

L'Aronde

The Magazine of SIMCA Club UK.....

Volume 36 No.3

May-June 2016



At the Venray International Meeting Alexis Zaregradsky with Guy, Stuart and their Alpine. Below:
Dick Husband's Aronde 9 adds another International to the long list of meetings it's attended...



SIMCA Husbandry.....

Daniel, Amy and Arthur Husband were recently on Holiday in Malta. Dan spotted these two Arondes.



Daniel writes:

We met two Aronde owners in Malta. The green one has had a complete restoration and dad has been dealing with him for a few years. He gave me a small tour of the island in his very nice Aronde. The red and cream Aronde was spotted in the car park of the Hotel where we were staying..... what' the chances of that.... !!!

For SIMCA Club UK membership matters use email simca.talbot.uk@gmail.com

At The International Meeting at Venray, the photos show 3 generations of Husband wheels, Dick's Aronde 9, the only car to have attended every SIMCA

International Meeting and in the company of other Arondes



Editorial... May-June 2016

Early May saw the International Meeting at Venray in the Netherlands. Unfortunately, I was unable to go but I've been able to include loads of photos from the event thanks to those sent in by Alexis Zaregradksy and Clive Nelson. Dick Husband and Alexis also report on the event.

The SIMCA Racing Team event near Dijon was on the same weekend..... I'm not sure whether any of our members attended that..... If anybody did photos and a write up please...!!!

You should receive this issue shortly before our own National Meeting here in Derbyshire at the Crich Tramway Museum. The interest shown so far suggests a large turnout of SIMCAs, MATRAs and Talbots.... Hoping to see a large slice of our membership there. I've included some photos of previous SIMCA Club UK National meetings in this part of the country.

Bob Friendship updates us with his latest instalment of 'How it all Began' with the original incarnation of a SIMCA club.

Quite a bit of restoration work is going on at present. Aronde reconstruction from David Knowles and more work on Robert Taylor's Samba Cabriolet feature this time. David Dietz now has his 1000 Bertone coupe running well on its new engine.

Progress on my own projects varies between nil on my 1200S coupe to my 1000 Rallye 2 gradually 'taking shape' again after its unfortunate 'argument' with a wall. The other RHD 1200S coupe in the Ward family is now on the road and is receiving its final paint job at the moment..

'Mille Time;.....On the 1000 theme, following on from last time's period *Echappement* article on supercharging I've translated another from the same era on another specialist's efforts on 'boosting' the Rallye 2. ... along with a growing 1000 collection nearer to home.

Des Collins has sent in a selection of photos of 'club cars' taken on his visits to Retromobile and Reims.....

I've included some 'archive' articles and adverts featuring earlier SIMCA and the later Talbot models.

There are details of events where we have a club stand booked. Early July sees us at the Santa Pod *Retro Show*. We are hoping for a good turn out of cars this year with maybe the V8 Bagheera featured in the last issue among them. I may take my latest 'toy' there for a run down the strip.



Photo shows late 60's SIMCA production line. The 1000 & 1200S coupe bodysHELLS were reputed to have come from Bertone in Italy on open railway trucks in **bare metal.....** which explains the rust issues they suffered.

Mick Ward **01246 200045**
or 07713111339 **Email**
scukmick@aol.com



Kev Ward's RHD 1200S now back on the road



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.

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

* **Note Changes above for 2016**

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.**

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 moved to Exeter, to work, & acquired a Simca Aronde.

Part 5. “Arondes & Club Simca International”

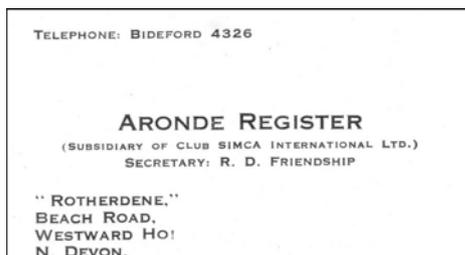
I joined Club Simca International during 1970 and wrote a few articles for the club magazine. Re-reading them now makes me wince. I suppose I was only twenty one.

In those days Arondes were old hat. Club Simca was dealership-driven to promote new car sales. Most of the members owned new or new-ish models, principally 13/1500's, later '01 and 1000/1100 cars.

Some club members were mildly surprised by my enthusiasm for the older models. They, of course, had no knowledge of my early introduction to the Aronde. It was just as well that Arondes had become my firm favourite. I could not have afforded to purchase a newer car even had I wanted one.

In due course my name and address appeared on the inside cover of L'Aronde. Whenever I came across a Simca and its' owner, club membership leaflets explaining the virtues of joining Club Simca were enthusiastically offered.

In 1972, I persuaded my father, himself a Wolseley owner, to “get a Simca, Dad”. He sent for a brochure, chose Olive Fonce, and bought a new 1501 special, over the telephone, from Radmores of Plymouth. They drove the car up one sunny Sunday afternoon. He had a drive and was impressed.



I never got to any Club Simca event in my own car, it nearly always had some problem or other.

The car was an untidy example with rust holes and bits missing as can be seen in the following photo.



Photo 1 : 1970 :L-R: Ray Stephens' Montlhéry, a visitors Aronde & my Élysée

My first club “do” was The Lakeland weekend, in October 1970.
Ray Stephens had become a member & he & I travelled up to the event.

