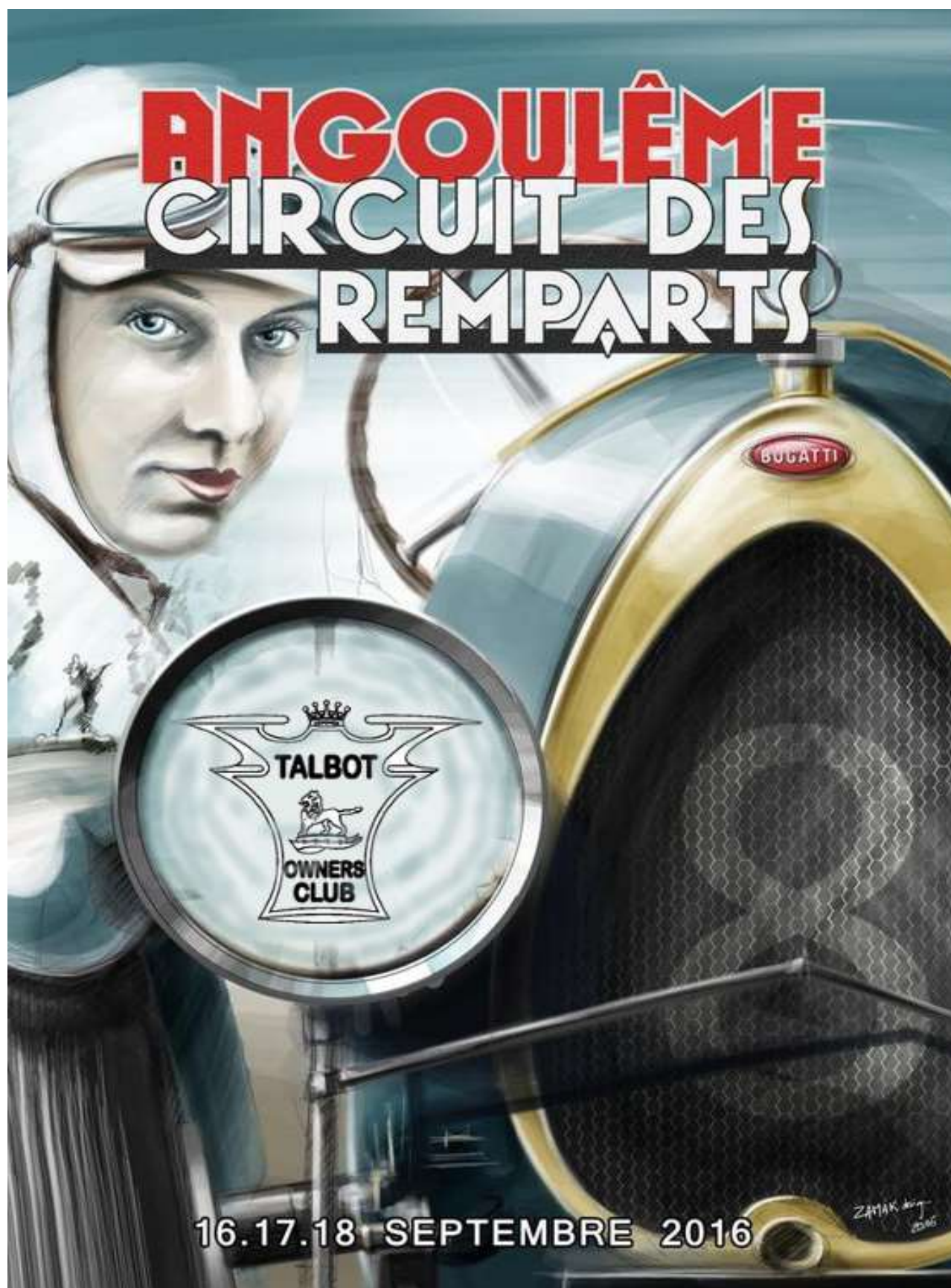


# TALBOT OWNERS' CLUB



16.17.18 SEPTEMBRE 2016

ANGOULÊME TOUR

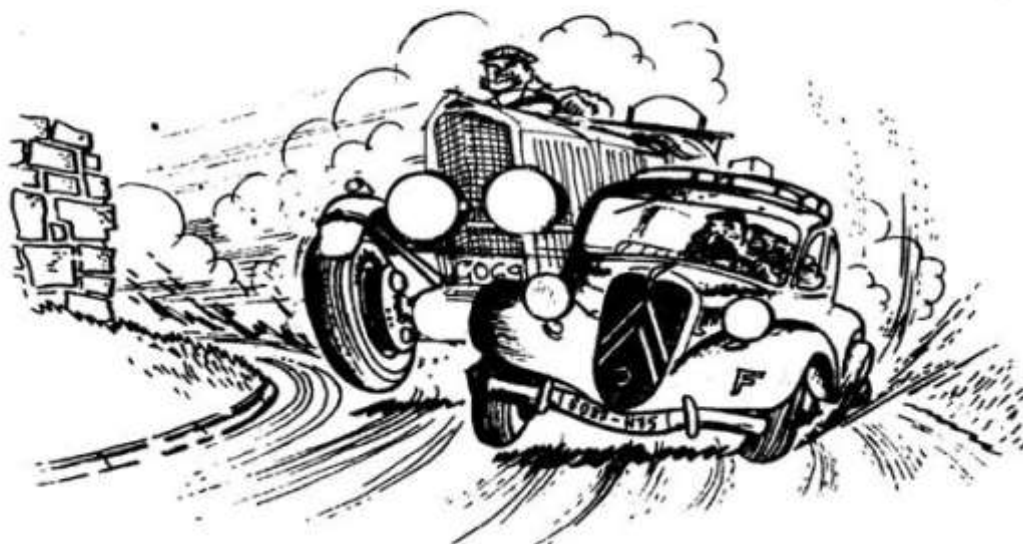
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## ANGOULEME TOUR ENTRANTS

