise a conventional Samba.

1124 cc LS, similar to the UK version except the latter had only a 954 cc engine.

1124 cc GL, well equipped with split folding rear seat. Tinted glass and electric windows were available as an option, as was a 5 speed gearbox in lieu of the standard 4 speed.

1360 cc GLS, with 80 bhp, 5 speed gearbox, rear spoiler above the rear window, stripes below the body mouldings, luxury "Sherlock" tweed upholstery, tinted glass, electric windows, rev counter, three spoke "Copacabana" alloy wheels. As you can see from the accompanying photos, this car looked very smart indeed, and the interior was a good place to be.

1219 cc Rallye, with 90 bhp fitted with two twin choke carburetors giving a top speed of 110 mph.

1360 cc Cabriolet available with either a 72 bhp or 80 bhp engine. The interior was given the same upmarket trim as the GLS.

The 1985 range was almost as large, the main difference being the withdrawal of both the Samba GLS and the 72 bhp version of the Cabriolet. The 1124 cc GL was enhanced with the addition of the Sherlock tweed interior formerly fitted to the GLS and the adoption of full wheel covers identical to those fitted on UK Talbot Alpine and Solara Minx models. A new 954 cc base model Samba was

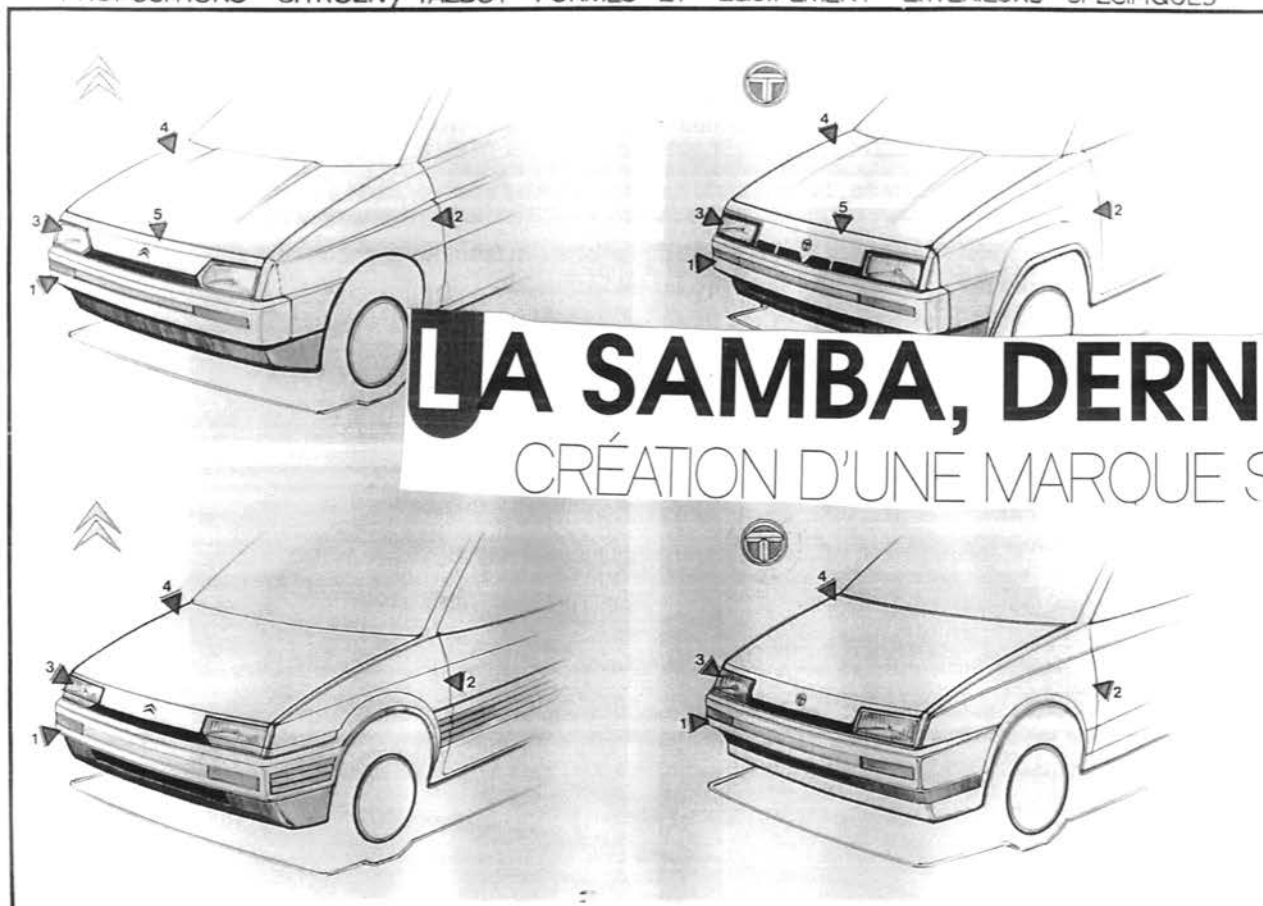
introduced, the first time the 954 cc engine had been fitted to French market Sambas. The Rallye range became two models, with the launch of a 1360 cc version fitted with two single choke carburetors. This produced 80 bhp and, fortunately for those of us in the UK, 500 RHD models were imported.

A limited edition model, the 1124 cc Samba Bahia also appeared in 1985. Finished in Ming Blue metallic, with a Samba Rallye type steering wheel and front seats trimmed in denim cloth, it proved so popular that it became a mainstream model for 1986. A limited edition RHD version, the Trio, sold well in the UK, 1500 cars being produced. Thus eventually the Trio name was used in Britain.

A unique model to the UK Samba range was the Style, first introduced in July 1985. Though based on the entry level 954 cc LE, it had a smart red velour upholstery, sun roof, chrome wheel embellishers, a radio and was only available in silver metallic paint. The Peugeot Talbot dealers found this car easy to sell, and it quickly became a mainstream model effectively replacing the LE.

Unfortunately for the Talbot Samba, the arrival in 1985 of the 3 door version of the new Peugeot 205 saw sales start to decline. With the end of Horizon production the same year, it became evident that the Samba did not have a place in Peugeot's future plans, and the last car went down the production line in February 1986, 30 years ago. Final production figures were 288,010 hatchbacks and 13,062 Cabriolets. A replacement model was originally intended, based on the Citroen AX, and drawings of both the Citroen and Talbot versions are reproduced with this article. The decision to abandon the Talbot marque meant that the new generation Samba did not appear.

PROPOSITIONS CITROËN / TALBOT FORMES ET EQUIPEMENT EXTÉRIEURS SPÉCIFIQUES



LA SAMBA, DERNIÈRE

CRÉATION D'UNE MARQUE SACRIFIÉE

Bob writes.....“How it all began.”

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

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

....last time, you may recall, I had left Lloyds Bank and gone to work in a shop.

Part 4. “Exeter, the Jewellery business & a new owner for the Wolseley”

Actually, the jewellery trade is a very interesting line of business. There are a great many facets (no pun intended) to it and lots to learn.

