

# 1934 TALBOT OWNERS' 2016 CLUB

*Celebrating 90 years of the 14/45*



**PL3 in action in 1930**

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**Le Mans &  
The Loire Loop**

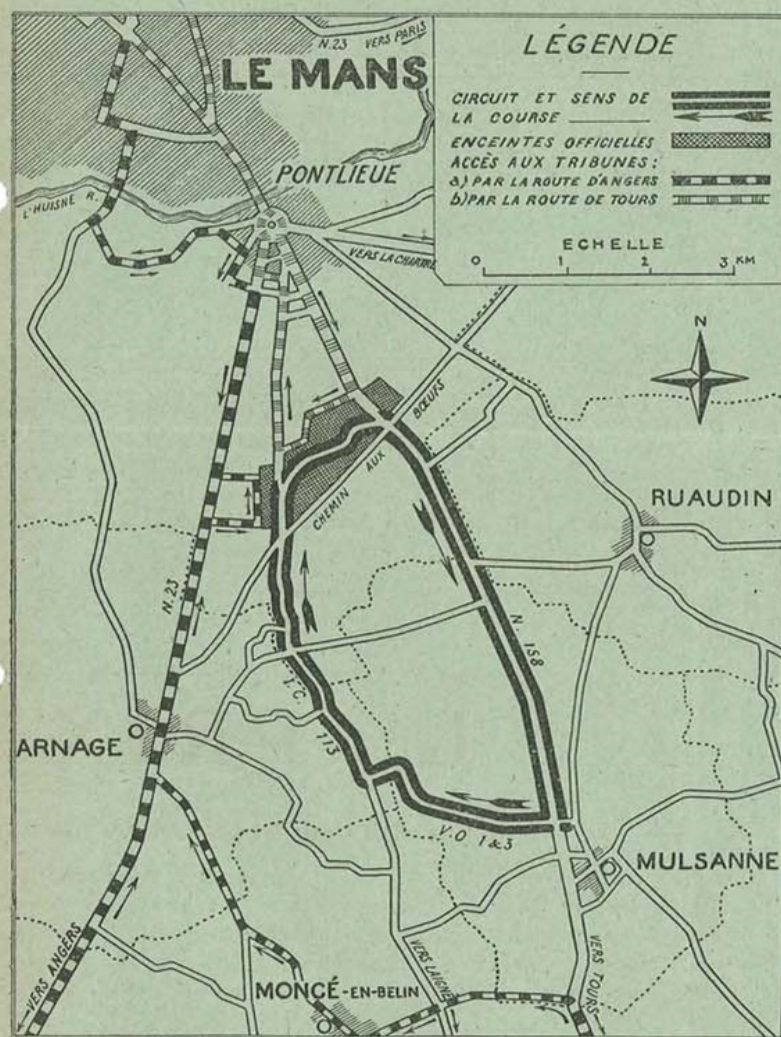
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18 et 19 JUIN 1932

# LES 24 HEURES DU MANS

(X<sup>e</sup> GRAND PRIX D'ENDURANCE)



Sont engagés :

Les As de la Vitesse

Les Spécialistes des 24 Heures

ALFA-ROMÉO

ALTA

AMILCAR

ASTON-MARTIN

BENTLEY

BUGATTI

CABAN

CHRYSLER

FORD

G. A. R.

MERCÈDÈS-BENZ

M. G.

RALLY

SALMSON

STUTZ

TALBOT

Voir Pages 2 et 3:

Les Records des 24 Heures

La Liste officielle des Engagés

Le Prix des Places aux Tribunes

Les Avantages accordés aux Membres de l'A. C. O.



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*Celebrating 90 years of the 14/45*

## ITINERARY

**Thursday 7th**

Travel to Cherbourg  
(unless you have made other arrangements)  
Arrive at the Hostellerie du Chateau  
Drinks **19.15**  
Followed by dinner **20.00**

**Friday 8th**

Travel to Le Mans or direct to the hotel  
Arrive at St Jacques Dinner **19.30 for 20:00**

**Saturday 9th**

Full day/night at circuit  
Entry/paddock/grandstand pass inc.  
Depart hotel at 07:00 for track lap entrants  
(Currently time is not confirmed)  
Dinner location this evening is your choice,  
but a tram ride into Le Mans for Lunch is one option.  
A group supper at the track is entirely possible !!!