Photo 2: The Low Wood Hotel.



POSTILLION GRILL
and SEA FOOD RESTAURANT
Low Wood Hotel (1958) Ltd.
Windermere
Telephone Ambleside 3338

No. 13177

	£	s	d.
2 Fruit Juice		3	-
2 Dublin Stead	1	9	-
Vegetables		15	-
2 Coffee		4	-
	2	11	-
		5	-
	2	16	-
Service Charge 10%			
TOTAL			
Table	20		
Waiter	2		
Date	3/10/70		

How much???

As mentioned in Part 4, Ray had worked with me at Exeter and had owned a Morgan 3 wheeler.

However, I impressed him with my Aronde and he sold his Moggie and bought a Flash Special-engined Montlhéry which was a nice example. It was in this car that we journeyed up to the Lake District.

I think, on reflection, Ray should, perhaps, have kept the Morgan. One just like it was recently sold for nearly £25k. Ah well, we weren't to know.

Club Simca INTERNATIONAL
LIMITED BY GUARANTEE

Secretary: J. H. Belling,
4 Hurst Court,
Southend Road,
Beckenham,
Kent.

On taking delivery of your Simca, the Committee and Members of Club Simca International wish you many miles of happy and trouble-free motoring. You might like to have some details of the Club, which was formed in 1960 to promote the interests of Simca owners.

Apart from supplying technical information, based on the experience of Members in all parts of the World, the Club arranges a full social programme, the highlights being an annual visit to the Simca Works at Poissy, a Concours d'Elegance and an Annual Dinner and Dance. In addition there is a regular Social evening in the London area when various interesting items are arranged. Local centres will be started where the number of Members warrant.

If you are interested in the sporting side, the Club is affiliated to the R.A.C. and the Combined One Make Car Club. This ensures regular invitations to events ranging from the sedate to the rather more fiercely competitive.

The Club enjoys full support and co-operation from Chrysler U.K. Ltd.

TO JOIN it is only necessary to complete the attached form and send it with your remittance to the:

Membership Secretary: ROBERT D. FRIENDSLIP,
9, BRACH ROAD,
WESTWARD HO!, DEVON.

CLUB SIMCA INTERNATIONAL
APPLICATION FOR MEMBERSHIP

I wish to apply for membership of Club Simca International Limited, and if elected, I undertake to observe the Rules of the Club.

SURNAME _____ (Mr./Mrs./Miss)
CHRISTIAN NAMES _____
ADDRESS _____
Occupation _____ Telephone No. _____
I am the owner of a Simca Model _____ Reg. No. _____

Annual Subscription :-
Home £1.50
Overseas £1.05
Joint Family Membership £2.00
(Husband and Wife)
Club Ties (Blue or Green) £1.00
Windscreen stick-on badges .10
Car badges £1.25
Tick as required

Signature _____ Date _____

Please send this form, with remittance to :-
Membership Secretary,
D. J. Briginshaw,
7 Les Gardens,
Wembley, Middx. Make cheques, P/Os, etc.
payable "Club Simca"

As I remember it, Club Simca had a committee of about 21 persons and many of those had served for most of the clubs' existence. Some felt it was time for them to stand down.

I put my name forward for the position of Membership Secretary & was duly elected.

During 1974 the club was wound up due, in part, to falling membership, and the lack of new members prepared to stand for the committee.

Turbulent times lay ahead for the car industry and, sadly, we would lose many well-known makes in the coming years.

94 DYL was the first in a series of Arondes.

As mentioned in Part 4, it was not the best motoring experience from the outset but, armed with a workshop manual, a Matador socket set (I still use it regularly) & a set of spanners from Halfords I quickly learned the ins & outs of repairing a Simca Aronde.



I discovered, for instance, how to remove the engine & gearbox with the car on my fathers' lawn and without a hoist. Remove the cylinder head, raise the car a few inches and drop and drag (*the opposite of Computer Speak*) the same from under the car. An old pigeon corn sack (my Dad & I kept racing pigeons) provided an easy way of pulling the unit out from under the car without ploughing up the grass. Simple!

It was during this time that parts were obtained from the Sutton Motor Company. "Graham," was the gentleman's name, i/c the stores and the delivery of parts was second-to-none, the very same rapid service akin to

eBay today. I remember him offering a new Aronde body shell for around £400. In due course, after the take-over by Peugeot, a directive was issued to scrap all Simca parts and I was told of skips full of wings, doors and other panels that went to the scrap yard. It was, of course, a similar story with many other makes.

Next time.....The Aronde Register reborn concludes "How It All Began".

1000s hitching a lift with 1100s

At the recent Renishaw Classic Car Show here in Derbyshire, I treated them to a 'period' SIMCA racing outfit..... The 1100 pickup (with 1442 power to cope) towing my new 'toy' (more on that later). On facebook Orhan Simons found the real 'period' shot.



Dick Husband on SIM2016 at Venray...and other thoughts

Located in Holland near the German Border at the Venray race track, the 2016 SIMCA, MATRA, Talbot International meeting was a great success. I understand some did not agree with this view and I think Stuart Wade summed it up 'get another hobby'.

