

= Talbot Samba =

The Talbot Samba is a supermini car manufactured by the PSA Group in the former Simca factory in Poissy , France , and marketed under the short @-@ lived modern @-@ day Talbot brand . Based on the Peugeot 104 , it was the only Talbot not inherited from Chrysler Europe , engineered by PSA alone . It was also the last new Talbot to be launched , and the last in production . Its demise in 1986 was effectively the end of the Talbot brand for passenger cars . Launched initially as a three @-@ door hatchback , it was also for some time the only supermini available in a factory @-@ ordered cabrio body style , and the most economical car in Europe .

= = Development = =

= = = Background = = =

The PSA Group , formed in 1976 when Peugeot bought out its competitor , Citroën , took over the former Chrysler Europe in 1979 ; one of its first decisions was to rebrand all of the models manufactured in the French and British factories to Talbot . Among the models inherited from Chrysler was the Scottish @-@ built rear @-@ wheel drive Talbot Sunbeam , the only supermini in the lineup .

The Sunbeam was originally conceived by Chrysler as a stopgap model , developed to keep the Linwood works running ? it was based on the running gear of the earlier Avenger made there ? while helping the company to maintain a foothold in the growing supermini market . Aware that a more modern design was needed to compete with upcoming front @-@ wheel drive rivals , Chrysler undertook some development work on a shortened version of the Chrysler Horizon (which had the development code C2) , dubbed C2 @-@ short , but it was cut short by the company 's financial problems and plans to divest Chrysler Europe .

PSA decided that the Linwood plant would be unprofitable to maintain and should be closed , which meant an end to both the Avenger and Sunbeam model lines , further emphasizing the need for a new supermini in the Talbot lineup . On the eve of the 1980s , PSA 's supermini lineup consisted of models based on the veteran front @-@ wheel drive 1972 Peugeot 104 , which came in a shorter three @-@ door and longer five @-@ door version . Citroën rebadged the short @-@ wheelbase 104 as the Citroën LN , and the long @-@ wheelbase chassis formed the base of the five @-@ door Citroën Visa .

= = = Decision = = =

In 1979 , PSA decided that their new small Talbot would also be based on the 104 rather than the Horizon . Keeping the common underpinnings allowed the new model , known internally as project C15 (later renamed to T15 to reflect the brand change from Chrysler to Talbot) to be launched in 1981 , in time to replace the Sunbeam when Linwood would close . In order not to create too much internal competition , a wheelbase between the 3 door and 5 door versions of the 104 was chosen . This made the projected model slot in size slightly below popular superminis such as the Ford Fiesta , but above the smallest cars , including the about @-@ to @-@ be @-@ launched Austin Metro .

= = = Styling = = =

As with previous Talbot and Chrysler Europe models , styling of the T15 was the responsibility of the British design centre in Whitley , Coventry . The stylists were limited by the need to retain the entire body structure of the 104 , and allegedly were given Peugeot 's own proposal of a 104 facelift as a starting point . The resulting design was quite different from and more modern @-@ looking than its progenitor ; only the bonnet and tailgate were shared , and the car was given a distinctive front end in Chrysler / Talbot " international " style .

= = Launch = =

Production of the new car started in October 1981 , and it was officially launched as the Talbot Samba in December . Unlike the Horizon , 1510 / Alpine or Solara , which were made simultaneously in France and England , the model was assembled only in Poissy . The engine lineup included three versions of the four cylinder PSA X engine , which the Samba shared with its Peugeot and Citroën siblings , coupled with three trim levels . The base LS came with the 954 cc XV , the GL with the 1124 cc XW and the top @-@ of @-@ the @-@ line GLS ' with the largest 1360 cc XY . The GL was rated as " Europe 's most economical car " according to the official EEC fuel consumption figures , bettering the previously triumphant Renault 5 , but later lost the title to the Austin Metro .