**Sunday 10th**

A free day for you to choose another day  
at the circuit or relaxed sight-seeing.  
Gala dinner at Thorigne sur Due Hotel St Jacques  
Drinks **19.15**  
Followed by dinner for **20:00**

**Monday 11th**

Explore Normandy  
Travel to your return ferry / tunnel.  
  
Start of the Loire Loop Tour

*Traffic will be very heavy in the vicinity of Le Mans and the circuit, particularly on the Saturday, and you are strongly advised to go early in the morning. Traffic control is not a strong point with organisers/police and you may as well avoid the lines of overheating cars and enjoy a full day/ night at this unforgettable event. Sat. nav. is very useful here if only to avoid the 'official' confusing signs.*

**PHOTOGRAPHS:**

*Any photographs you take please share them by adding them to dropbox—this is free area on the web which we can exchange very easily with everybody on the trip and help the Magazine Editor reproduce the experience in the next magazine. Glyn Lloyd will be able to give you details.*





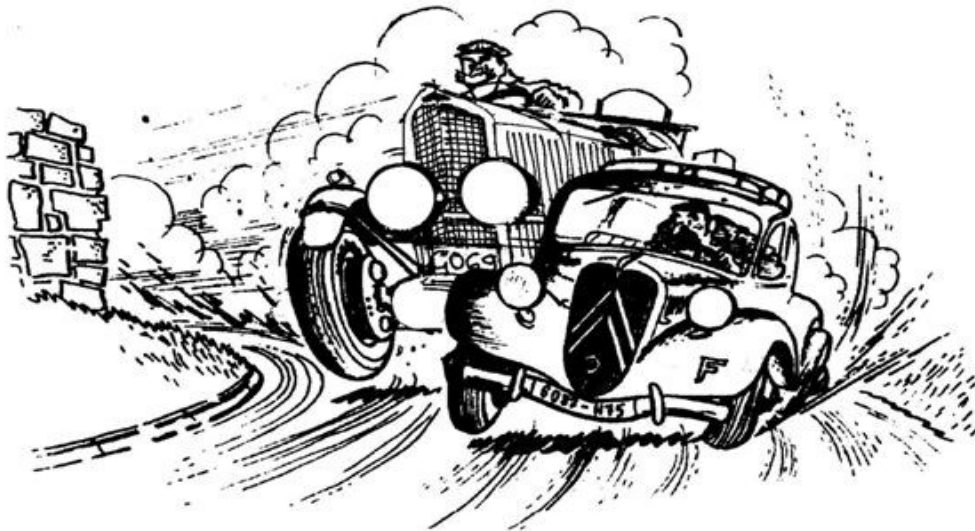
## Welcome to the TOC Le Mans Classic / Loire Tour 2016.

This is our seventh visit to Le Mans (2004 having been the first), and promises great excitement for Talboteers with no fewer than 6 Talbots entered (as at mid-May), and some great French hospitality. The racing from a Talbot perspective will be difficult to improve on the last event in 2014, but you never know...

Our stay in L'Hostellerie du Chateau at Bricquebec starts the official trip (for those who have booked it!), and we should aim to gather by 6.00/6.30pm ready for pre-dinner drinks @ 7.15pm. Most people have booked the morning ferry to Cherbourg, so this will allow for a relaxing afternoon in the Cotentin peninsula with time to appreciate some of the history of the area from 1944.

As usual, no specific route to Le Mans has been defined for you, and you are free to choose a direct route, or a more relaxed one as you wish. I have set out a few villages and towns which give a scenic run across country which may help you plan a route; this includes the possible lunchtime halt at Domfront, almost exactly half-way to our hotel. After lunch do make time to have a short break in St Ceneri le Genéri – a delightful village – on the suggested route. Ian Potts has kindly produced the route for a Garmin; this is attached to this email if you would like to download it.

The journey to Le Mans is about 200 miles from Bricquebec. Allow time to stop for breaks and points of interest, the secret being to start by 9.00am from Bricquebec, and I suggest you plan to get to the hotel for 6.00 pm at the latest.



'Citroën presse'

by Q out of Brockbank

*This is an informal social event organised by the Club, and it is the responsibility of participants/members to comply with current road traffic regulations, and to ensure that their cars are in a road-worthy and road-legal condition*



*Celebrating 90 years of the 14/45*

Our hotel at Le Mans, the St Jacques at *Thorigne sur Due*:



Place du Monument  
72160Thorigne-sur-Due  
Tel; 02 43 89 95 50

Email: [Hotel.st-Jacques.thorigne@wanadoo.fr](mailto:Hotel.st-Jacques.thorigne@wanadoo.fr)

When you arrive at the hotel, please park as tidily as possible so that we can get all our cars into the private parking at the rear.