Weather was good, facilities were more than sufficient and shops nearby. Organisation was good. The meal and ticketing was a little confusing. Then the surprise.... We had to cook our own food, which was of good quality. Still this made for new friendships to be conjured over the gas BBQ's.

A very good turn out with members coming from as far as Australia and New Zealand.

Mr. and Mrs Colin Smith came from new Zealand and contributed lots of info regarding their successful club activities down under. Joe and Kerry Ryan from Australia renewed old friendships and Kerry lost the prize for travelling the furthest to a meet.

Sadly the event coincided with the SIMCA Racing Team event near Dijon and a number of International stalwarts were notable by their absence. Such a shame this happens regularly. I for one would like to have attended both meetings, but even my Aronde cannot move that quickly between places.

There was, however, an excellent turn out from the UK, between the SIMCA and MATRA clubs.

The next International meeting in 2018 will be in the South East of Belgium with the 2020 meeting being in the Czech Republic. The French Club currently have no plans to hold another International Meeting. They do hold a very good National Meeting to which we are all invited. (For those who have not been to a French National, they are very good. Guy and Stuart have attended most of them and have always had a good word to say about them.) The 2017 French National is going to be held in the South near Montpellier.

There were some members from the Danish Club who indicated an interest in holding an International. There was also mention of a Norwegian club in the making. Norway is a VERY long country so it could be a bit of a trek if they held a summer meeting above the Arctic circle. Mind Milan Dobes from Prague has taken his Chrysler 2 Litre there and many other places.

Daniel, my son, his wife Amy and my grandson Arthur took their Aronde P60 and I took my faithful SIMCA 9. As Arthur was only 6 months we broke the trip to Holland by camping in Kent near Dover on the Wednesday night. We had an uneventful trip through France and Belgium, arriving at the venue in the early evening.

From the discussions about future events, it seems they may continue for longer than we were expecting back in 2000. Then we were being told that legislation etc would curtail our hobby. Hopefully there will still be a meeting in 2034 so Arthur will be able to take an Aronde 90A so then we will have a ste...!!!!

Some spares were available with prices ranging from very reasonable to extortionate. The turn out of cars was impressive with SIMCA models dating back to the 1930's and a complete range of models from SIMCA, MATRA and Talbot on show.

Some were brave enough to take their cars on the circuit. Seeing standard saloon cars being driven hard round a Go kart track left some of us a little perturbed. No-one came to grief and as the weather was good it made for good entertainment.

Sea crossings in both directions were calm and both cars behaved well. My car did develop a fuel leak after going on the tour which took in some rough terrain. The tank breather hose came loose.

Dick Husband on SIM2016 at Venray...and other thoughts

When filling up fuel started pouring on the floor. I immediately stopped and informed the fuel station attendant. He asked..petrol or diesel?? I said..petrol. He said...no problem it will evaporate soon. In the UK 5 litres of petrol on the floor would be taken a little more seriously.

The SIMCA 9 was awarded a prize for attending all of the International meetings. It was an amazing piece of artwork fabricated from garage junk and welded together, painted gold. It seems amazing that the first meeting was 24 years ago.

Looking forward to another 24 years and SIMCA motoring..!!!!!!!!!!!!!!

Regards Dick



Dick's award for attending every International meeting in his Aronde 9 over the last 24 years

As Dick mentioned there was quite a UK presence at Venray, In addition to the husband family Guy Maylam, Stuart Wade, Phil Hart, Daniel and Peter Burrowes, Jill and Phil Ewan, Tony Owen, Clive Nelson, Titus Taylor and a number of MATRA Club members all made the journey. sorry if I've missed anybody from the list..... Ed.

Alexis writes.....

Since Beaulieu I have waited impatiently for the 2016 International. On Thursday 5th May we took to the road in our 1981 Horizon GLS for the 500km journey to Venray. We arrived mid afternoon on the Thursday. I found Stuart and Guy who brought a front panel for my Horizon and an Alpine dashboard (a part bought by a friend for Colin). I had a tour round the autojumble. I found bumper rubbers and some other parts. Luc had brought me the tray for the boot of my Horizon (period accessory) he had mentioned bat the ISM at Bastogne. We then had a look round the first SIMCAs and Talbots on display. On the Friday there were demonstrations on



the circuit with SIMCA 1000s and Murenas. Most of the day was spent watching the vehicles on the circuit. Saturday morning we took part in the voting for the best SIMCA, Talbot and MATRA..... before leaving for the 'tourist rally'. We did the short version at 57km. That evening we attended the gala meal and trophy presentation. The ISM wound up on the Sunday morning and we hit the road back to France. Next year we will find ourselves in France, in the Horizon as

usual.



Photos on these pages and the front cover by Alexis







Horizon rally car.....