There is Watches & Watch making, Cutlery, Clocks, Clock repair, Gold & Silver, Assaying & Hallmarks, Antiques, Barometric instruments and precision instruments such as telescopes and binoculars. Then there is Lapidary and the study & identification of gemstones, both precious and semi-precious, ring-making and adapting and general repairs to any of the listings here. Atop of this there is the operation of the business and stock control etc., etc.

Thus it was that the Wolseley and I made weekly journeys to and fro from Westward Ho! to the large and elegant Georgian house in a posh part of Exeter (about 45 miles) where I and two other lads were billeted, all from shops in the owners' group, (the owner had 12 shops spread across the south west and a primary location in Hatton Garden).

Of the three of us, who took it in turns to do a week at the main shop in the city, then a week organising the stock, kept at the house, Norman had a much-thrashed Ford 100e, Ray, a Ford-engined Morgan 3 wheeler of 1954 vintage & my 6/80 made up the trio.

During 1967 the rear axle on the Wolseley had begun to protest. It would moaned to itself (and to me) as it went along. The near side front wheel had come into contact with a curb stone the year before and the car suffered a bent lower control arm making the wheelbase shorter on the near side. More of an issue was the peg in the steering box jamming on full left lock. There was, therefore, a requirement to rapidly unwind the steering after making a sharp left manoeuvre. One time I was a little slow and a group of people waiting at a bus stop first looked, aghast, and then scattered in horror as it appeared I might be about to mount the pavement & run them down. Fortunately for all of us the steering wheel unwound just in the nick of time.

Some of you, the reader, will remember the Exchange & Mart? (a fore-runner of e Bay?) I placed an add.

“For sale. 1954 Wolseley 6/80 saloon, Black, good running order, £45.”

An Exeter lorry driver came to try it out, (I had fitted a replacement engine by this time.) He complained the axle moaned but I said they all did that. He bought it and drove away my dream car. I stared wistfully after it as it disappeared from view. Goodbye, “Brutus” as it was affectionately called.

A replacement was the order of the day. Philip Keyes came to mind .

Ten minutes walk from our billet to Magdalen Road, next to what was then and is still now an Alldays type store, was Magdalen Motors.

Second from the back in the left of two rows of cars was.....a Simca Aronde Elysee. This, a 1959 model & £165, was near the back for good reason. The vendor, a more sleazy individual than George Cole could ever have dramatized, (Nice little earner!) assured me of the vehicles' soundness and shoved an HP form in front of me, proffering his Bic and urging me to complete the form as others were queued to purchase said Simca.

I duly signed the form, £5.4s.2d a month on the balance after my deposit, this for two years.

On its' rear, an international plate of origin, GBY, Malta. It actually came from Gozo. If you have visited that place you will know that cars do not have an easy life.

It was the worst car I have ever owned, even until now. Excepting that the wheels did not actually drop off, everything else that could go wrong, did. I said, on more than one occasion, that I would have happily pushed it from a cliff, if only I could have got it to go that far. Brakes, radiator, battery, starter, dynamo, head gasket, exhaust. The sleazy salesman, (Bill) ignored my final plea for some consideration. That was an ill-judged response on his part but we won't go into that here.

It can be seen that there was a need for spares. Where to go? Of course, Raymond Radmores' of Plymouth. So began a series of journeys to and from Exeter to Plymouth. Always to be seen were Arondes in various states of repair or for sale. I quickly began to enthuse.

Radmore, by then probably in his fifties, was a congenial chap. His face bore the signs of considerable Life experience. He had raced cars since his youth and had much to do with promoting Simca sales in the South West of England. He was kind enough to relate some of his Aronde experiences to me and I soon became hooked on the marque. He sold me his custom-made twin SU and 3 branch manifold, mentioned in part 1, and I undertook to purchase all floor gear change conversions as and when they became available, at £5 a time. They were produced by SPQR and made the car a little noisier but it was a nice conversion and got rid of the sloppy column change, in my opinion anyway.

I visited scrap yards and noted down the details of any Arondes waiting to be broken. I bought engines and gearboxes, heater units and, in fact, anything I could that would fit in my poor old dads' garage at home. He stared at it all, shook his head and declared "You must be mad, Son!"

It was on one visit to Radmores that I noticed a badge on an old Aronde Monaco.

I made some enquiries. No Google of course.

Yes, the club still existed.

I wrote to the secretary and explained my interest.

Could I run a register for Arondes from within Club Simca?

"Yes", replied the secretary.

("Who is this noisy young enthusiast from Devon?")



Next time: Club Simca International.

A few years ago I sold my **SIMCA 1000SR** to brother Kev after the rear subframe disintegrated. I already had enough projects on the go and Kev having just retired, had more time on his hands. He replaced the subframe with a sound one saved from a scrap 1000, did the welding needed around the rear end and had reassembled everything with new brake pipes etc. Moving on to the front end he found that past 'restoration' work had served to trap water between various patches and the area around the O/S shocker mount and driver's door pillar had some serious rust problems.

Before he could launch into this work, he had the chance of Paul Love's **rust free Bagheera....** So he needed the space on the drive.

.....The end result is the old **SR** has returned home.

OK, I need to finish the **Rallye 2** and **1200S** after replacing the engine in the **1100 Pickup** but it will keep me busy.



Kev had done the rear end work.....



Rear inner wing not bad by 1000 standards



Favourite 1000 'rot spot' door pillar too



Once the welding is done, I may reunite the car with its supercharger which I'd kept, along with its head with enlarged combustion chambers lowering the CR to handle the boost. I've a 1294 short engine with Rallye 2 cam on the bench to accept the above. **Watch this space....**

What are you restoring???? Let us know..... with photos please..... ED.

Michel Enjolras who had then worked at **SRT Lille** for 4 years was proud of the results achieved with what some, wrongly, called 'the TURBO'

A victory at the rallye du Touquet in front of cars like a 300bhp BMW and Porsche Carreras was encouraging.

The previous year, when it was far from its ultimate stage, Michel Enjolras had 'brushed with victory' in close 3rd, 4th & 5th places in various rallies.

As well as the kudos for **SRT Lille**, the proto allowed them to really test the basic group 2 solutions. The supercharged car producing over 30 extra bhp...showing the extreme solidity of the basic **Rallye 2** motor, since that had an original output of just 82 bhp and was now standing up to double that.

Supercharging...A long development

This 'proto' has so many 'tricks' it's hard to know where to begin.

The engine is based on the group 2 with a milder cam profile, a lowered C/R of 7.5 and a larger bore of 80mm giving 1407cc. It regularly runs with the 2 litres (forced induction cars are classed at 1.4 x their capacity). It develops 160bhp at 7800rpm but with a very wide power band which is a common characteristic of boosted engines.

The supercharger came from Allard (London). Its installation caused problems with belts (it's driven from the crank pulley) and heat initially. Now the inlet manifold has a water jacket linked to an extra cooling radiator up front. The cooling hoses have been re-routed to avoid 'cavitation'

A valve on the manifold avoids explosion through over-boost. It has also needed an oil cooler now mounted in the LH rear wing.