= = = Cabrio = = =

In an effort to make the vehicle stand out in the market against similar rivals , which included its own derivatives , Peugeot added a more glamorous two @-@ door cabriolet to the standard three @-@ door hatchback . Although announced at the hatchback 's launch , the first models were not available until 1982 . Designed and built by the Italian coachbuilder Pininfarina , who had been building open @-@ top Peugeots since the 1960s , it came only with the 1360 cc engine ; two engine versions were offered , 53 or 59 kilowatts (72 or 80 PS) ? the former was dropped after 1984 , at which time a slightly revised cabriolet was released featuring the later style 104 dashboard , twin carburetors and a lined hood ; the 80bhp engine was shared with the Rallye . At the time of its launch it was the only cabrio supermini available from the manufacturer , although other models subsequently entered the market segment created by the Samba , including PSA 's own Citroën Visa Decapotable . Pininfarina built 13 @,@ 062 Samba cabriolets .

= = = Rallye = = =

Following the rallying successes of the Simca 1000 and the Talbot Sunbeam , PSA launched the Samba Rallye . Fitted with the 1219 cc XW version of the X engine , delivering 66 kilowatt (90 PS) , it came in either white or red , with a hood scoop and side stripes . In 1985 , a version with the 1360 cc unit producing 59 kilowatt (80 PS) was launched , without the stripes . A special rallye @-@ only Group B model , officially called the Peugeot Talbot Sport Samba Rallye preceded the later Peugeot 205 T16 , with a 1285 cc , 96 kilowatt engine (130 PS) .

= = Later developments = =

In 1982 , the Talbot Group was merged into Peugeot within PSA , and responsibility for the model was devolved to France . The Whitley design studio was dissolved , and some of the designers crossed over to British Leyland , where they joined their former boss Roy Axe . PSA had by then already started work on a replacement for the Samba , based on the Citroën AX , a few prototypes of which ? essentially rebadged AXs ? were created in 1983 / 84 . The Samba sold reasonably well throughout 1982 and 1983 , after which sales began to suffer , partly because of the model 's aging and partly because of competition from the very popular Peugeot 205 , which created powerful (and successful) internal competition within PSA for the little Talbot .

To sustain interest in the Samba towards the end of its life , PSA launched a few concept and special versions of the model . The Copacabana was a Samba @-@ based concept car , featuring body elements painted in garish colors . It was followed by the 1984 Samba Sympa production model , targeted at " young buyers " , which came in silver metallic paint , with a choice of yellow , red or blue highlights and either a radio or a sunroof . In 1985 , the sunroof became standard and only yellow highlights were available . The Samba Bahia (marketed as the Samba Trio in the UK) was a 1985 model , also targeted at younger customers . It came with the 1 @.@ 1 litre engine ,

denim @-@ covered seats , and a sunroof , and was painted in metallic blue . The Samba Style model was launched with both radio and sunroof as standard , but not the colorful highlights , essentially to facilitate the sales of the last Samba series .

The Samba was not the only Talbot model to see customer interest waning ; as the 1980s progressed , all Talbots began to sell rather poorly and the range was gradually phased out . Peugeot had been working on developing a replacement for the Samba as late as 1984 , which would have been based on the forthcoming Citroen AX , but this project was abandoned as Peugeot took the decision to phase out the Talbot brand , and the Peugeot 205 was proving so popular that Peugeot felt little need for a third car of this size within the group .

The Citroën AX was launched without a twin in 1986 , and the only other Talbot in development , the Arizona family hatchback , was launched instead as the Peugeot 309 at the end of 1985 . Production of the Samba ended in May 1986 , by which time 270 @,@ 555 had been made , signalling the beginning of the end of the Talbot brand for passenger cars , the death knell finally sounding the following year when the last Horizon rolled off the production line in Finland , although the brand survived on commercial vehicles until 1994 .

It was , however , retained until 1994 for the Talbot Express , one of the Sevel Sud vans .

= = Jeremy Clarkson video = =

In Jeremy Clarkson 's 2009 DVD Duel , a 1984 Talbot Samba Cabriolet was destroyed by hurling it from a catapult into a wall , with a speed camera nearby showing that its speed was 164 mph (264 km / h) before it hit the wall and exploded .