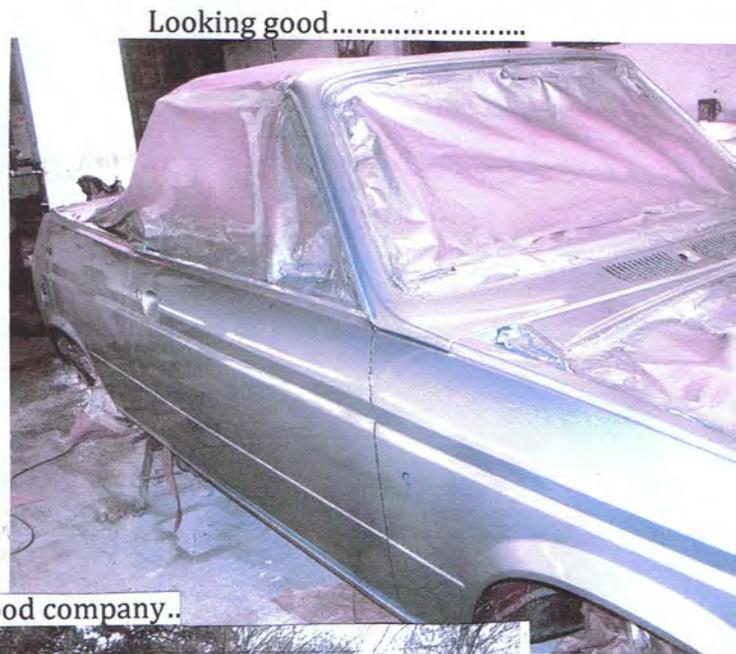
Talbot Sunbeams are regularly seen in the 'Works' colours. Seen on the web is this rally prepared Talbot Horizon.



At body shop ready for work.....



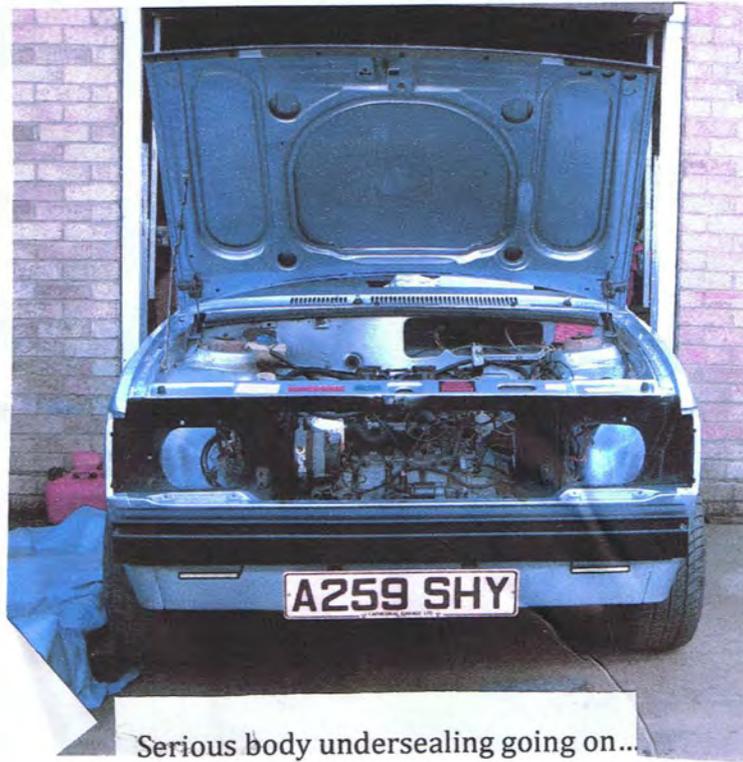
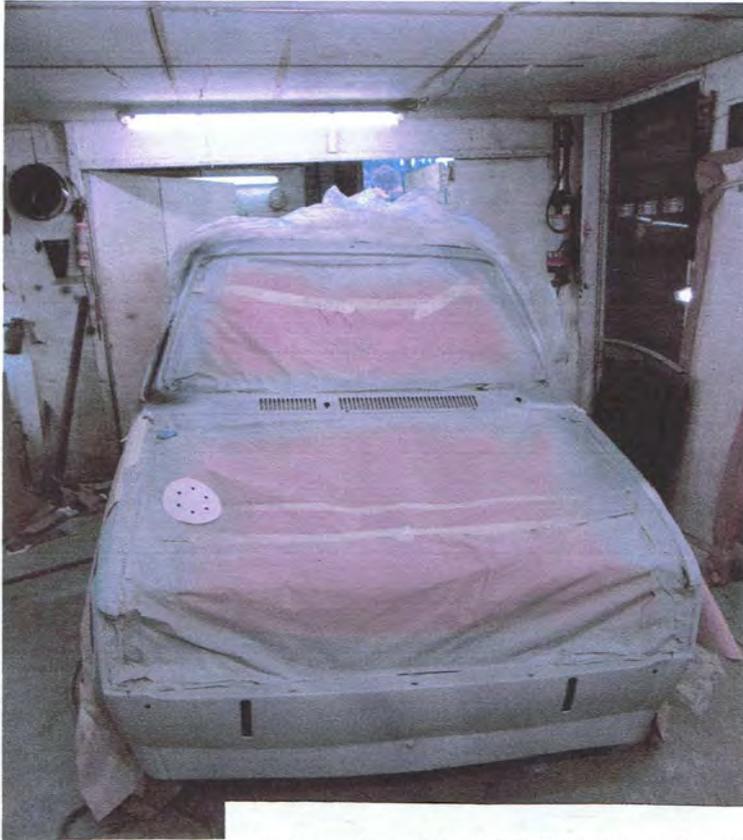
Half way through the repaint.....