David Booth / Glyn Lloyd	1931 AM 90 Sports Tourer
Clive Kent / Brian Cocks	1930 90 Brooklands
Tom / Carole Whatton	1933 AV 105 Ulster Saloon
Ian / Gill Potts	1932 AM 90/105 Sports Tourer
Roger / Maggie Adams	1933 75/90 Tourer
Sally / Dave Morris	1932 AU 14/45 Saloon
Richard / Shirley Newby	1933 AV 105 Coupe des Alpes
Hugh / Eve Gregg	1933 AV 105 VdP Tourer
Sue /James Wheildon	1930 90 Brooklands
Rowland Grindell / Janet Sparks	1933 AV 105 Ulster Saloon



'CITROËN PRESSE'

By Q out of Brockbank



## ANGOULEME TOUR ITINERARY

Tuesday 13 September	Meet for early supper at "The George", Finchdean, PO8 0AV (near Horndean) from 6.00pm onwards. O/N ferry Portsmouth/Ouistreham 22.45 dep.
Wednesday 14 September	06.45 arr. Travel to St Martin de la Place Domaine de la Blairie Dinner 7.00pm for 7.30pm
Thursday 15 September	Travel to Bassac Hotel L'Essille Dinner 7.00pm for 7.30pm
Friday 16 September	Optional TOC tour ending in Angouleme Own location for dinner
Saturday 17 September	Free Day Own location for dinner
Sunday 18 September	Race Day in Angouleme. Early start. Final dinner at L'Essille. 7.00pm for 7.30pm
Monday 19 September	Travel to St Martin de la Place Domaine de la Blairie Dinner 7.00pm for 7.30pm
Tuesday 20 <sup>th</sup> September	Travel to Cresserons for supper 7.00pm Short journey to Ouistreham for O/N ferry 23.00







# ANGOULEME TOUR 2016

## CIRCUIT DES REMPARTS

Welcome to our inaugural tour to the renowned spectacle held annually at Angouleme. Recommended by so many people as being very special, we have at last managed to squeeze a visit into our schedule of events, and join in to savour the special atmosphere of the 'demonstrations' by the cars in a spectacular setting. Very French, and very TOC!

Our long weekend will be both relaxing and exciting, picking up lovely motoring with plenty of time to 'stop and linger' for coffee and lunch, the odd croissant, a small beer etc., and savour all that is good about driving in France. Some delightful motoring as we head S through Swiss Normande to our first hotel on La Loire for dinner; a pool beckons so allow a little time to relax before we meet for drinks from 7.00pm.

We will arrive in Ouistreham early in the morning, and I have suggested a route for our drive to Saumur with an idea for a stop for a coffee and croissant about 30/35 minutes from the ferry.  
Caen peripherique (should be quiet early in the morning)

D8	Aunay sur Odon (Coffee/croissant stop) (TL at r'about then TR)
D54/D36	Conde sur Noireau
D962/D924	Briouze
D20	La Ferte-Mace, Mehoudin
D218	Javron les Chappelles
D13	Villaines
D20	Bais, Evron <i>(Possible lunch halt – Place de la Basilique, good parking) 105 miles from Ouistreham</i>
D7	Ste Suzanne
D7, D24	Sable sur Sarthe <i>(good refreshment stop – 25 miles from Evron)</i>
D24	Durtal
D18	Bauge
D144	Beaufort en Valee



## THURSDAY

Our journey continues into the Charente; an easy day and we should aim to arrive at our village hotel in Bassac ready for pre-dinner drinks @ 7.00pm. Routes are many and varied to Bassac, but here is a suggestion:

- D952 Les Rosiers, Gennes
- D69 Doue la Fontaine
- D87/D37 Thouars
- D37/D18 Mazeuil
- D738 Thenezey, La Ferriere, Vausseroux
- D21 Menigoute
- D521/D5 La Mothe St Heray
- D737 Melle, Chail, Chef Boutonne, Longre, Aigre
- D737, 736 Rouillac
- D14 Echallat
- D18 Merignac, Bassac **Hotel L'Essille, Rue de Conde** Total Mileage for the day 150

It is easy to pop onto more substantial, quicker routes, but time is not really of the essence today; as always your choice of route is a matter of personal choice.



### COLONEL S. H. PAGE'S STRING OF TALBOTS

Colonel S. H. Page, C.M.G., of Ramsgate, courteously permits publication of this string of Talbots "as evidence of the regard held for Talbot cars in our 'Stall.'" The cars, left to right, are a 14/45 of

1928, a 10/23 of 1924 and an 8/18 of 1924—all comparatively speaking, veterans. Colonel Page acknowledges "the consistently reliable behaviour" of the Talbot.









## GENERAL ANGOULEME INFORMATION

The Circuit des Remparts entrance tickets for individuals also give access to the Paddock, and these will be issued on an individual basis; I have to collect these in person (already all paid for) when in Angouleme, and then I will pass them out. Sadly all grandstands are fully booked, and have been for a while; it may be possible to do something on the day, but it will be 'pot-luck'.

Our main hotel in Bassac will be serving dinner for us on the Thursday (arrival day), but Friday and Saturday evenings are free for you to decide when and where to eat; there is a such a lot going on in Angouleme on both days / evenings I suspect most people will be tempted to dine there. If you prefer to pop back to the Hotel that is, of course fine, but just let Serge know your plans. Sunday evening will entail dinner at our hotel for our 'farewell' meal before setting off for La Loire the next morning.