Currently overheating is no longer a problem. It is important not to leave it idling too long though. "No worries about its robustness" Enjolras affirms..it's indestructible. An end of season strip down revealed little wear.

As for the gearbox, it's the famous Lame-Bouhier 5 speed improved by Enjolras. It has an LSD and driveshafts specially treated for strength handling 160bhp without problem.

Big work on the suspension...

The front end is set up more supple than the rear with triangular wishbones, spherical joints and coilovers replacing the leaf spring. The rear has Teflon bushes and anti roll bars front & rear are adjustable. Front to rear weight distribution is 35% to 65%.

Brakes are standard other than larger rear callipers (which avoids standard Rallye 2 habit of locking up the front wheels)..

Weight saving.

Lids, doors and wings are fibreglass and windows are in plexiglass. . The R2 is quite heavy as standard at 900kg, the group 1 at 850kg, group 2 at

800kg. This proto weighs 735kg..... 165kg lighter than standard. The supercharger adds 24kg extra.

Enjolras has moved the fuel tank forward inside the car and the rear crossmember has given way to a more rigid engine mounting.

The fuel tanks are aluminium and fit in the rear seat area along with the spare wheel and extinguishers.....all to centralise as much of the mass as possible.

The roll cage serves as an extra chassis, mounting points heavily reinforced.. Weak areas such as the front shocker mounts are doubled up.

The dash is an in house creation in fibreglass.

The acceleration figures we achieved at Montlhery were impressive. They compared favourably with those of an X19 proto (210bhp), BMW CSL (375bhp) and a group 5 Alpine A310 we've tested. The SRT Lille proto accelerates as quickly as a production Lancia Stratos....!!!

The flexibility of the engine is sufficient to pull away at just 2000rpm and then spin the wheels as you accelerate.

High Power.....

The wide power band characterises forced induction engines. And it could be said that the flexible 160bhp is worth 180 in an atmospheric motor.

He writer rode in and drove the proto first at the Folembay circuit. Enjolras demonstrated the car in preference to an Avenger that Chrysler were trying to promote at the time. He said, that straight from the Touquet Rallye it still needed finely setting up.

Later at Montlhery, he found the balance almost perfect, neutral everywhere. The Abarth LSD cuts in 100% on extreme angles.

The 5 speed box has well spaced ratios although first is so low as to be almost unusable .

The steering is very direct with just 2.25 turns lock to lock..... much less 'arm twirling'

The noise of the supercharged engine is a psychological bonus for the driver. The power is one thing....for it to be both useable and reliable too is another altogether...!!!

All the experience of Michel Enjolras and **SRT Lille** is invested in this extraordinary car.

It's a pity a production version couldn't be made but the cost would be prohibitive.

Specification.....

Engine... 1407cc (counts as 1970cc for class purposes (x1.4 as forced induction))

Bore x stroke 80 x 70mm

Compression: 7.5 to 1

Maximum power: 160bhp at 7800 rpm

Torque around 20mkg at 5000 rpm

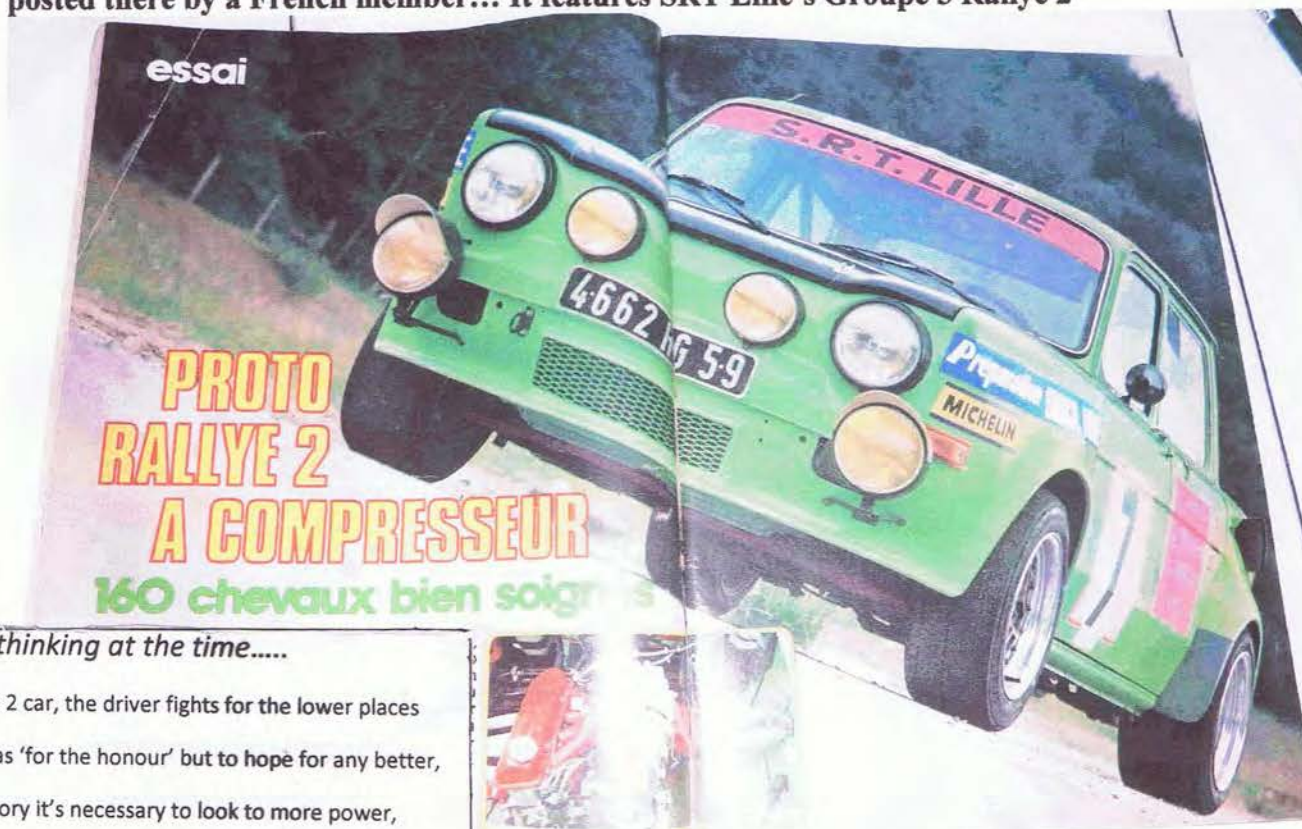
Carb: single 45DCOE Weber.

Transmission: 200mm Ferodo clutch, 5 speed box and 9x35 (original) final drive.

Wheels: 7x13 front, 9x13 rear with Michelin tyres

As many pointed out on Simca-competition.... Such a shame SIMCA themselves never incorporated some of this thinking into the production Rallye 2.....

ED....I recently updated my thread on www.simca-competition.com on my supercharged 1000SR. This 'period' article from *Echappement*, I believe, was posted there by a French member... It features SRT Lille's Groupe 5 Rallye 2



SRT Lille's thinking at the time.....