**Friday dinner at the St Jacques** will be at 7.30pm for 8.00pm; Saturday evening is free (dinner not included) so you can eat when and where you like. The Gala Dinner on Sunday at the St Jacques for tour members will be at 7.15 for 8.00 to allow time for a little more pre-prandial persiflage. Members returning via Caen on the Friday ferry after the Loire Loop, will meet for supper at **The Restaurant Ferme St Hubert** where they will enjoy a set 4-course dinner. We are expected from about 7.00pm, a gentle stretch from the Loire. We have a short drive to the ferry at Ouistreham for the 11.00pm sailing.



Remember that you must have (IN the car), a warning triangle, high vis. jacket, and your breathalysers (a legal requirement in France since 2012). A GPS navigation system must have any 'fixed speed camera' point of information function, disabled! Any doubts just look at the AA Continental Touring webpage. As always if you have the slightest query, please don't hesitate to contact me. Two final things: check your passport validity, then don't forget it, and bring a good map. I hope you are all looking forward to the trip as much as I am.

*David Booth*





*Celebrating 90 years of the 14/45*

**Map to find the impressive Hostellerie du Chateau in Bricquebec**



**POSSIBLE CROSS-COUNTRY ROUTE  
BRICQUEBEC TO LE MANS**

D900 St Sauveur le Vicompte  
D15 Etienneville  
D24 Periers  
D900 towards St Lo  
N174 around St L, then S until A84  
D674 towards Vire  
D407 around Vire  
D524/D924 Tinchebray  
D22 Domfront

*Suggested lunch halt at Hotel De France, 7 Rue du Mont-St-Michel, 61700 Domfront*



D976 Couptrain  
D176 Pre-en-Pail  
D144 St Ceneri-le-Gerei *Delightful pretty village – time for a cool drink (above left)*

D146 St Leonard des Bois  
D112 Souge le Ganelon  
D15 Fresnay sur Sarthe  
D21/D39 Beaumont sur Sarthe  
D338/D6 Courcement via Ballon  
D25 Torce en Vallee  
D89/D33 Connerre  
D302 Thorigne

There are many variations possible, of course, but above all enjoy the day, whichever route you choose! Do bear in mind that we are driving on a Friday, and that you should avoid the heavy traffic in Le Mans itself (unless going to the circuit) by crossing to the north of the town, and then dropping down to Thorigne.





## Entrants And Their Cars

### Le Mans / Loire

AM90 Sports Tourer GX 1320	David Booth/James Fack
105 Alpine Replica AGC 482	David/Suzanne Cook
75/105 Alpine tourer ALY 806	Martin/Hilary Bryant
75/90 Brooklands 702 UYF	Guy Gregory/John Dodd
AV105 VdP Ulster Saloon TAS 354	Rowland Grindell/Janet Sparks
AM75 Foursome Coupe LJ 5854	Malcolm/Vivien Fishwick
AV95/105 AYW 482	Derek/Gilly Howard Orchard
AV105 VdP Tourer PJ 7632	Des/Marj Burnett
BG110 Sports Tourer DXW 3	Ralph/Judith Genee
75 Sports JU 5984	Colin/Ruth Walton

### Le Mans

105 Sports DLR 73	David Thomson/Andrew Waldrum
AV105 Alpine Tourer AUW 242	William/Carrie Balfour
75/105 Brooklands Replica AGK 495	Chris/Julian Ward

### Loire

65/105 Tourer PJ 9395	Rob/Jenny May
AV105 Alpine Sports AUL 573	David/Elizabeth Vine
AM90/105 Sports Tourer GX 550	Ian/Gill Potts
AV105 VdP Tourer AGC 386	Roman/Helen Mohr
BD105 James Young saloon CGP 125	Chris/Jean Salmon
AM75 James Young DHC GW 1857	Philip/Julie Warrener
65/75 Carlton DHC YG 7322	Reno/Linda Gatto



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LISTE PROVI-  
PROVISIONAL ENTRY LIST#5  
EDITION 2016  
8-9-10 JUILLET - JULY  
www.lemansclassic.com