The Charente Rally on the Saturday attracts an entry of some 300 cars, but there is also a huge element of 'unofficial' participants which does tend to make it somewhat of a 'procession'. This starts/finishes in Angouleme and takes the whole day, with a good stop for lunch. It is not a cheap event and entry is over E300 per car. If you would like to enter the Charente then pop on the website and book direct.

Our plan is to have a scenic run finishing in Angouleme which would be run on the Friday, and is, of course, entirely optional. We can then enjoy dinner in town at the end of the day, and take-in the evening Concours on the Champ de Mars Esplanade. It does give Saturday over to a more relaxed day, perhaps finding a suitable vantage point (restaurant, or group picnic), to watch the procession of cars on the official Charente - Dinner location is again your choice and the many displays /attractions of the town will draw most of us there I suspect.

Sunday is the day of the racing, and we have an early start to drive the 30 minutes into Angouleme (having recce'd parking on Saturday), to park up and watch the fantastic spectacle. General advice is that an early arrival will allow us to park (mostly people use the streets and help create a fantastic display), but Serge from L'Essille is trying to use his contacts for specific parking. Recommended without exception by everyone who has been before, we have the whole day to ourselves, only having to return to Bassac for 7.00pm drinks before our final dinner.

Monday morning will see our departure for Saumur for our final overnight stop (and a refreshing dip in the pool), and a return on Tuesday to Ouistreham for our overnight ferry. Supper will be taken in Cresserons before we board ship.

Remember that routes and activities are pretty much up to you – it is your holiday after all.



# 2016 PROGRAMME

## FRIDAY to SUNDAY

- Cars exhibitions - Square and Town Hall gardens

### Friday, September 16

- CONCOURS D'ELEGANCE EN AUTOMOBILE  
Champ de Mars Esplanade, starting at 8.45 pm

### Saturday, September 17

- RALLYE INTERNATIONAL DE CHARENTE  
Start Chais Magelis, from 8.00 to 10 am  
Finish Champ de Mars Esplanade, from 4.45 to 6 pm

### Sunday, September 18

CARS EXHIBITIONS(Clubs), all over the town

## PRACTICE LAPS

08h00	-	08h30	Plateau PH.STREIFF (Barquette)
08h35	-	09h05	Plateau R.SOMMER (Vintage)
09h10	-	09h40	Plateau H.PESCAROLO (Tourisme, GT)
09h45	-	10h15	Plateau M.TRINTIGNANT (Bugatti)
10h20	-	10h40	Intermède (Démonstration)
10h45	-	11h15	Plateau R.MAYS (Bugatti Brescia)
11h20	-	11h50	Plateau G.LARROUSSE (GT)
11h55	-	12h25	Plateau JP.WIMILLE (vintage)
12h15	-	12h45	Plateau G.LARROUSSE (Tourisme,GT,)
12h30	-	13h00	Plateau F.I.S.C. "Legendary Circuits" (GT)

## INTERLUDES

13h00	-	14h00	Parades
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## RACES

14h00	-	14h30	Plateau Ph.STREIFF (Barquette)
14h35	-	15h05	Plateau R.SOMMER (Vintage)
15h10	-	15h40	Plateau H.PESCAROLO(GT)
15h45	-	16h15	Plateau M.TRINTIGNANT (Bugatti)
16h20	-	16h40	Intermède (Démonstration)
16h45	-	17h15	Plateau R.MAYS (Bugatti Brescia)
17h20	-	17h50	Plateau G.LARROUSSE (GT, Tourisme)







## FRIDAY 16<sup>TH</sup> SEPTEMBER

If you are at a loss as to what to do on Friday, we have three tours for you. If these are of no interest, we have provided a list of interesting places within easy reach of the hotel.

A TOUR VISITING LOCAL COGNAC DISTILLERIES. This has been provided by the hotel and is about 25 miles long. If you visit all the distilleries listed you won't be standing by supper time! Typical instruction *'His distillery visit will take the time it takes... Be rather talkative with him around a verre(sss)'*. Ian has a copy of the map plus directions.

LONG TOUR. (about 95 miles) This is based on last year's Rally. There are many possible shortcuts if you feel this is too long.

SHORT TOUR. (about 20 miles) The route follows the River Charente, uses picturesque roads and ends in Angouleme so you can have supper and see the Concours at 20:45. Listed below are some things to do along this route:

Brassac: Worth exploring. It has a 1000 year old Abbey. The abbey church has a Romanesque façade with defences added in the C15<sup>th</sup> and a magnificent four-storey bell tower. The Gothic nave has a C13<sup>th</sup> statue of St Nicholas, its feet worn away by generations of girls praying for husbands. The C18<sup>th</sup> Choir contains some beautifully sculpted stalls. The pretty village that clusters round the abbey is worth exploring (apparently there is a marked route) and a little stone bridge below the church gives a good view of the abbey buildings.

Boat Trip: 2 miles SE of Bassac is the village of Juac. Turn right onto the bridge and you will see a barge. Here we can have a waterway cruise of the Charente, visiting the Barge Museum and the Church of St Simon. Duration 1½ - 2 hours, cost €7 per person. If enough people are interested, we'll try to do an advance booking.

Saint-Simon: It is the river that attracts visitors here, although it is hard to imagine that until 200 years ago it was a major port. Apart from the river and quays, other highlights include the centre of the village itself and the C12th Roman style Church of Saint-Sigismond.