With a groupe 2 car, the driver fights for the lower places
Looked upon as 'for the honour' but to hope for any better,
An overall victory it's necessary to look to more power,
weight and improving roadholding.

It's for that reason we've built a groupe 5 supercharged R2.

The Groupe 2 rules have become too restrictive. In

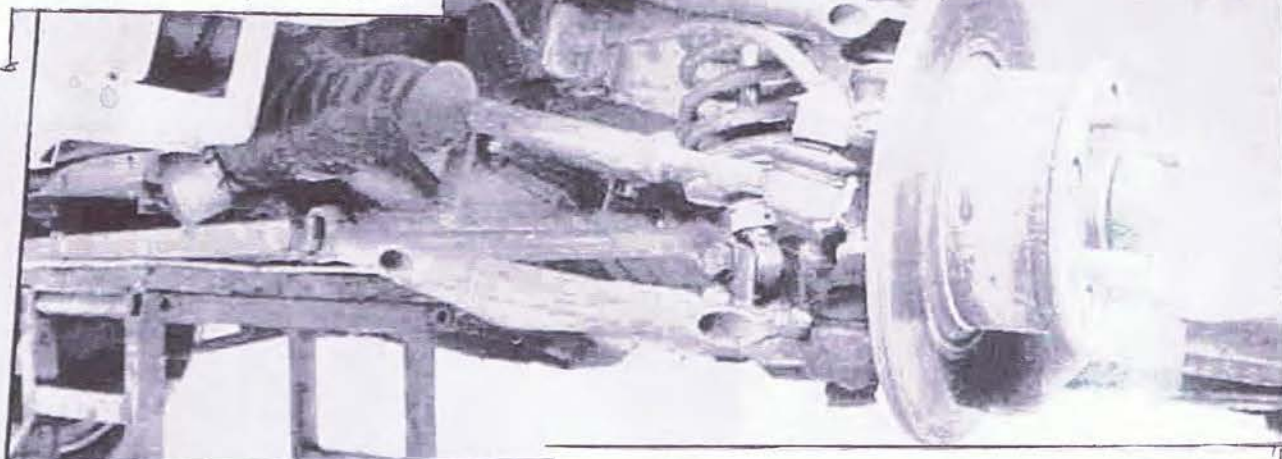
Contrast in the prototypes class, almost anything is allowed

The downside is that we cannot compete in all the rallies.

Some World Championship events like the monte Carlo and

The tour de Corse are, unfortunately, not open to the groupe

Five cars,,,,,,,,,,,,,



Un gros travail sur le train avant.

The 160 bhp Supercharged Group 5 Rallye 2 used this vastly modified front suspension with coil overs and lower wishbones replacing the transverse leaf spring...

Articles from the heyday of SIMCA, MATRA & Talbot competition activities
always welcome here at *L'Aronde*.....

Mille Time: Phil Hart's latest 1000 project begins.....



Above: The interior of the **SRT Lille Enjolras** Group 5 'proto' showing the fibreglass dsh they produced for it.

Now on to Phil Hart's new project.....

Phil notes that it's 12 years since he wrote about his **SIMCA 1000** projects for *L'Aronde*. He intends to put that right by telling us about the build up of a late model **1000** for his son Christopher. It will eventually have a **Rallye 3** bodykit. Here are the initial pictures of work at the front end to receive the repositioned radiator, necessary on twin carb 1000s.



Starting from a late model rectangular lamp shell. An air intake has to be cut where the numberplate lived on the standard 1000. The front valance requires trimming to clear the side vents in the spoiler.....

Inside a new panel as fitted to the Rallye 2 & 3 that allows hot air to exit under the car replaces the back of the 'spare wheel well'



Below: Peter Dammeyer's **1000 Special** now moving on to Wayne Parkinson.....



Let's hear from the other 1000 owners in the club.... I know they are out there..ED



Ask yourself this question. If you were in the marketing department of the Chrysler UK Division would you introduce a hopped up version of your best selling production car, create a lot of ballyhoo, put two cars on the press test fleet just to help the interest along, and then announce that the car wasn't for sale? Now ask yourself this one: If Chrysler suddenly announced a hopped up version of the Avenger with beefy suspension, hogged out engine, Minilites, plus a dummy spoiler and whoopee stripes thrown in for good measure, would you say to yourself 'hey, right on, yeah nice to find something that gives a Mexico a run for its bread'?

Somewhere, sometime, the two have got to get together, but more of that later. In the meantime, we've had a chance to get a good hard look at the beast they call a Tiger. Ostensibly Chrize have produced only 200 Tigers and those were destined straight-off for dealer showrooms. The idea apparently was that people would come in, see a Tiger, find they couldn't buy one and order a 1250 Super instead. Chrysler coyly admit that some (all right all) dealers have been persuaded to part with their demo Tigers to anyone waving the sum of £1,546 under their noses.

The Tiger is one of the first visible contacts between the main works and Des O'Dell's little renegade Competitions offshoot which the factory normally try and forget exists. It was evident that the well-constructed and basically well thought-out Avenger had a lot of tuning potential in both engine and suspension departments. The factory did their bit with the twin carb GT version of the 1500 but that was apparently it. People like Hartwell and Davenport Vernon produced well set-up road burners but meantime Des O'Dell was playing his own tunes and one day popped up with an Avenger creation which he felt was good enough to carry the Tiger name, the erstwhile nomenclature of that hair-raising version of the otherwise boring Alpine which they fitted with 4.2 and 4.7-litre Ford V8s.

Des's little department tends to concentrate on bits for people who know no other pleasure than to go rallying, but with this one he decided on building up a quick well mannered good handling road car with a few manufacturer's custom tricks thrown in. Yippee said the marketing men whose brightest thought to date had been the Sunshine Avenger with plastic roof and a paint scheme reminiscent of last night's hangover. Chrysler now seem a little surprised that so much interest has been shown in the car and have, it seems, almost certainly taken the decision to produce a more production version of the car keeping the best features of the hop-up job but cutting down on the gimmicks to bring the price down to a more sensible level. Did I hear you say to that of a Mexico? You must be psychic (say no more, say no more). Go on then, ask me. How does it compare to a Mex? I'll tell you.

First, what have Chrize-comps done to it. They've taken the 1500 Super version as the basis with its stock bore of 86.1mm and stroke of 64.3mm. This normally comes with a 9.2:1 compression ratio and 63DIN horsepower using the Zenith 150CDS carburettor. Off came the head and in went bigger inlet

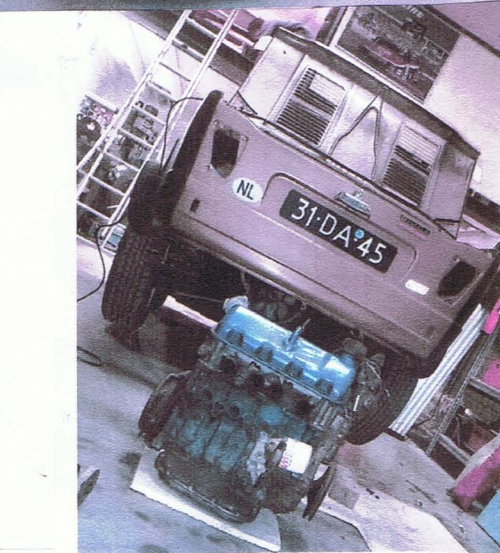
and exhaust valves with the ports opened out and reshaped to get better, more efficient gas flow. Exhaust manifold likewise is redesigned for better flow and there's a large bore, freeflow exhaust system too. Inlet manifold is specially made since it carries two 40DCOE 7/72 Webers. All that and a cam only slightly modded in order not to louse up the tractability results in 92DIN bhp with the engine now free to rev to 6000rpm on the little pod tachometer on the dash.