Looking good.....

On trailer going to the hood company..



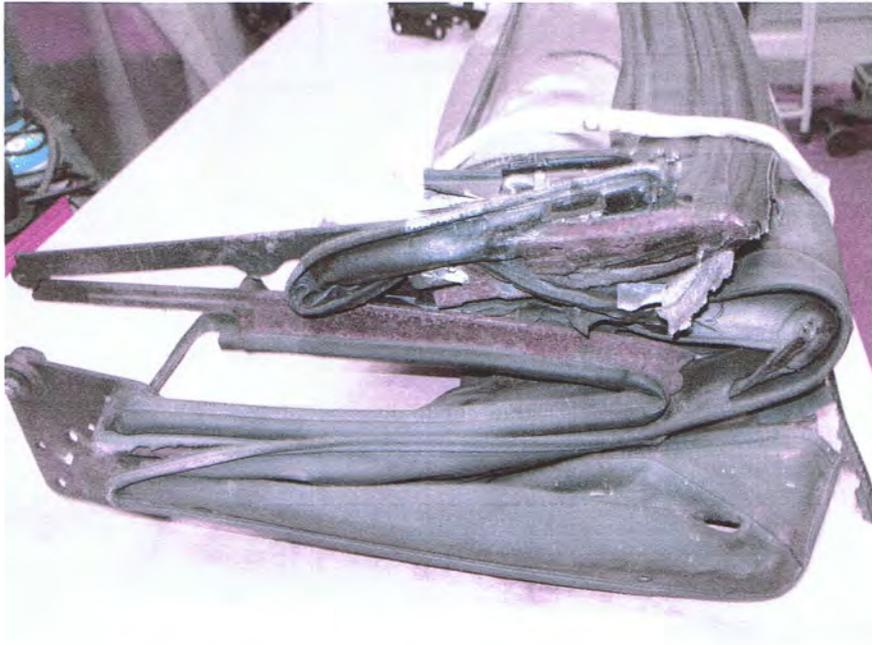


Interesting, I lost 1st, 2nd, 5th and reverse – below, the item on the right hand side was the part removed from the gearbox (home made by a previous owner or garage) and the item on the left hand side was a spare Talbot item I had in my shed. It is now fitted and the gear box seems to be working perfectly.....



Samba

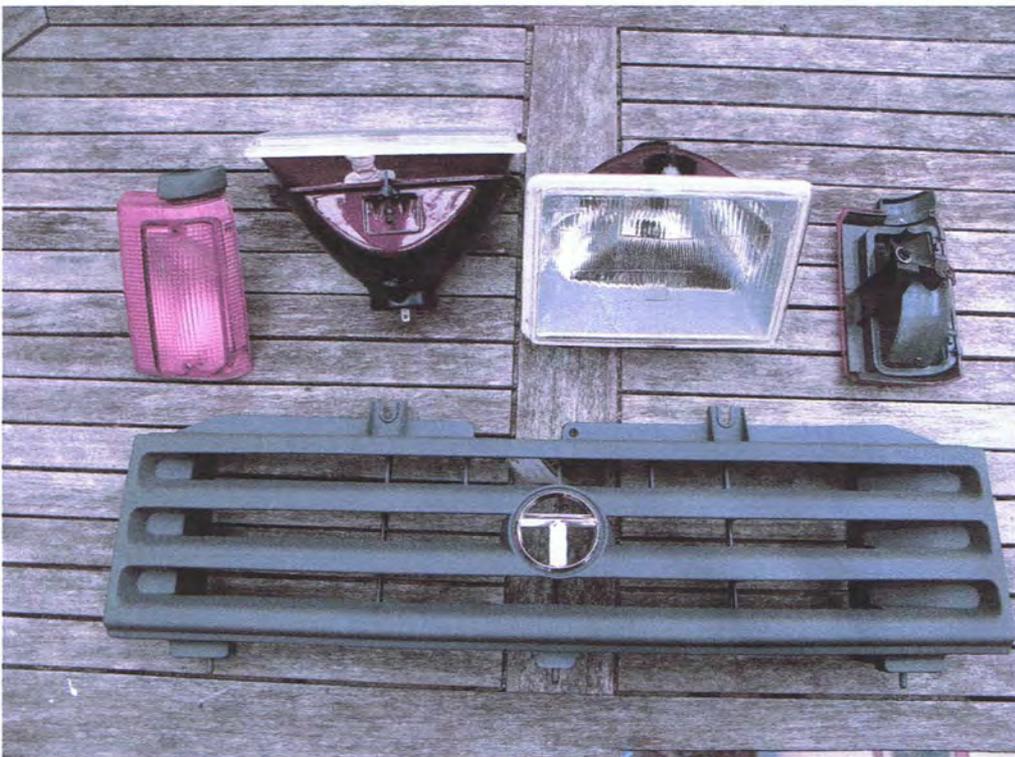
Reupholstered original Samba rear seats.