Chateauneuf-sur-Charante : An important river crossing during the Middle Ages and constantly fought over during the Hundred Years War. The C12th church has wonderful carvings of human figures and animals over the main doorway. There seem to be a number of reasonable restaurants, so this could be a good lunch stop.

Angouleme.

**At 20:45 Concours d'Elegance en Automobile, Champ de Mars Esplanade.**



## ANGOULEME

The "old town" has been preserved and is largely reserved for pedestrians. There are more than two kilometres of the ramparts (boulevards above the old city walls) remaining intact. It has a cobbled restaurant quarter, with some very interesting and chic galleries and boutiques. There are a number of very nice restaurants set around the various squares in the town (Chez Paul is very popular one).

To explore, start at the Tourist Information Centre (east of the centre), and the C19th Market Halls (good examples of the iron and glass buildings of the period). Head west to the Hôtel de Ville, built on the site of an earlier chateau. Nearby is the Hotel Saint-Simon, a C16th townhouse with an ornately decorated facade. Close by is the neo-classical style Palace of Justice and the Church of Saint-Andre. Near the church take a look at the curious 'lanterne des morts'. Head along the southern ramparts to the Romanesque Cathedral of Saint Pierre whose facade has 70 carvings depicting the story of the Ascension and the Final Judgement. Continue west to the Chapel of the Cordeliers and then the Place Beaulieu, giving far-reaching views across the town and river, then stroll through the extensive park under the ramparts to the west. Follow your way back along the ramparts to the north.

OTHER INTERESTING PLACES NEARBY: (More information available using the internet)

Chaigne Gardens at Touzac (about 8 miles south of our hotel)

Logis de Forge Gardens at Mouthiers-sur-Boeme (6 miles south of Angouleme)

Medieval Garden at Tusson (20 miles north of Angouleme)

Village of Aubeterre-sur-Dronne (26 miles south of Angouleme) Well known for its substantial Troglodyte church – the best in France.

Chateau at La Rochefoucauld (12 miles NW of Angouleme) – very reminiscent of a Loire chateau.

Verteuil-sur-Charente (25 miles N of Angouleme) Lovely village plus picturesque castle.

Angoulême Museum of Fine Arts. The 'Musée des Beaux-Arts' is rich with a range of historical artefacts. The museum is free to enter and open from 10am - 6pm Tuesday-Sunday.

River Charente. **Perhaps you'd like to explore what is claimed to be the most beautiful river in France?** You can hire a small boat from the Quai de la Charente on Boulevard Besson Bey.

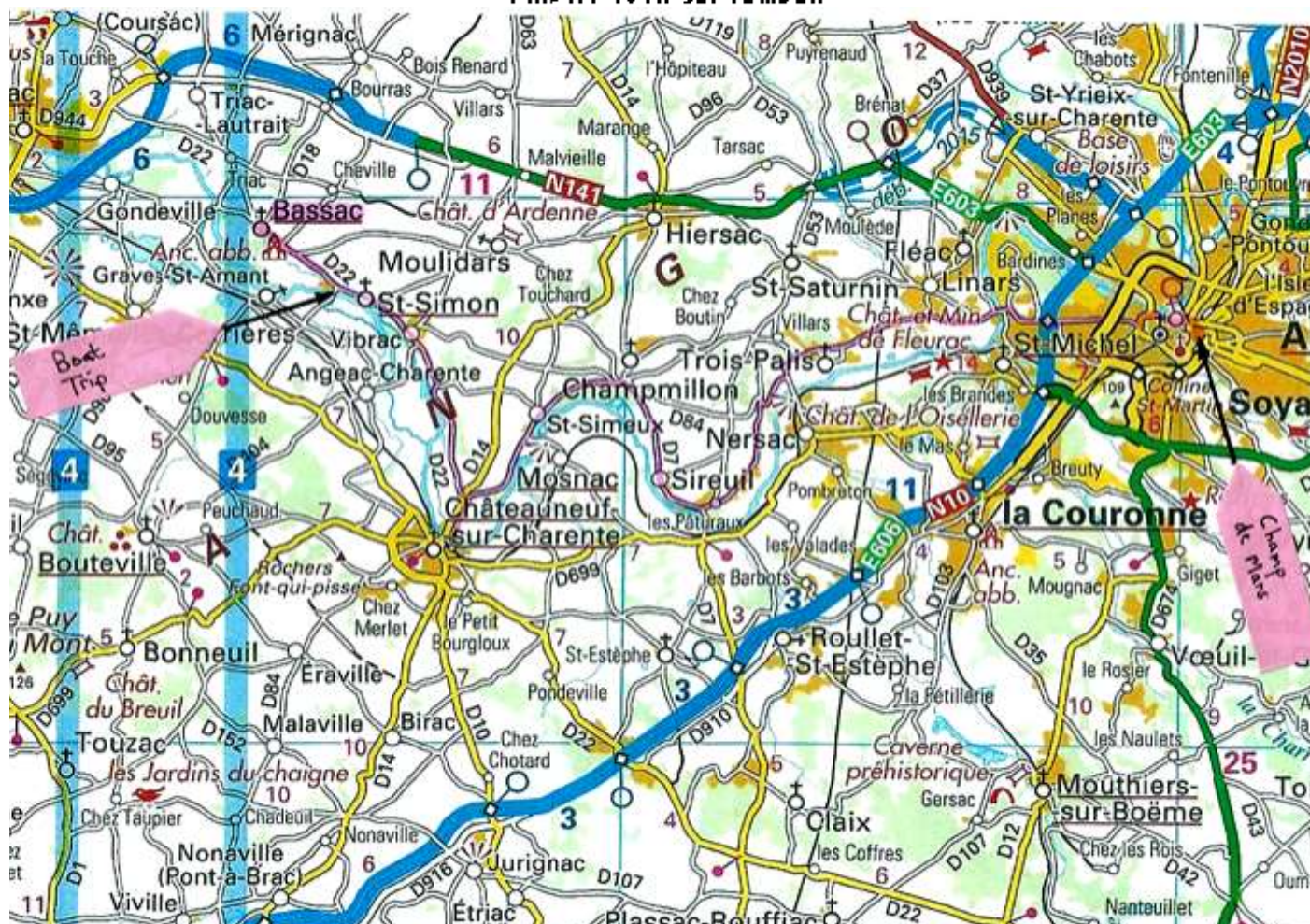
Chateau de Bouteville (about 4 miles south of our hotel) High on a hill, partly restored, wonderful views.