Fine, so it probably goes, but how about keeping it from rushing off into the boonies when you show it the first bend in anger? Well we have always rated the basic set up of the Avenger to be pretty sound although the softness of the suspension settings did tend to create too much body roll—especially on the GT version with the extra poke but no modded suspension to cope. Front suspension uses the MacPherson struts just like the Mex. On the Tiger the springs are shorter and stiffer with heavy duty struts to give a 1in lower set. At the rear coil springs are used in conjunction with a four link arrangement and here the coils are again stiffer and shorter, used with adjustable shock absorbers to lower the rear end by 1½in. Visually this helps the car since the styling does tend to make it look tail-up, and more important it lowers the centre of gravity.

A large part of the £1546 price tag is taken care of by a set of 13 by 5½in Minilites which add £125 to the bill and honestly for street use are a totally cosmetic and expensive luxury. Tyres on the car we tried were the Dunlop 70 per cent profile SP Sport radials—Formula 70—which we have used recently to such good effect on the big Capri. Now those are worth the extra money but they'd work just as well on steels—how about Ford's copycat wheel which we in the office call Tinilites?

Surprisingly Chrysler have, as we said, based the package on the Super body trim which is very basic and doesn't even have the rev counter and oil pressure gauge that the factory GT has. I don't like driving tweaked up road cars without oil pressure gauges, and tachos in pods have never much appealed to me although there was never any trouble with the one we had. They have replaced the seats though with what I am sure are those pricey Contour numbers with the slot-in headrests, but while they were at it, it would have been nice to have seen a leather Simon Green steering wheel as well.

To start from cold you still need the choke, unlike some Weber set ups, but the car starts quickly providing you pump plenty of petrol through first. Although bigger bore and freer flowing, the exhaust doesn't have that satisfying and probably illegal rasp—makes it a lot less tiring on a long journey in fact which is more than you can charitably say about our Mexico. We're always praising the gearbox fitted to the Ford fours and it's nice to find Chrysler in the same league with an equally light and precise shift which is a joy to use. There's enough feel to know exactly which way you need to go through the selector gate without it ever sticking or binding. Synchro's good and strong too. On our acceleration runs we normally powershift one to two and three to four



Roland Van der Valk is fitting a Honda 16 valve engine in his SIMCA 1000. Above he has removed the SIMCA unit.



Roland has cut the SIMCA 1000 bellhousing back to accept the Honda Civic housing.

to clip off those extra fractions of a second but there are not many cars where the shift is good enough to take a full power snatch from two to three without the risk of missing the change and over-revving. Sometime we must tell you about powershifting—it's not as simple as it sounds if you are to avoid breaking engines, gearboxes and back ends. Anyway the Avenger did it every time all up the box which was very satisfying and undoubtedly helped to get the very quick times we achieved:

0-30mph	3.2sec
0-40mph	4.8sec
0-50mph	6.7sec
0-60mph	9.7sec
0-70mph	12.8sec
0-80mph	17.4sec
0-80mph	17.4sec
SS quarter mile	17.1sec

Now a sub 10-second time to 60 is moving some for a 1500cc car in a not too dramatic stage of tune and the interesting thing was that it didn't seem that quick which means that it managed it without seeming fussy or unduly noisy. The Dunlops helped a lot to put the power down in a straight line and at 24psi spun just enough to pop the clutch at 6000rpm and maintain even acceleration without either the tyres go-

crease the element of surprise. As it is a Tiger owner is easy game for every wide wheel Anglia owner waiting to jerk-off at the lights, not to mention the boys in blue. Like the Mexico's stripes, the fancy stick-ons and the spoiler could be deletable options.

If Chrysler could offer an Avenger using the GT trim plus the Tiger's suspension and engine mods and 5½in steel rims and tyres for £1200 they could have themselves a very hot little seller, at the same time giving a bit of kudos to Chrysler's cinderella Competitions Dept who incidentally can sell you all the bits you need to bring a stock Avenger up to Tiger spec.

MH



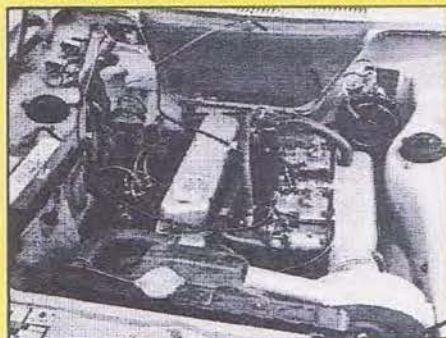
SIMCA RALLYE 1

'Nuther one of them funny li'l saloons with stripes on em, huh? Factory prepared boy racer, er, boy rallyer. French too. Probably go rusty if you park it near a tap. Who do they think they're trying to kid with this Rallye stuff and all the stripes, anyway?'

Kid? Good ol' Chrize UK? Why they aren't trying to kid anybody really—it's all there in matt black and white for you to see with your own eyes. The Simca Rallye 1 is an honest to de Gaul-leness motor car, long as you don't take that Rallye bit to mean that you should maybe take it right out and go Rallye-ing in it. Gosh, what a shame we didn't have this one last month—could have put it up alongside the Fiat 128 Rally in the East Croydon Safari.

Simca's boxy little body shell has been around for quite a few years now, although it's never been quite as popular over here as it's neat compatriot the Renault R8. The engine slotted backside of this version is the 1294cc version that's also fitted in the 1000 special and in the hinging tailgate 1100 special but why they persist in calling it a 1000 is not for you to ask.

The Rallye comes in various colours, all with a matt black bonnet, which is



ing up in smoke or else bogging the engine.

Handling too was kind of impressive with that elusive balance between understeer and oversteer which can be changed at will by using the throttle. In our book that means that going fast into a corner you can keep the power on and get just enough understeer to keep you from having to back off. Lift off slightly and the tail will move out so that the car can line itself up for the exit from the bend. Certainly the new suspension and spring set up has cut down body-steer and you can throw the car around very briskly. At the same time it is not a harsh suspension setting which bangs through every little road undulation and pothole.

The overall looks of the package are a bit of an eyeful and I think that most people would prefer a street sleeper which no one much recognises, to in-



rather a shame, because its whooshy performance and fine handling make it worthy of something a little better. It's good paint though, and all the external brightwork is well finished so that from the outside of it appears to be a solidly built, functional little motor car.