KÖNIG/KUENZLE/DEMUTH LEWIS	CHE/CHE/ GBR	DELAHAYE 135 S 1935 LAGONDA V12 LE MANS 1939
LINDEMANN/BLAKEMORE	USA/GBR	ASTON MARTIN ULSTER 1935
MELLINGER	FRA	ALFA ROMEO 6C 2300 SS 1938
MORRIS/DOWLING/ MR JOHN OF B	GBR/IRL/GBR	MG Magnette K3 1934
MUELDER/SIMON	FRA	BUGATTI 51
NEUMARK/HALL	DEU/DEU	BMW 328 1938
OSTMANN	GBR/GBR	TALBOT 105 1933
OTTEN/HORRACH	DEU	LAGONDA Rapier 1936
OVERINGTON/GREEN	DEU/DEU	BMW 328 1939
PELLETT	GBR/GBR	BENTLEY 4.5i Blower 1929
POTTER/STANDING	GBR	TALBOT AV 105 Alpine 1931
REAY SMITH	GBR/GBR	RILEY Brooklands 1930
RICCI/STOESSER	GBR	LAGONDA LG 45 1936
RIVETT/MITCHELL	FRA/FRA	BMW 328 1938
ROLNER/ROLNER	GBR/GBR	BMW 328 1938
RONDONI	DEU/DNK	BENTLEY 4.5i Tourer 1928
SARAZIN	FRA	BMW 328 1939
SCHAEFER/BRANDT	FRA	BENTLEY 3 Litres 1926
SCHRAUWEN	DEU/DEU	TALBOT AV 105 Alpine 1934
SEBBA/DOYLE/COLE	BEL	SINGER Le Mans speed special
SLJUPEN/IGNAUD	GBR/GBR/ NLD/FRA	MORGAN 4/4 1937
SOUBISE/SALMON	BUGATTI T 43 GS 1928	
SPENCER	FRA/FRA	BUGATTI 35 B 1928
SWETE	GBR	BUGATTI 35 B 1928
TRABER/TRENER	GBR	INVICTA "S" Type 1931
TURNER/MEDCALF	CHE/USA	TALBOT LAGO Ex Monoplace
VAN DER KROFT/PLANT	GBR/GBR	BENTLEY 3 Litres Speed Model
WADMAN/HULBERT	NLD/GBR	MORGAN 4/4 TT Replica 1937
WILLS/POLSON	GBR/GBR	ALVIS Speed Twenty SB 1934
WYBROW/WESTON/ DOHERTY	GBR/GBR/ GBR	TALBOT 90 1930 CITROEN C4 Roadster 1932

AGA KHAN/PRILL/CLARK	GBR/GBR/ GBR	MG PA 1934
AGA KHAN/PRILL/CLARK	GBR/GBR/ GBR	SINGER Savoye Special 1935
ALLARDET	FRA	RILEY TT Sprite 1934
BALL/BALL	GBR/GBR	INVICTA "S" Type 1931
BALLYLESEUR	FRA/FRA	BMW 328 1938
BATCHELOR/ORMOND- SMITH	GBR/GBR	BENTLEY 4.5i Tourer 1928
BEHR	FRA	BENTLEY 4.5i "Le Mans" 1926
BERT/ADYNS	BEL/BEL	BMW 328 1937
BESSADE	URU	DELAGE D6-70 SPECIAL 1936
BRADLEY/BRADLEY	GBR/GBR	ASTON MARTIN ULSTER 1935
BRONSON/BURNETT	GBR/GBR	TALBOT 105 BGH 21 1934
BUGLER	GBR	LAGONDA LG 45 1937
BURNETT	GBR	TALBOT 105 G052 1931
BUSSOLINI/BUSSOLINI	FRA/FRA	PEUGEOT 402 Darl'mat 1938
CARTER/SWIFT	GBR/GBR	BENTLEY 4.5i Tourer 1929
CASTEILEIN/CASTEILEIN	BEL/BEL	MERCEDES-BENZ SSK 1929
CHALUPA/HERZOG	AUT/DEU	ALVIS FWD 1928
CHANOINE	FRA	RILEY TT Sprite 1935
CHANOINE/SCHYRR/ PLAISANT	FRA/FRA/FRA	RILEY TT Sprite 1935
CHASE-GARDNER/ALLEN	GBR/GBR	ASTON MARTIN 2 Litres Speed 1937
COINTREAU/du BOU- CHERON/ COUSSEAU/LE METAYER	FRA/FRA/FRA/ FRA	BUGATTI 51 1932
DUBRUILLE/DUBRUILLE/ MARGUERITE	FRA/FRA/FRA	BUGATTI 44 1929
EMMERLING	DEU	RILEY 9 h.p. Brooklands Speed Model 1928
ERNST	DEU	BENTLEY 4.5i Blower 1929
GRAIGNIC/BRUNNER	FRA/FRA	BUGATTI 35 1925
GROSS/BIGIONI	USA/CDN	BMW 328 1937
GRUAU/GAIGNARD	FRA/FRA	MG PA 1934
HALUSA	AUT	ALFA ROMEO 8C 2300 1932
HINDERER/HINDERER	CHE/DEU	TALBOT 105 1934
HUYGHUES DESPOINTE/ DETROYES	FRA/FRA	RALLY NCP 1934
JULIEN	FRA	MG MIDGET PA 1935
KAPPELER/SCHORNO	CHE/CHE	ASTON MARTIN LM 2/4 1930
KING/ST CLAIR TISDALL	GBR/GBR	MORGAN 4/4 1937