## SHORT TOUR MAP

### FRIDAY 16TH SEPTEMBER



## Le Circuit des Remparts d'Angoulême



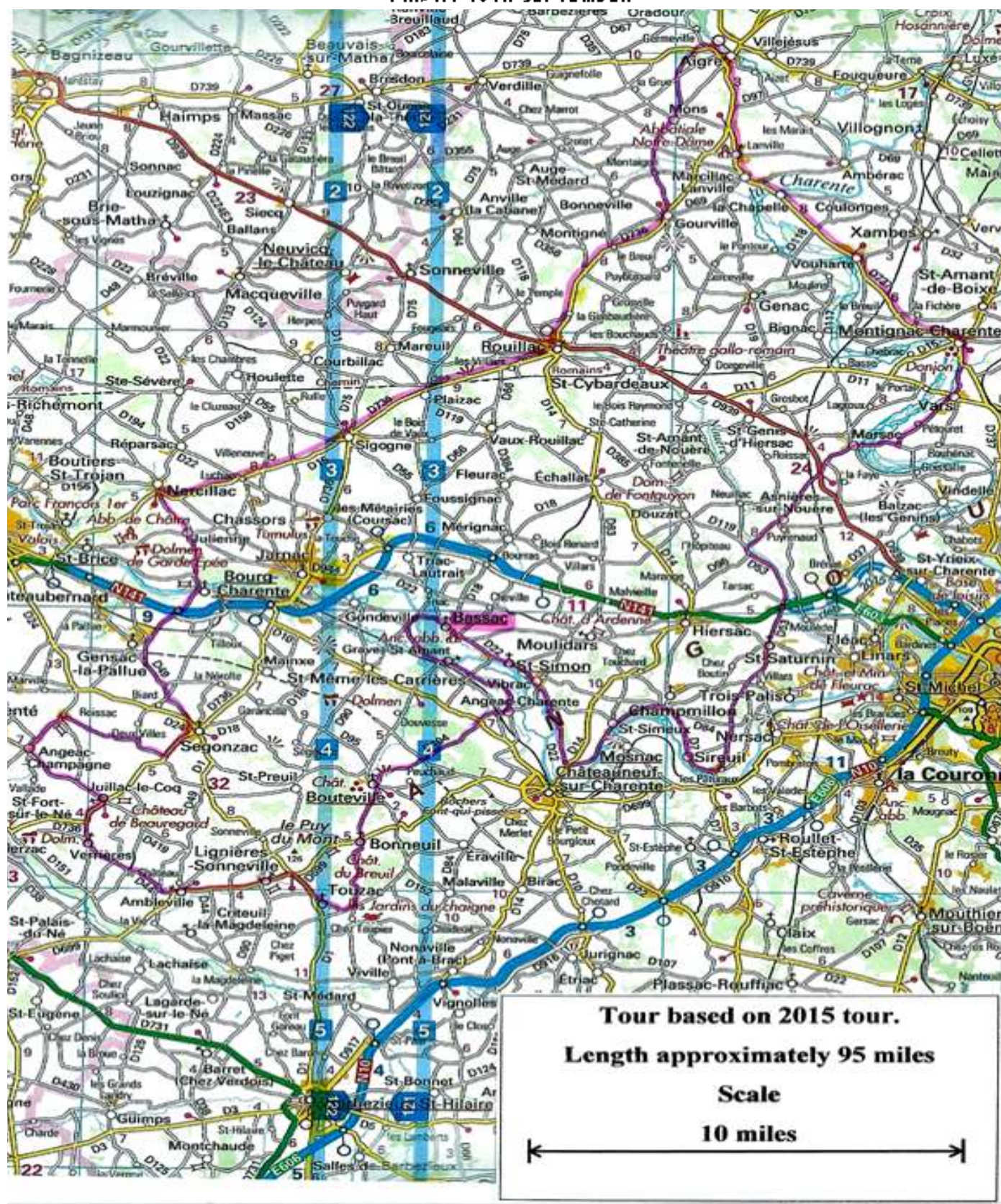
Les moments forts d'une épreuve de légende





## LONG TOUR MAP

FRIDAY 16TH SEPTEMBER





## SAUMUR HOTEL DOMAINE DE LA BLAIRIE RUE DE LA MAIRIE, ST MARTIN DE LA PLACE

Located on the N bank of La Loire, the village of St Martin de la Place is mid-way between the grandeur of Saumur and the charm of Gennes, on the picturesque stretch of the D952. Chateaux in all directions, and you may have time to call and explore at least one or two, as we spend a night at La Blairie heading both towards and from Angoulême.

Our stay includes dinner on both occasions so there is no pressure to search out a restaurant after a long drive. Just relax and take a dip in the pool before pre-dinner drinks at 7.00pm.