The new mohair hood fitted.....
Supplier; Mr. Mark Siviter
Don Trimming Company Limited
Hampton Road
Birmingham
B23 7JJ
Tele 0121 373 1313

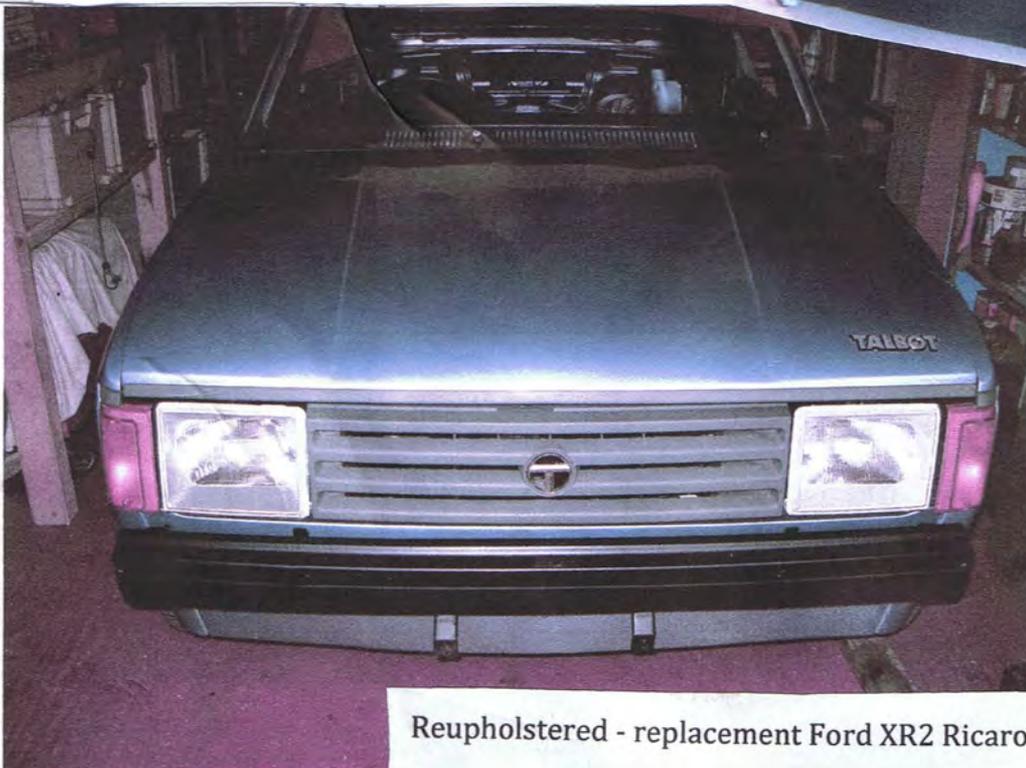


Sorting out the DRL's and starting to refit it.....



Ready to fit after a clean and touch up where necessary.