Slip inside, and the impression continues. Two things hit you right away—the seats and the smell. Sometimes I think I could get inside a car blindfold and tell you if it was French or not, because the upholstery always smells so strong. I'm told it wears off after a few months though. The seats are quite jokey to look at first off, but when you get to sit in them it suddenly dawns on you that they're just about the most comfortable you've ever laid an egg in.

They have a solid GRP shell, heavily padded with sponge, and they really do keep the cheeks from quivering about too much on the fast, tight bends. Only thing I didn't like was that there wasn't quite enough thigh support for my measurements, although others with longer flanks than I have didn't complain. The range of adjustment is wide enough, although there's only room in the rear for amputees when they're right back.

The cost of the car had obviously gone into the engine and the handling rather than into interior fripperies, but the inside of the tiny machine isn't really all that spartan. The dash is well padded, there are trim panels on all the doors, and it comes with just about all the instruments you'll need.

Right through the square slotted three-spoked leather rimmed steering wheel is a matched set speedo and rev counter. Big and clear and plenty legible, they're flanked by temperature and fuel gauges. Most of the switches are in the centre of the dash for left hand operation.

Gearbox is very positive and quick too, although it has the normal rear engined feel about it. Does tend to clout the passenger's right knee when grabbing second gear in a hurry though. Ratios seem to be very well selected for the power available, 'cos the little box hustles up to sixty in a very respectable 12 seconds. Gets kind of buzzy with the right foot buried deep in it, but it's really not an unpleasant sound.

0-30	3.8secs
0-40	6.1secs
0-50	8.9secs
0-60	12.7secs
0-70	18.8secs
Top speed 99mph	

The interior wasn't what you'd call glamorous, but then this is a car that's supposed to have an aura of the Coupe des Alpes about it, and in games like that you don't want great layers of deep pile carpet and scads of mahogany to weigh you down. Never catch Hannu like that, so what the Simca has are rubber mats. They're matt black and they fit well, but they don't do a great deal to improve the sound deadening.

The handling really was rather special—it had to be for all the staff here to comment favourably on it. It's probably the best handling small rear-engined car we've ever had on test. It was relatively dry when we had the car, but we usually manage to break rear ends loose once or twice in similar conditions.

Not this baby, though. Faster we went around the corners the tighter she squatted down there on the tarmac. The funny thing is that a couple of weeks later I was watching a Group 2 race at Zandvoort and the only cars to spin out on the hairpin were Rallye 1s! And there were NSUs racing! Guess it must have been the drivers.

Anyway, none of us could fault the Simca on handling in the dry, although I rather feel it could be considerably twitchier in the wet. Our Rallye-orientated brethren on Triple C took it to Snetters one rainy day and came back telling how when the back end decided to go it was a slight case of 'Will ye no come back again.'

The suspension is all independent, of course, with wishbones and transverse leaf lower arms at the front, plenty of negative camber, plus an anti-roll bar. Rear end features semi-trailing arms and coil springs/dampers, all of which serve to give a firm but comfortable ride, although it's naturally a little choppy over rough ground. Again, a lot of additional negative camber.

Disc brakes up front and drums at the rear arrest the whole trick pretty smartly when the need arises, which isn't all that often as the handling



rather obviates the need for slowing.

Know what? That little 1294cc frog lump turns out a decent 60bhp (real DIN horses) and that's quite a lot for a car as small as this one. Makes it look pretty good against things like the Escort Sport and the Leyland 1300.

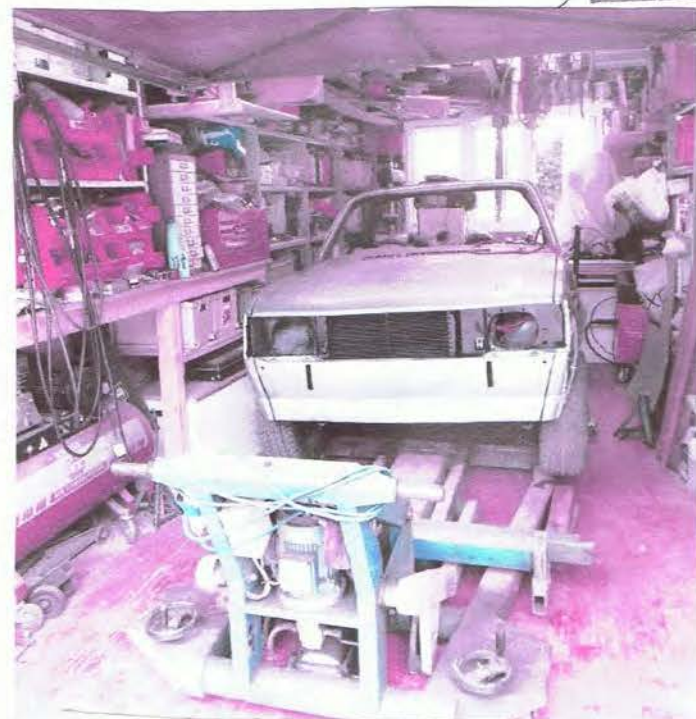
At £919 it's good value for money too, and if you want something cheap to start sporting in, whether it be Rallying or racing, then this could just be the kit for you. Compare it with a £927 Mini Clubman GT and I wouldn't buy British. AA



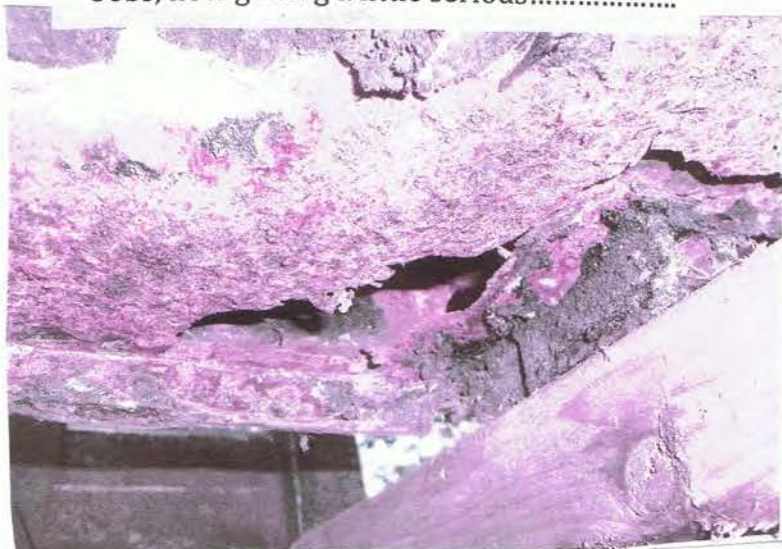
Robert Taylor's Samba Cabriolet restoration that started as a weekend's job...!!



Work now getting underway.....



Oobs, now getting a little serious.....



About that little bit of rust in the floor pan, oh yes and it was just a small part of what was to come.....