# HÔTEL RESTAURANT L'ESSILLE

## RUE DE CONDÉ - 16120 BASSAC

TÉL. 05 45 81 94 13

Our hotel for our Angouleme stay is in the village of Bassac, about 30 minutes drive from Angouleme itself. A village hotel of considerable charm, L'Essille is well used to catering for car enthusiasts, and Serge is very much looking forward to welcoming the TOC. Do make time to explore the village and see the Abbaye St Etienne de Bassac located very close by, or stroll down to La Guirlande to whet (!) your appetite before dinner.





# INVINCIBLE TALBOT

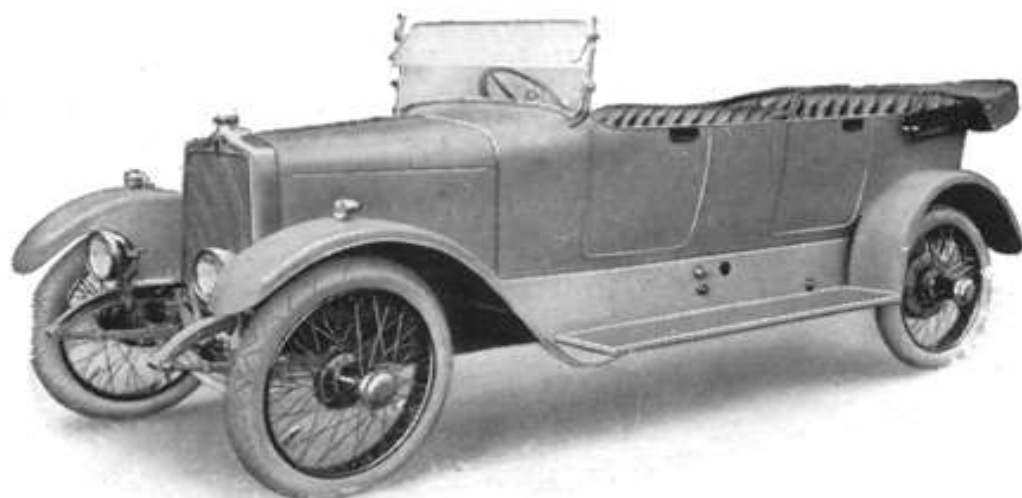
## The Aristocrat of Medium Powered Cars

*"The Motor," Feb. 2nd, 1921, says:—"In brief, this new 15 h.p. TALBOT, while possessing all the good features which built up such an excellent name for its prototype, is a much refined and greatly improved edition. It should attain a position among modern cars similar to that held by the old 15 h.p. model—one of greatly respected repute."*

The new "FIFTEEN" which has been so well received by the Motoring Press, has been fittingly named "The Aristocrat of Medium Powered Cars," and is both from the point of view of design, efficiency, and finish, one of the finest products of the famous Clement-Talbot factories.

Write for particulars of the 25 h.p. model, so successful last season, the petrol consumption of which under touring conditions averages 18/21 m.p.g., and is renowned for its reliability, durability and achievements.

*Any car taken in part payment for the 25 h.p. or 36 h.p. models.*



### CLEMENT-TALBOT, LIMITED.

BARLBY ROAD, LADBROKE GROVE,  
KENSINGTON, LONDON W. 10.

Telegrams: "Clemtal Norkens London."  
Telephone: Park 5000 (4 lines).



# TOURING TIPS

## THE AUTOMOBILE ASSOCIATION LIMITED 2013 FOR FRANCE.

Warning triangle - Compulsory for all vehicles with more than two wheels.

Reflective jackets (EN471): Reflective jacket which must be kept within the passenger compartment of the vehicle and must be put on before exiting the vehicle in an emergency/ breakdown situation for all passengers.

Fuel: SP95-E10 (Sans Plomb 95 Octane, Ethanol 10% = Lead Free 95 Octane containing 10% of Ethanol) is now being sold throughout France. This fuel is not suitable for old cars! Use the standard SP95 or SP98 Octane unleaded fuel which continues to be available alongside the new fuel. Petrol in a can permitted.

Speed limits: Standard legal limits, which may be varied by signs: In built-up areas 31mph (50km/h), outside built-up areas 55mph (90km/h) on ordinary roads, 68mph (110km/h) on dual carriageways and 80mph (130km/h) on motorways. In wet weather lower speed limits of 55mph (90km/h) apply on dual carriageways and 68mph (110km/h) on motorways.

Drinking and driving: If the level of alcohol in the bloodstream is 0.05 per cent or more severe penalties include fine, imprisonment and/or confiscation of the driving licence and/or vehicle. Saliva drug tests will be used to detect drivers under the influence of drugs – severe penalties.

Fines: On-the-spot. Fines are particularly heavy for speeding offences. The police can impose the fine and collect 1 quarter of the maximum fine, and must give a receipt for the amount of the fine paid. Fines for serious offences committed at night between 2200 and 0700 hours are increased by one third, serious offences include speeding, going through a red light etc. Illegally parked vehicles can be clamped or towed away and a fine imposed.

Horn: In built up areas the use of the horn is prohibited except in cases of immediate danger.

General: fire extinguisher & first aid kit: Advised, but not compulsory, GB sticker compulsory to indicate country of registration, Documentation Passport, licence, logbook, insurance, breakdown insurance.

Breathalysers 25 January 2013 We have received notification of the indefinite postponement of being fined for not carrying a breathalyser (An on the spot fine of €11 was due to be implemented on 1st March 2013). The breathalyser has to be a certified by the French authorities, showing an 'NF' number. The official text states that one unused certified breathalyser must be produced. We recommend that two single-use breathalysers are carried, so if one is used or damaged you will still have a replacement to produce.