## Supper Destination Friday 15th

The **Restaurant Ferme St Hubert** is our destination for the final dinner before we fall onto the ferry at Ouistreham for the overnight sailing on Friday 15<sup>th</sup>. **Restaurant La Ferme Saint Hubert, 3 rue de la mer, 14880 Colleville-Montgomery**



Located on the outskirts of the village it is only a matter of a 10 minute drive to the port.

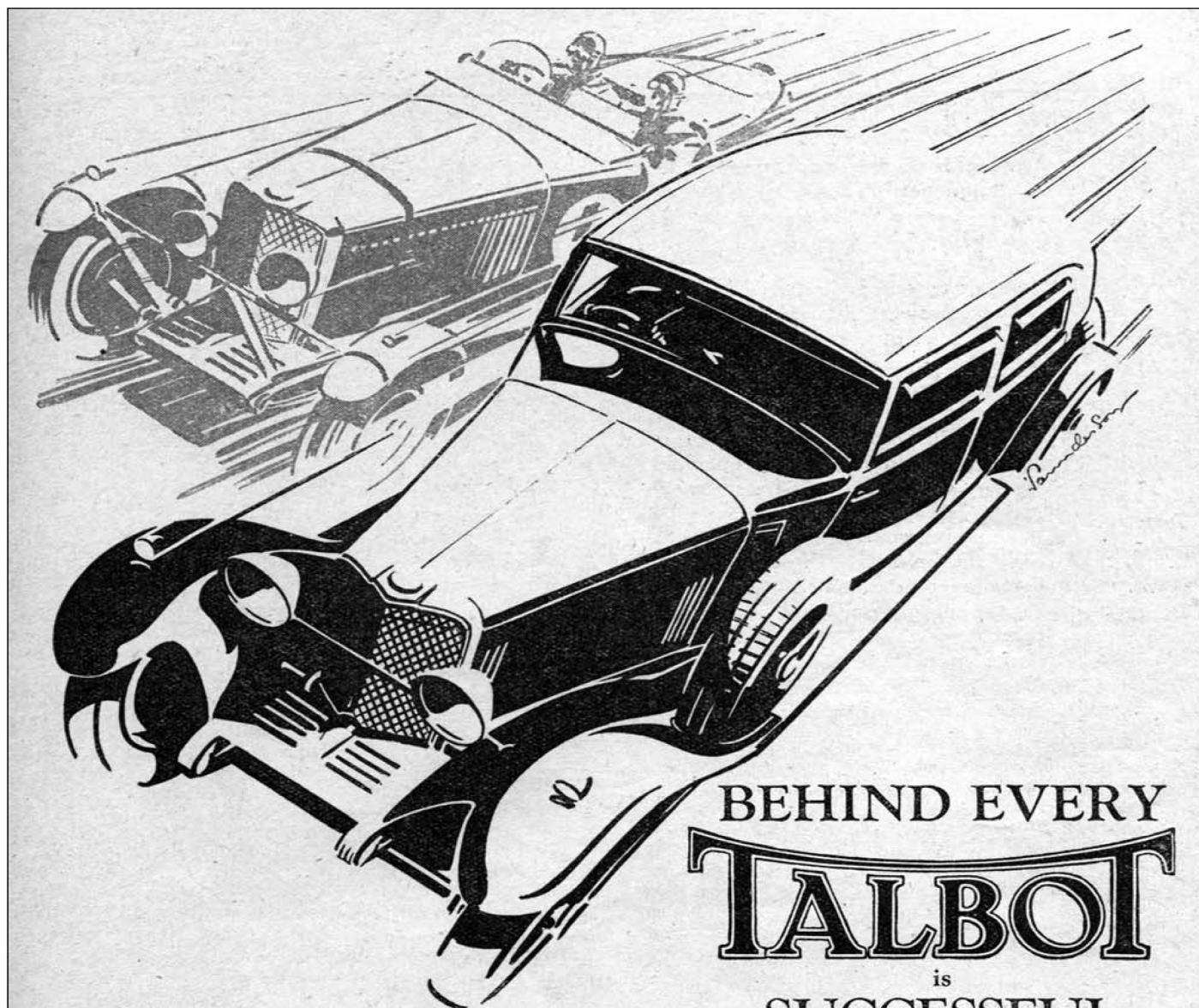


The village added the name of General Montgomery following the Normandy campaign, and his statue stands just down Rue de la Mer; why not take that road to the ferry, and then, following Boulevard Marechal Joffre, stop to admire the statue of Lord Lovat M.C., D.S.O. , who famously led his paratroopers onto Sword Beach accompanied by his personal piper Bill Millin.





Celebrating 90 years of the 14/45



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*Celebrating 90 years of the 14/45*

## The First Grand Prix

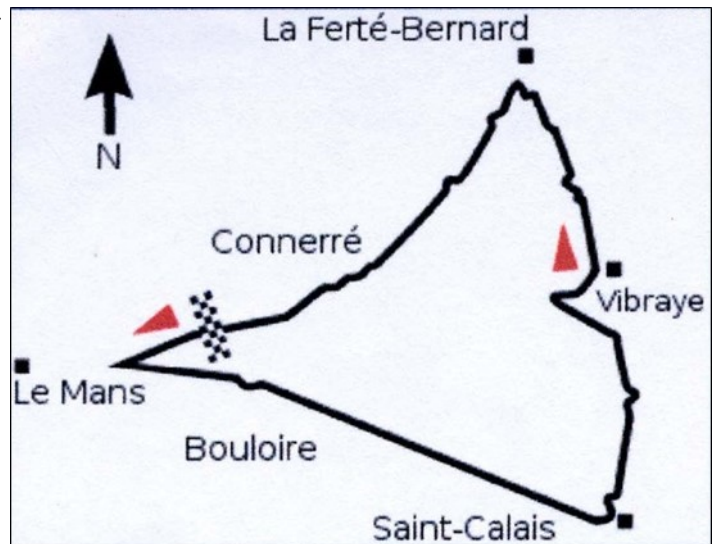
*By Martin Bryant*

Not all of you may know that our village of Thorigné-sur-Due sits right in the middle of the oldest Grand Prix circuit in the world. How is this you may well wonder ?