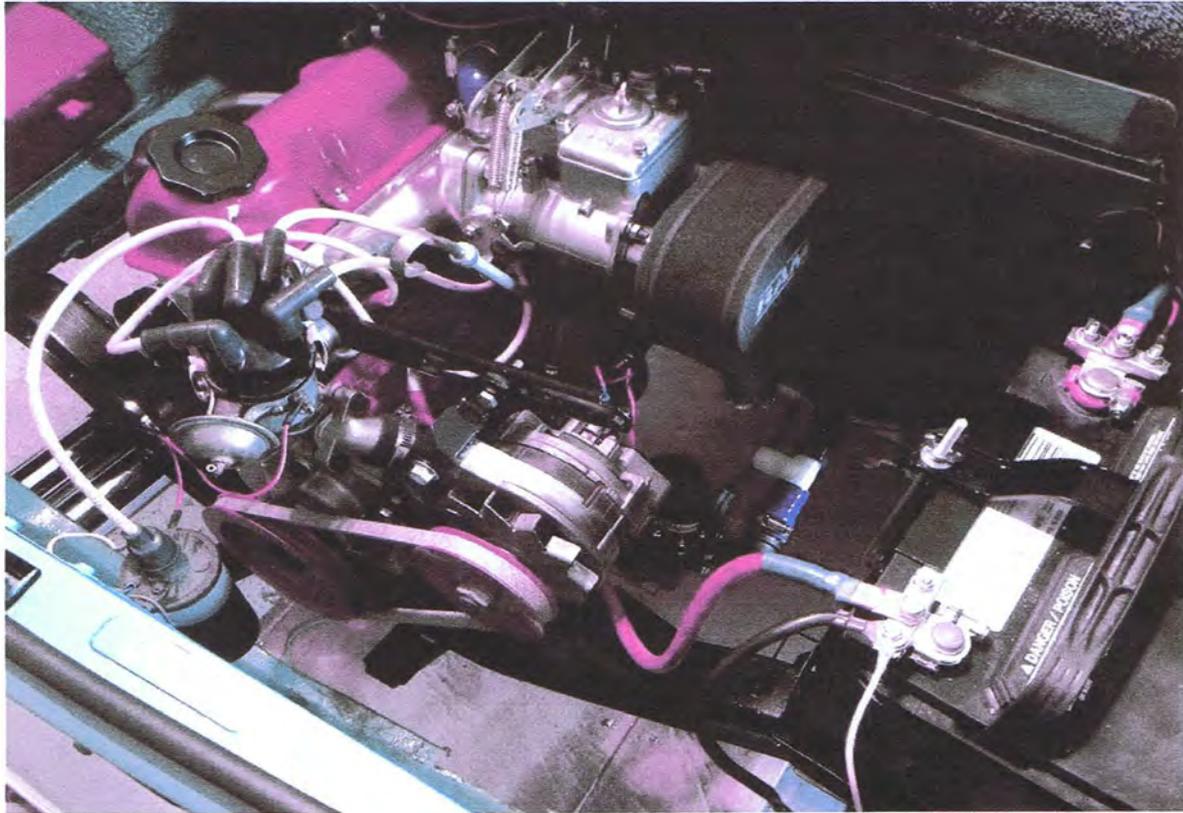
Samba



Reupholstered - replacement Ford XR2 Ricaro rally car seats yet to be fitted.

News from the USA.... David Dietz 1000 Bertone Coupe.

David has replaced the original 315 engine with a later 349 unit which he sourced from Europe along with a wilder cam. He acquired a Tapie manifold to allow him to fit a single 40DCOE Weber carb. He came across the usual 'mille' problem The less than reliable and expensive to replace water pump. He solved that problem by fitting a Davies Craig electric pump and upgraded to an alternator to provide adequate charge. It's now up and running and David is currently sorting out the fine tuning/jetting as the original Tapie kit jetting has it running spot on in the higher ranges but proves difficult to move off smoothly.



David Knowles' Aronde Resto.....

David has resumed his Aronde restoration after a couple of years inconsistent health. He describes the car as being in not too bad



condition for its age but in need of rust repairs around the inner sills and rear spring hangers.

The inner sills were half rotted away. David worked out a straight S shaped section would do the job. After a few tries at forming these, a local engineering firm made him 4' sections which he spot welded in place through holes. His first time welding a car, some advice from a parcel delivery guy on settings for the Mig really improved matters.

After the first attempt he removed the sections and started again. David's left hand is weak after a recent operation so using tinsnips is tricky. An Ebay drill mounted nibbler came to the rescue here

Moving on to the front of the sills below the A post, the rot proved tricky to remove. A powerfile and 240 watt Dremel did the job.

The rear spring hangers were the next problem with holes in the bottom of the chassis legs. David has thought of finding readily available repair sections maybe for old Ford models that could be adapted for this area.

The aim was to have it ready for this year's Derbyshire meeting but it has taken 3 years to get this far...!!!! (Ed. Don't I know the feeling...my 1200S coupe is in the same situation.)

Photos show progress so far.....

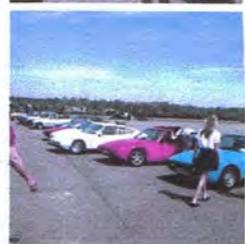


Restoring a 'club' car..... Let us know about it..... with photos please.....Ed.

SIM2016 photos from Clive Nelson.....



SIM2016 photos from Clive Nelson.....



Frank Breidenstein's Rallye 3



Dutch racing Rallye 2.....

Constantin: the king of the supercharger... translated by Mick Ward

201880Km: that's the present international record on a 750cc Panhard fitted with a Constantin supercharger, the only oil bath one patented in the world.

Constantin superchargers are volumetric, at low pressure and not centrifugal. According to Constantin, centrifugal superchargers present a number of problems. (Alpine and BMW have tested superchargers on the exhaust elsewhere): problems with cooling and having carb settings suitable for slow running and top end power....Almost two different carburettors were needed along with two types of piston for the high and low ranges.

What does low pressure boost consist of then? In a normal engine, the power is produced by the weight of mixture supplied by the carb, the importance being the best possible gas flow through the ports and valves. Despite all this, it's almost impossible to top a fill rate of 85% into the combustion chamber, even though the engine was capable of greater power, it was limited by the weight of gas supplied by atmospheric pressure. That's where supercharging intervenes. A supercharger is inserted between the carb and the engine. It mixes the gas and forces it from the carb. With a pressure of 200grammes, the power could rise by 30%, as a bonus the fuel consumption decreases (not my experience so far with supercharged SIMCAs..Ed) On top of that, the engine retains its power at altitude, not always the case..!!

The compressor is driven by a belt from the crank pulley. Currently Constantin's engine of choice is the SIMCA Rallye 2 and MATRA Bagheera unit.

What are the requirements for a Supercharger installation...??? Ideally a flat, low powered motor with a low compression ratio. When the compression ratio is too high, Constantin reduces it by machining out the combustion chambers. Another solution is removing metal from the top of the pistons to lower the

compression....but it's necessary to fetain a good thickness there (11mm on the Rallye 2) regarding hot spots. He sees the optimal C/R as 7.8 to 1. Also piston rings that are too narrow or well chromed can break. For best results the exhaust valves can be increased to the maximum size possible. For regular use with a supercharger, a camshaft with the least possible overlap is recommended, that's to say, the majority of the time, the standard item. However, to gain the maximum power, it's possible to use a conventional competition camshaft.... as in competition fuel consumption isn't a problem. On the other hand, daily use with a cam with little overlap can see a low fuel consumption.