Other rules/requirements in France:

It is recommended that visitors equip their vehicle with a set of replacement bulbs.

Parking discs for 'blue zone' parking areas obtained from police stations, tourist offices, shops.

When overtaking a bicycle, drivers must leave a distance of at least 1m in built-up areas and 1.5m outside built-up areas between their vehicle and the bicycle.

Apparatus with a screen which can distract a driver (such as television, video, DVD equipment) should be positioned in places where the driver is unable to see them. It is prohibited to touch or program any device unless parked in a safe place.

It is absolutely prohibited to carry, transport or use radar detectors. Failure to comply with this regulation involves a fine of up to 1500 Euros and the vehicle and/or device may be confiscated.

As part of the changes to French motoring law, road signs indicating the location of fixed speed cameras are being removed and additional fixed speed cameras added. A GPS based navigation system (Sat Nav) which has maps indicating the location of fixed speed cameras must have the 'fixed speed camera PoI (Points of Interest)' function deactivated, ideally they should be removed.



## TALBOT PREPARATION ADVICE BY IAN POTTS

A good service and careful check of the car for loose bolts etc. is essential and for long distance motoring it would be worth performing Michael Marshall's brake check! It is also worth checking that you can change a flat tyre i.e. that your jack will go under the axle when the tyre is flat and is man enough to raise the car far enough to change the wheel. I carry a block of wood to help this process – the result of bitter experience! Check you have plenty of tread before you go.

Consumables: Your car's favourite tipple of oil may be hard to find so carry enough (probably 1 gallon) to see you through the trip. Also carry some diluted antifreeze and a spare 2 gallon can of petrol plus your favourite petrol additives.

Spares: Electrical. Fuse wire, some lengths of cable, wiring diagram, insulation tape and a multimeter. Ignition. Modern components are proving unreliable so take a coil, condenser, points, rotor arm, set of plugs and distributor cap with leads. A spark tester is cheap and useful. Fuel related. Petrol pump diaphragm with spring, glass filter bowl with gasket, a length of rubber fuel pipe with clips.

Spare inner tube. (Tyre service stations will change a tube for you, but are unlikely to be able to supply a tube of the correct size.)

Tools: Tyre pressure gauge, knife, set of screwdrivers, wire cutters, open and ring spanners, pliers, small hammer, plug spanner, feeler gauge, small hacksaw. If you have room take a socket set as well.

Misc: Tow rope, foot-pump with adaptor so you can blow out fuel lines as well as pump up tyres.

Jack, block of wood to go under jack, wheel nut spanner or hammer for spinners.

Hardware. Some lengths of wire (wire coat hangers & tying wire from garden centre), plastic ties, duct tape, araldite or plastic metal, superglue, gasket goo, electric switch cleaner, putty for split tanks (Pet Seal), radiator sealant (K Seal), Loctite, wedges for radiator shutters.

Kneeling mat (sold in garden centres) to protect your knees as you worship your Talbot.

A large sheet of cardboard or small tarpaulin will help you enjoy any time you have to spend under your car, and also to protect hotel garaging from your incontinent Talbot.

Overalls (TOC of course) and lastly disposable gloves (so at the end of the day you can pretend that your car didn't need any work !)

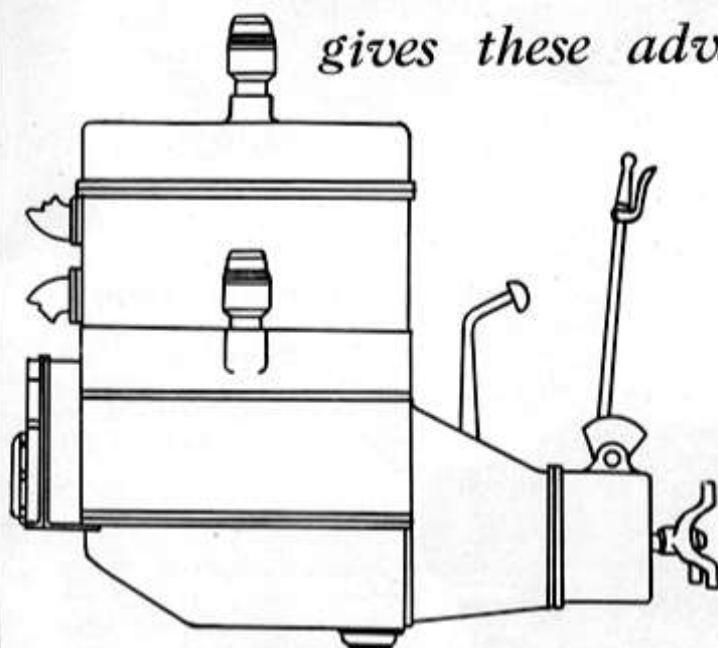




*From the Manufacturer's View-point*

# DELCO-REMY COIL IGNITION

*gives these advantages*



- 1 A Delco-Remy Distributor may be driven direct from the camshaft or dynamo, thus dispensing with a separate train of gears, or chain drive.
- 2 Its adaptability as to location is very great. Its accessibility is always ensured. See the accompanying diagram showing some of its possible positions.
- 3 It gives increased power at high speeds owing to the fact that the advance range is almost unlimited. This feature is credited to the engine by the average user.
- 4 It gives regular firing at low speeds and improved power when picking up. This, of course, is due to the intensity of the spark being independent of the engine speed. This also helps to popularise the engine, to which these qualities are usually credited.