Back in 1906 the emerging sport of motor racing was in something of a crisis. Three years earlier the heroic inter city races had come to an abrupt halt after the carnage on the Paris to Madrid race. By 1905 the national Gordon Bennett series of challenge races had also run their course. The French, ever keen to keep their lead in all things motoring, came up with the idea of the Grand Prix de France. A race open to all comers in cars weighing less than 1000kg and run on a closed road circuit.

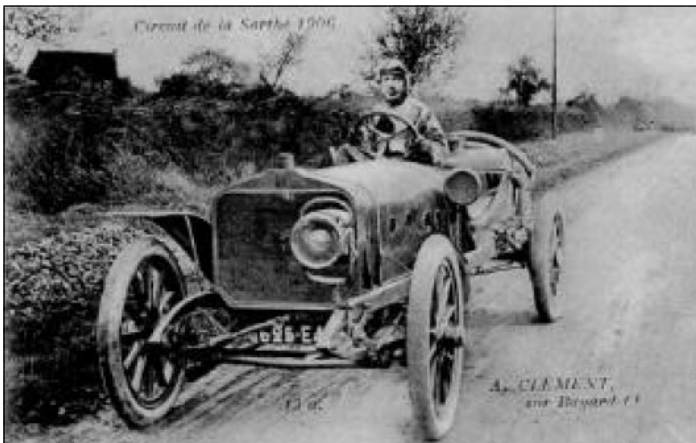
The circuit chosen was in the Sarthe province – a 100km triangle of roads heading east from the town of Le Mans. The circuit began at St Mars la Briere and headed north east following the line of the current N23. It passed through Connerre and at La Ferte Bernard

before diving due south, through the forest of Vibraye, along the line of the D1. St Calais was by passed with an impromptu wooden road (many cars slithered off it) and the circuit headed back to Le Mans via Boulaire on the N 157.