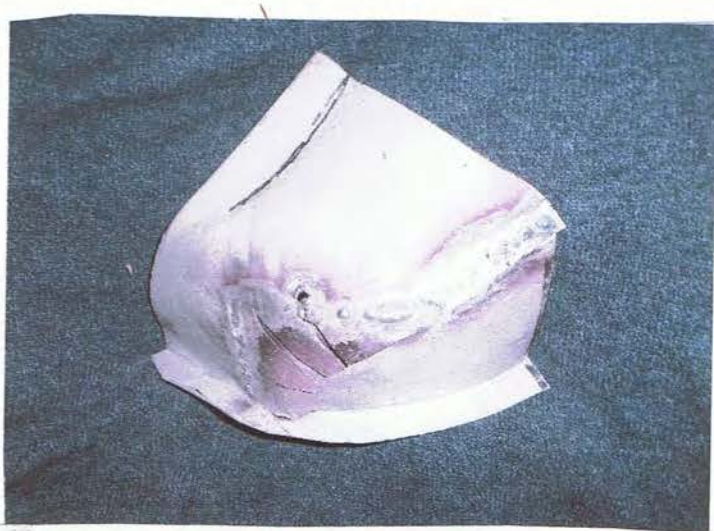
OK now's the time to roll the sleeves up.....



About that rust in the rear section of the wheel arch
- it can't be that bad can it!

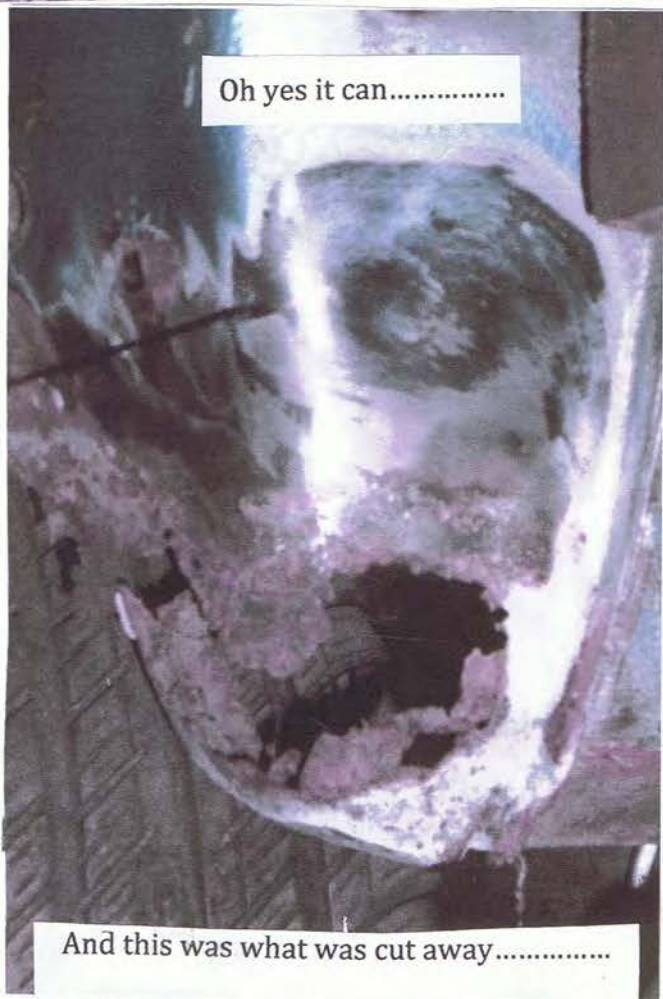


Robert Taylor's Samba Cabriolet restoration that started as a weekend's job..!!

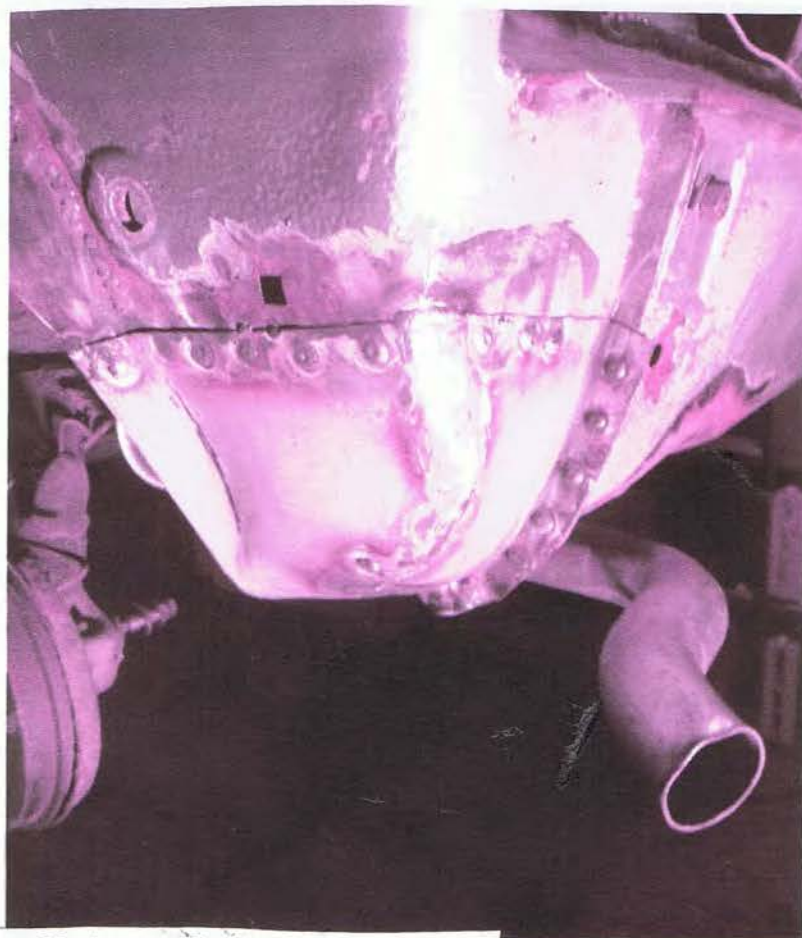


Work in progress, new section being made by my own hands..

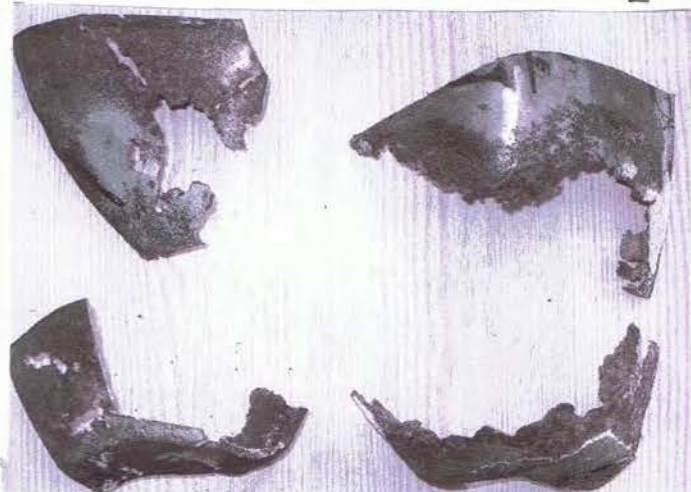
Oh yes it can.....



