

WINDSOR CONCOURS OF ELEGANCE

2 – 4 September
By David Roxburgh

The Talbot Owners' Club was delighted and honoured to be invited as one of the country's foremost and most prestigious car clubs (to quote the Daily Telegraph) to form part of a display in honour of Her Majesty's 90th birthday celebrations at Windsor Castle. The festivities, it seems, continue throughout the year.



Left; HRH Prince Michael of Kent gives David Booth's 90 serious appraisal. Middle top; part of the Talbot line-up. Bottom; entering the Great Park in the Potts' AM90 Tourer. Right; concentration! More on back page.



newly restored AM90 Tourer, the latter reflecting the 90th birthday aspect of the event. Our main display consisted of a very impressive line-up of thirty cars from 1906 to 1937 and was the only totally pre-war club selection at the event.

For the Friday, a period dress code was requested, prompting a degree of drôlerie among several TOC members, suggesting that their usual day-to-day attire would be perfect!

Marshalled in commanding form by Martin Bryant, whose preparations and series of



Billed as 'The Most Majestic Concours in the World' with 'over 1,000 of the greatest cars in history', the organisers certainly built up expectations and gave themselves a lot to live up to.

The TOC entered fully and enthusiastically into the spirit of the event. We provided two special cars in the Club Concours, Gordon Higginbotham's delightful 14/45 Scout and David Booth's

bulletins were impressive in getting everyone organised, we met in the Windsor Farm Shop car park at 8.00am and moved efficiently, in date order, into the Long Drive of the Great Park at



Trevor Andrews with his 1909 12HP 4AB, which came to competition prominence after WW2. Richard Samuelson campaigned the Talbot, firstly in 1950 at Prescott Hillclimb, and then VSCC events at Silverstone. R.D. Grossmark drove the 4AB at the Brighton Speed trials in 1952 against modern machinery, recording a very respectable 58.5 seconds. In the 1990's Ian Polson often campaigned the car at Prescott and used it for travelling the length and breadth of Great Britain. More recently James Fack, our Archivist and motoring historian, drove the Talbot down to Le Mans.

It retains all its original components and is thus a matching numbers car and is the oldest car in the Talbot Owners Club.



our allotted time of 9.00am. Would that other clubs had been so dutiful—some didn't arrive until 10.15!

The Concours in the main Castle courtyard was somewhat eclectic with some exceptional vehicles, although perhaps not with the depth of quality promised by the organisers. Winner of the Pullman Trophy, determined by the owners

themselves, was a quite extraordinary and unique 1938 Hispano-Suiza H6B Dubonnet Xenia featuring a curved panoramic windscreen, sliding doors and handcrafted avant-garde streamlined coachwork: truly stunning. The very informative gentleman demonstrating its features was not (as we had assumed) the owner, but the owner's 'car

collection manager'. Of course, we all employ one of those!

Other fine exhibits included the Royal Limousines, a Rolls Royce and a more modern



Talbot 15hp Works Hillclimb car.

In 1913, Talbot built five cars specifically for competition, earning themselves the accolade "The Invincible Talbot". This was no idle boast, as the cars were indeed unbeaten in their class for the whole of 1913 and 1914.

In 1919, all the works cars were purchased by Malcolm Campbell. He sold this car, now owned by Tim Pipkin, in 1922 to a wealthy young Australian, John Annan. He took it back to Australia that year, but unfortunately crashed it on its first competition outing, badly damaging the body. He never drove the car again, and some 67 years later, the then nonagenarian owner finally parted with it, and the car returned to this country in 1992. The body is a copy, the original being too badly damaged to save, but mechanically the car is remarkably original.



Trevor Mulford and Ann Rogers' 1929 AG14/45 2-Seater with double dickey, coachwork by Darracq.

The 14/45 was the first chassis designed by Georges Roesch and lasted from 1926 to 1932. Only five of this particular model were built.

This car was sold through Warwick Wright to an owner in Kildare, Ireland in March 1930. Trevor and his brother Michael found the car in SH Richardson's scrapyards in 1958. It cost £30 and was towed home by Michaels' Morris Minor. Trevor rebuilt it and passed his driving test in it in 1963. He sold the car for £150 in 1965 to fund a house purchase, but was able to trace it and buy it back from Holland in 2005.



Left to right; Alfa Romeo, Talbot Lago, Hispano Suiza in the main Concours





Talbot 10/23, 1923.

Stuart Lloyd writes: This very pretty "town" car is one of only two known surviving saloons. Purchased by the present owner in 1964 from a small garage in Shropshire in very poor condition, but driveable, and was then restored over the next 19 years. Using as much of the interior fabrics as possible, the original headlining became the door lining, the embroidered window pulls had some repairs and were able to stay in use, as was the hat net.

The car was originally 6 volt, but changed to 12 volt to accommodate better lighting. The tyres were changed to 400x19.

'Clementine' has been used regularly and she was driven to Classic Le Mans in 2006 with no problems.

Bentley, and a massively scalloped and ornamented 1948 Talbot-Lago Saoutchik Grand Sport Cabriolet in bright blue with lashings of chrome. Exuding Latin style and elegance was the deep red Alfa Romeo 8C 2300 Viotti Coupe, driven by Brian Lewis in the 1932 Le Mans 24 Hours and later re-bodied with its current lovely swooping Viotti coachwork.

HRH Prince Michael of Kent, Patron of the event, wandered about informally chatting to participants, charming and very well-informed.

The Club Concours was won

by an attractive and deserving 1923 Aston Martin Cloverleaf, which will then be part of the main Concours next year. TOC honours were upheld with David Booth's 90 reputedly making it into the final eight.

It was unfortunate that the organisation of the main event was disappointing in several respects; little or no information on the cars displayed in the main Concours, poorly thought-out layout and coordination of the car club displays (how many current Aston Martins do we really need to see in one place?), far too few loos for the visitor numbers and generally not a very public-friendly approach. Apparently there were two further special displays – cars from the first British Grand Prix held in 1926, the year of the Queen's birth, and the most significant British car from each decade of Her Majesty's life - but these were hard to discern.

The charitable benefits of the event were also nowhere apparent.

By contrast, the Talbot Owners' Club display was highly praised on several counts; thirty well-presented pre-war cars, assembled in date order with coordinated information boards for each car; we told a compelling story. We were also the only club to reflect the "90" theme of the event.

(The details in the feature boxes on these pages are taken from the information provided by the cars' owners and displayed on the windscreens.)

The feedback the TOC received was very positive indeed—the public seemed to love us—the result of a great deal of hard work from all our of enthusiastic organising team and participants. The event organisers could learn a lot from the TOC!



Talbot 14/45 AQ Scout
The Talbot 14/45 had to be an instant success or the firm would collapse. Moreover, it needed to be perfect straight from the drawing board with no time for experiment or testing. It was intended to provide the refinement of a Rolls Royce 20 hp at an affordable cost. It was an immediate success and the star of the 1926 Motor Show.

1,002 Scouts were made, 493 had this body style originally and this car, belonging to Gordon Higginbotham, is one of only two believed to survive today with their original bodies.

The car was delivered in December 1930 and carries the original London registration plate. The first owner is unknown but it has had six owners, all in the Liverpool area from 1939 until it was rescued by Noel Bagshaw in 1988. He totally restored the car with Bill Barrott during the next seven years, being used continuously before it was sold to the present owner in 2013. During the last twenty two years it has required no more than routine servicing. It is a comfortable saloon though rather slow by today's standards!

It is pictured here in the Club Concours with the majestic Tower of Windsor Castle in the background.