The race was a monster 1236km long, spread over two days. The winner was Ferencz Szisz mounted on a 90hp Renault. His average speed was 101 kph and that included several road side tyre changes. This historic event is not without Talbot interest. In third place, driving a 12.9 litre Clément-Bayard, was young Albert Clément – none other than the son of our founding director Adolphe Clément.

The good news is that you can drive every kilometre of this historic motor course for it is all public highway. So if you fancy invoking the ghosts of motor racing past, ask me to show you the route on the map.



*Above: Albert Clément in his Clément-Bayard at the 1906 French Grand Prix and left: On the circuit.*



*Celebrating 90 years of the 14/45*

### **The Loire Loop 2016 : Martin Bryant**

Welcome to the Loire Loop 2016. After the heat and dust of Le Mans five days of relaxed pleasure lay ahead of you as we drift through one of France's most captivating tourist areas.

The Loire Region is blessed with fertile soil, temperate climate and plentiful water. It was the bread basket of Roman France, but became a frontier region in the Middle Ages. The fluid warfare between English and French left a fortress on every hilltop. Peaceful times saw castles transformed into Renaissance palaces. When the Royal Court moved to Blois it triggered a building arms race amongst the French aristocracy. It is this architectural heritage that beguiles us today.

There is no compulsory itinerary or timetable for this part of your holiday. It is a chance to have a "chilled out" few days to enjoy Talbot motoring, walking, eating and sipping wine with good companions in the garden of France. Below are the details of our two hotels :-

**July 11-12 : Hotel le Fleuray.** Route 74, Fleuray F37530. Tel+33(0)247560925

[www.lefleurayhotel.com](http://www.lefleurayhotel.com)



**July 13-14 : Hotel les Terrasses de Saumur.** Chemin de l'Alat, St. Hilaire F49400. Tel+33(0)

241672848 [www.lesterrassesdesaumur.fr](http://www.lesterrassesdesaumur.fr)



Our lovely hotels enjoy excellent ratings for food and service. You have **pre paid** for dinner, bed and breakfast, to include half a bottle of wine per person with the set evening meal. Further expenditures, including pre dinner drinks, are to your account and should be settled when you leave the hotel. Both have swimming pools, so come prepared!

In addition I have organised the following "team" events. Please let me know if you do not want to participate :-

**Lunchtime picnics** on 11<sup>th</sup> July at Amboise and 14<sup>th</sup> July at Chateau Breze **Wine tour** at 5pm on 14<sup>th</sup> July at Chateau de Chantres, near Saumur **History talk** at 7pm on 12<sup>th</sup> July We shall meet for drinks at **7pm** each evening with tables booked for **8pm**. I shall bring maps and guidebooks to these sessions if you want some assistance in planning the day ahead.





*Celebrating 90 years of the 14/45***Monday 11<sup>th</sup> July**

For the main Le Mans party we transit from Thorigné sur Due, via Amboise, to our hotel in Fleuray. The direct distance is about 120km. There are many routes you can take but the following flows well and has a convenient coffee stop.

From the Hotel St Jacques travel south on the D34 to Bouloire. Turn left onto the D357 to St Calais. You are now on a stretch of the 1906 French Grand Prix circuit – the first of its type in the world. From St Calais head SE on D40, D45 and D9 via Savigny and Montoire sur Loir. This pretty riverside town is our coffee stop. Then onto Chateau Renault and N10,

D31 to Amboise. Cross the River Loire at Amboise and head south about 3km on the D31, making for the **Pagoda de Chanteloup**. This is our picnic stop, where we shall rendezvous with those joining the party directly. The Pagoda (1775-78) is all that remains of a vast chateau built to rival Versailles. Climbing its 149 steps affords an unrivalled view of the Loire valley.

After lunch you are free to explore this chateau rich area. Fairytale Chateau Chenonceau is close. Built by Louis 15 for his mistress Diane of Poitiers it is widely regarded as the most beautiful building in the region. Next door Montrichard recalls a more unsettled age with its mediaeval donjon dominating the little town.

**Amboise** is a handsome town with a large chateau overlooking the river. Also of interest is the manor house “Le Clos Luce” where Leonardo da Vinci lived from 1516 to his death in 1519. The museum houses artefacts of this remarkable man and full scale models of some of his inventions. When you have had enough culture cross the Loire and turn right along the north bank, on the D952. At Cagney turn left onto the D74 and follow this for approx. 5 km to Fleuray. The hotel is north of the village. Drinks at **7pm** but see you in the pool first!