And this was what was cut away.....



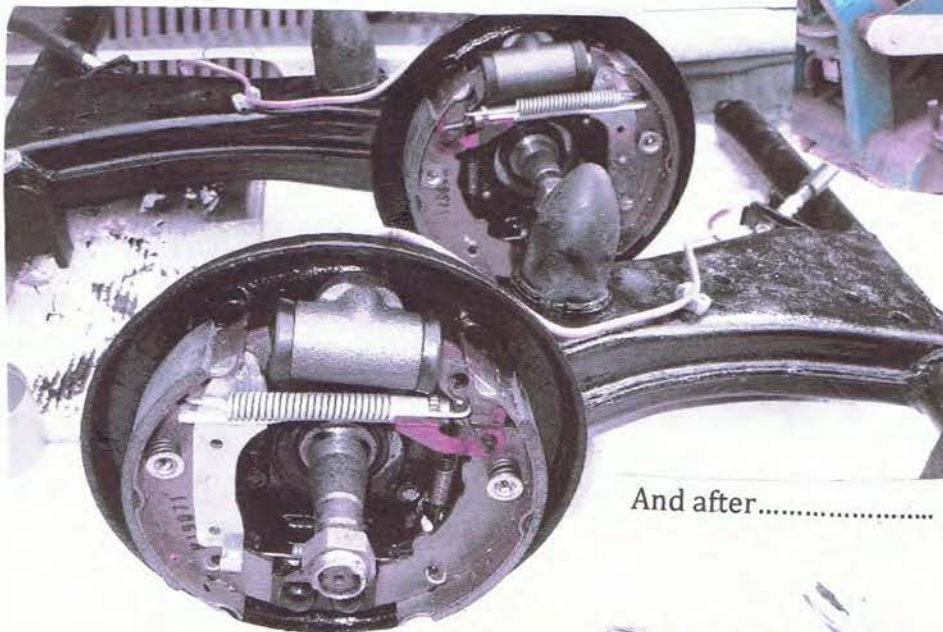
And being welded into place.....



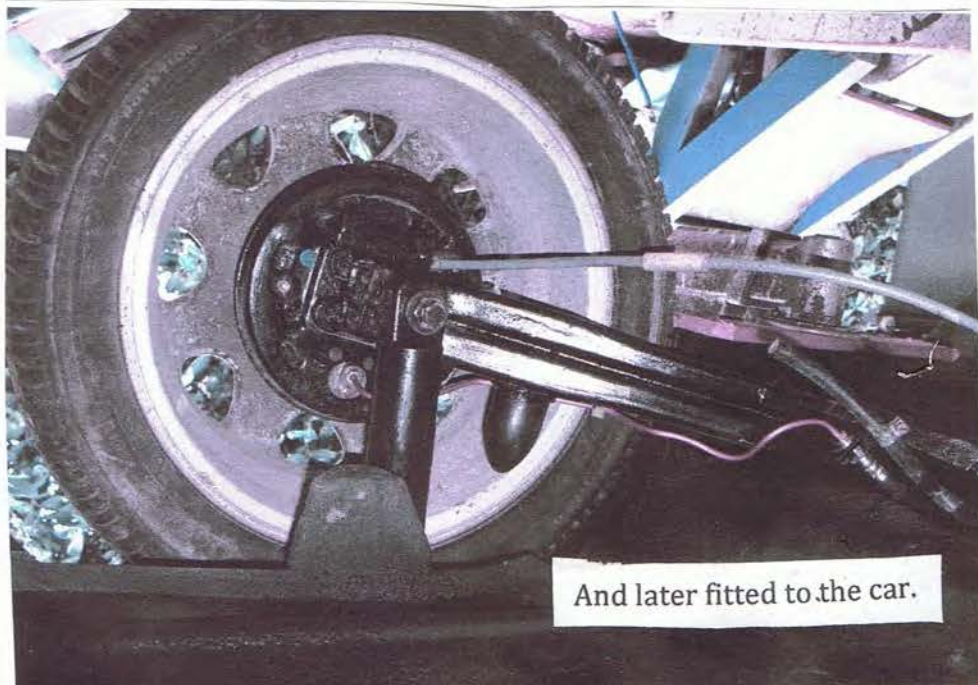
Now ready for the body shop to do their bit...



Rear radius arm before.....



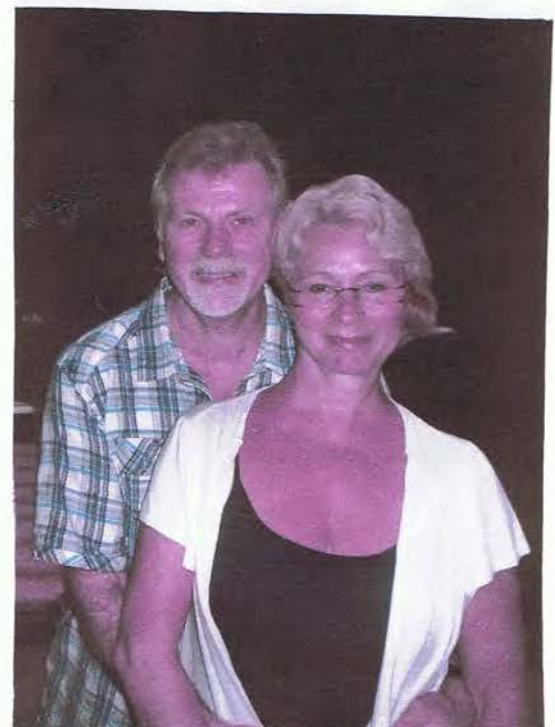
And after.....



And later fitted to the car.



Robert & Kary Taylor
 Woodruff
 Botany Hill
 The Sands
 Farnham
 GU10 1LX
 Tele 01252 783174
 Mobi. 07764 611319
 Email; karytaylor174@btinternet.com



New Zealand News..... Colin Smith's SIMCA models.

Colin has made twenty or so of these 1/25th scale models as prizes at SIMCA meetings in Australia. He made them from MDF. The (rare down under) Rancho was modelled on the one owned by John Pickles and the 1501 Estate on the one Peter Langbroek left behind in the Netherlands when they moved to NZ.



Model SIMCA, MATRA, Talbot articles & photos always welcome.

This year I went to Reims. It was the first time I've been to the Salon Champenois. It was a great meeting and venue. There was almost too much to see and a day wasn't enough to get round it all. There were not many SIMCAs and Talbots there but there were some really good ones. I had to see Stuart but didn't meet him. (*presumably the UK reg Alpine in the photos was Stuart's*) There's always the International..!!

I did buy some documents, including a press pack on the '82 Talbot model range including the **Horizon 'Special'**. The giant Autojumble I really liked.

Next meeting for me will be the International, see you there!!





Above: Early and late Arondes, 205 GTi and Stuart's Alpine SX. ...?



Above: Horizon Premium, Vedette Beaulieu and 1100 Ti.....