## A CLEAN ENGINE.

Last month we illustrated how the substitution of the Magneto and its necessary fittings by the mounting of the Delco-Remy Coil Ignition Unit on the end of the generator makes for a clean engine.  
The illustration above shows further positions in which such a unit can be fitted.

## The SYSTEM SAVES.

Once again we must refer to the fact that the System saves in actual production costs.

### Why not benefit?

Why not take credit with the motoring public for all these efficiencies and take advantage of the lower cost of production to increase your own profits on your product?

### Inquiries invited.

We await the reply of those British Manufacturers not already using or planning to use Delco-Remy Coil Ignition.

A personal chat would help greatly as a preliminary.



DELCO-REMY & HYATT, LTD.,

111, Grosvenor Rd., London, S.W.1

Telephones: Franklin 6446, 6447, 6448, 6449.

Telegrams: DELREMHYAT, CHURTON, LONDON.

*In answering this advertisement it is desirable that you mention "The Automobile Engineer."*



## LA VALISE GOURMANDE 7 ROUTE DE LION-SUR-MER 14440 CRESSERONS

La Valise Gourmande is our destination for the final supper on Tuesday evening, before we board our ferry for the overnight sailing from Ouistreham. We aim to eat at about 7.00pm, so the day gives plenty of time for a leisurely run from the Loire. There is plenty of good parking at La Valise for our cars.

### DIRECTIONS:

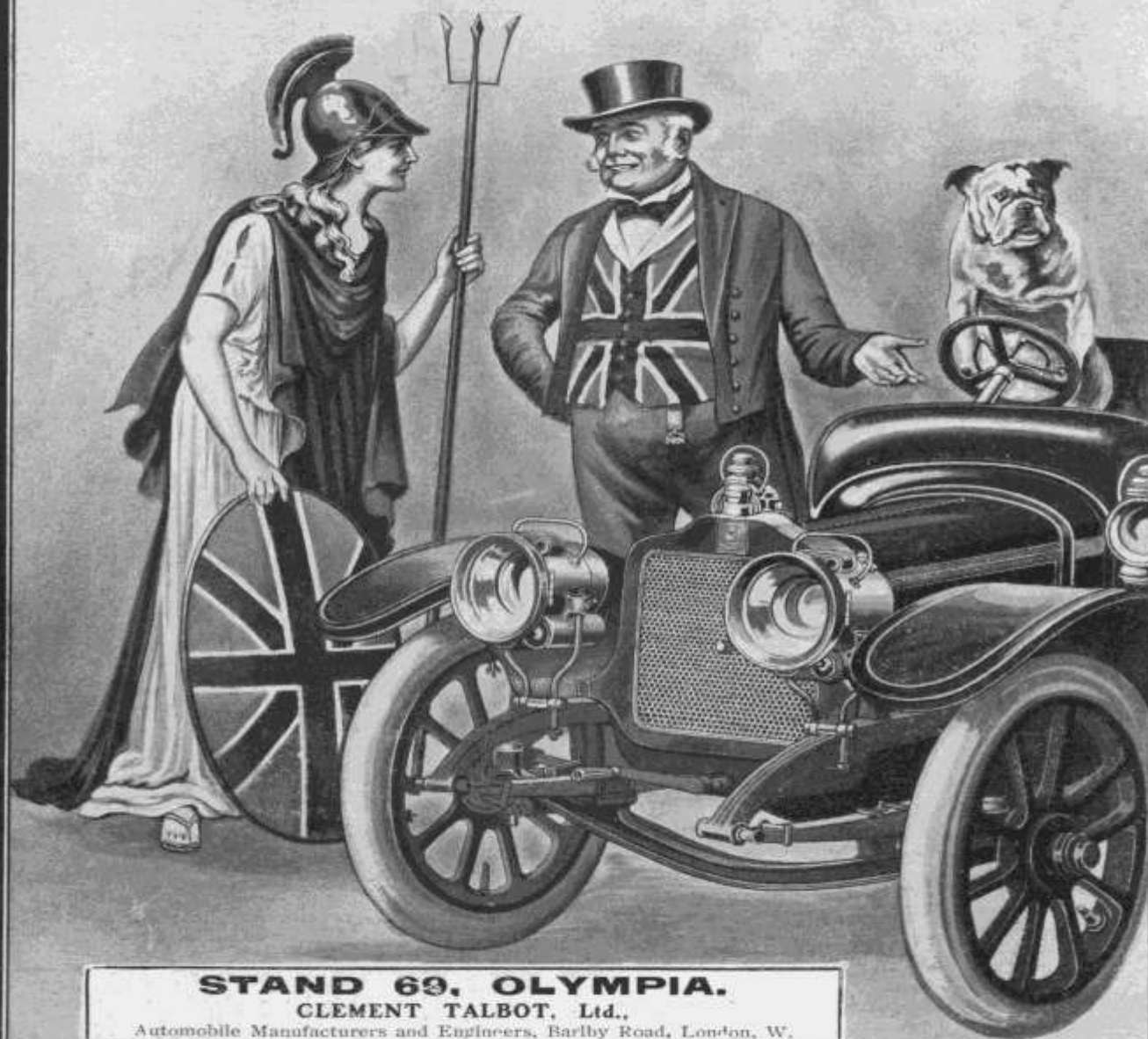
From Caen, Take the Ring Road (périphérique) and exit at CHU, Douvres la Délivrande.  
Take the D7 towards Douvres la Délivrande and to continue on the D7 towards Cresserons.

The journey time to the ferry is less than 15 minutes from La Valise





**"ALL BRITISH"**



**"INVINCIBLE"**  
**TALBOT**





# ANGoulême CIRCUIT DES REMPARTS

70<sup>e</sup>  
anniversaire