The supercharger gives loads of power low down and real flexibility. Compared with a normal engine, it raises the power by around 30% low down and 20% top end. The boost pressures used are 350, 450 and 600 grammes (as used on the Rallye 2). A camshaft with little overlap avoids too high pressures and excessive heat on the piston tops. The pressure is affected by three factors...the exhaust valve, the overlap on the cam and the compression ratio.

The supercharger is an economic solution. It requires maintenance every two years, particularly on bearings and gaskets.

Constantin has kits for BMWs, 1600 to 2002 and for the SIMCA 1000 engine. These kits all use the same principle, a twin choke weber carb then the supercharger feeding a common chamber in which the gas 'gurgles' before entering the head.

Constantin offered three stages for the SIMCA Rallye 1 & 2, a 1300cc with the supercharger and a 40DCOE weber, head and flywheel work giving 120bhp, More head work and modified camshaft to give 145bhp then a bigger bore 1420cc with special pistons and conrods along with a modified flywheel and uprated clutch to produce 160bhp.

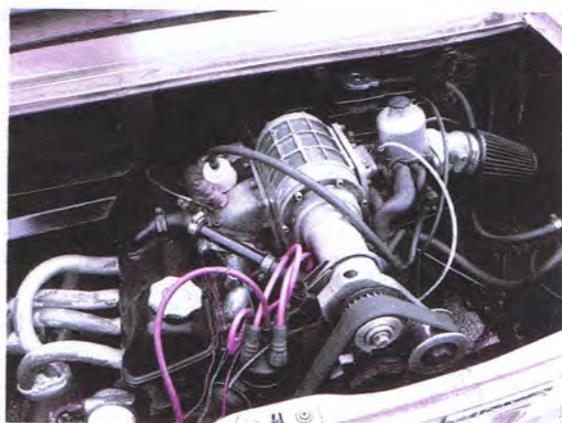
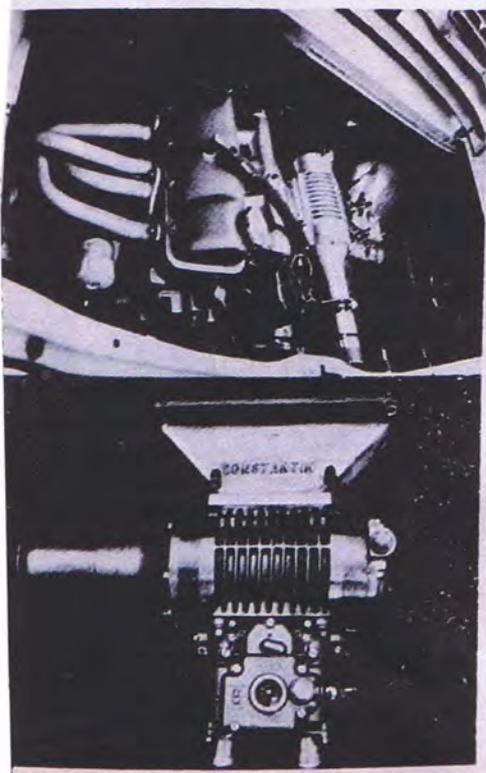
Constantin: the king of the supercharger... translated by Mick Ward

'Echappement' magazine tested a Rallye 2 fitted with a Constantin Supercharger. Alex Constantin had teamed up with tuner Daniel Ruggieri to offer completely modified cars. They apologised for the car that was offered for the test. It had a big bore 1428cc 150bhp supercharged engine but had not received the upgrades to its suspension and wheels/tyres etc they normally would apply to the 150bhp version. The 1428cc when multiplied by 1.4 (for supercharged engines) equates to 1999cc so the supercharged R2 could compete in group 5 in the up to 2 Litre class. The car was really quick, revving to 8000 with a maximum speed of just over 200kmh and amazing acceleration. They noted the strange noise above 4000rpm but regretted the otherwise standard car which hampered getting off the mark with time lost struggling for grip.

They mentioned a Renault Dauphine 'proto' that was capable of matching a groupe 4 Alpine with a similar supercharger installation to this Rallye 2. The writers looked forward to comparing that 'monster' with a Constantin/Ruggieri fully prepared Rallye 2.

The photos on this page show various supercharger installations on SIMCA engines.

- 1 Montage au compresseur dans une Simca Rallye 2
- 2 La tubulure Constantin avec un double corps Weber



Ex Clive forder 1000 SR Magnusson supercharger



Constantin Superchargers in R2 & CG (below)



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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 bodysells.....

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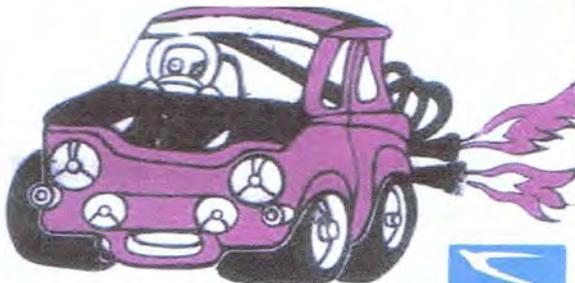
SIMCA Club UK

www.simcatalbotclub.org



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

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SIM2016 at Venray photos from Guy Maylam.....



The photos illustrate the range of cars there, models from the 30's to the 80's.....



Photos from Des Collins taken at Retromobile and Reims events..



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