**Tuesday 12<sup>th</sup> July**

Today the world is your oyster. For the serious chateau bashers Blois, Chambord, Cheverny, Beaugard and Chaumont are all within easy reach. If you fancy a longer drive Valancay takes you into the 18<sup>th</sup> century world of French diplomat Talleyrand and his fabulously pretty mistresses. The neighbouring motor museum is charming. If you like things mediaeval try Loches, whose ruined castle dates back to the days of Richard the Lionheart. Of course you may prefer to chill out beside the pool or potter round the 9 hole golf course at the hotel. The choice is yours.

Tomorrow we head for Anjou, the spiritual home of the Plantagenets. Meet for drinks at **7pm** and Martin will introduce you to this remarkable family who ruled England for over 300 years.



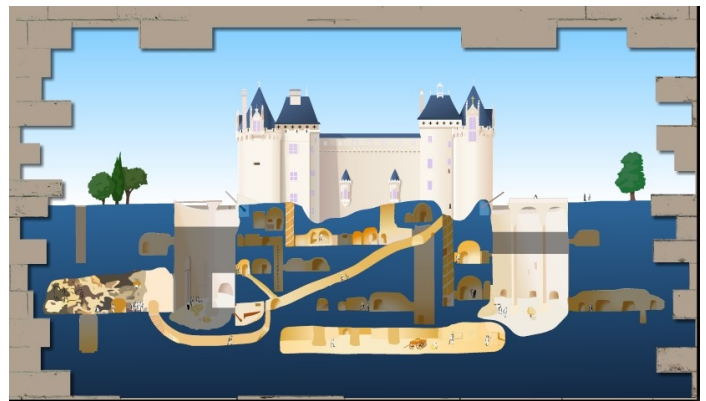
*Celebrating 90 years of the 14/45***Wednesday 13<sup>th</sup> July**

Today we transit westwards along the Loire to our second hotel, The Terrasses de Saumur, in Saumur. The total direct distance is about 140km. We are in the heart of the “Royal Loire” and our route allows you to dip into some of the region’s showpiece chateaus :- For the gardeners **Villandry** is a must. It’s acres of formal gardens are regarded as the finest Renaissance landscaping in France. If you have a romantic bone in your body visit **Usse** whose turrets and towers inspired the story of Sleeping Beauty. The roof tour is stunning. They don’t get more elegant than **Azay le Rideau**, set like a jewel in it’s protective moat. The town is charming and well provided with eateries. **Chinon** takes your breath away. It’s great mediaeval walls still dominate the town on the banks of the River Vienne. The royal abbey at **Fontevraud** is a spectacular setting for the Plantagenet tombs. Their effigies are some of the finest mediaeval statuary in the world. Drinks at **7pm** to compare experiences of the day.

**Thursday 14<sup>th</sup> July**

Today our focus is Saumur, one of the prettiest towns on the Loire. Saumur is famous as the home of the French Cavalry training school and the **Ecole Nationale d’Equitation** is a must for horse lovers. If you prefer horse power the **Musee de Blindes** traces the history of the tank (I wonder if they know of Clement Talbot’s pioneering role in this from of warfare?) For the offbeat there is the **Musee de Moteur** where you can flaunt your knowledge of Georges Roesch’s designs. Or you might just prefer a quiet coffee in the old town! We shall rendezvous at **Chateau Breze**, about 10km SE of Saumur on the D93, for our second team picnic at 12.30pm. The chateau is worth a visit as much of it is underground. At 5pm we have a wine tasting organised at

**Chateau de Chaintres.** This is about 6km north of Breze on the road back to Samur. Tonight we shall gather for drinks at **7.30pm**

**Friday 15<sup>th</sup> July**

Sadly this is our last day in France, with most of the party heading for the overnight ferry from Caen. You might want to route via Angers and marvel at the 14<sup>th</sup> century Apocalypse Tapestry in the castle. Measuring 436ft by 20ft it is one of the largest and most colourful pieces of art in the world. Or blast straight to the Normandy coast and visit the invasion beaches. Or have a lazy day driving through the byways of Maine and Normandy. Whatever you choose to do, please rendezvous at the restaurant La Ferme St Hubert by 7pm for our goodbye dinner. From here it is a short drive to Ouistreham to catch the 11pm ferry to Portsmouth.

**Bon Voyage**





Celebrating 90 years of the 14/45

March 31, 1936.

The Motor 47

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GRAND AMERICAN RALLY—  
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# Autocheques

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KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.

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**TOURING TIPS** - The Automobile Association Limited 2013 for France.**General tips**

**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 Pol (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 tippie 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.

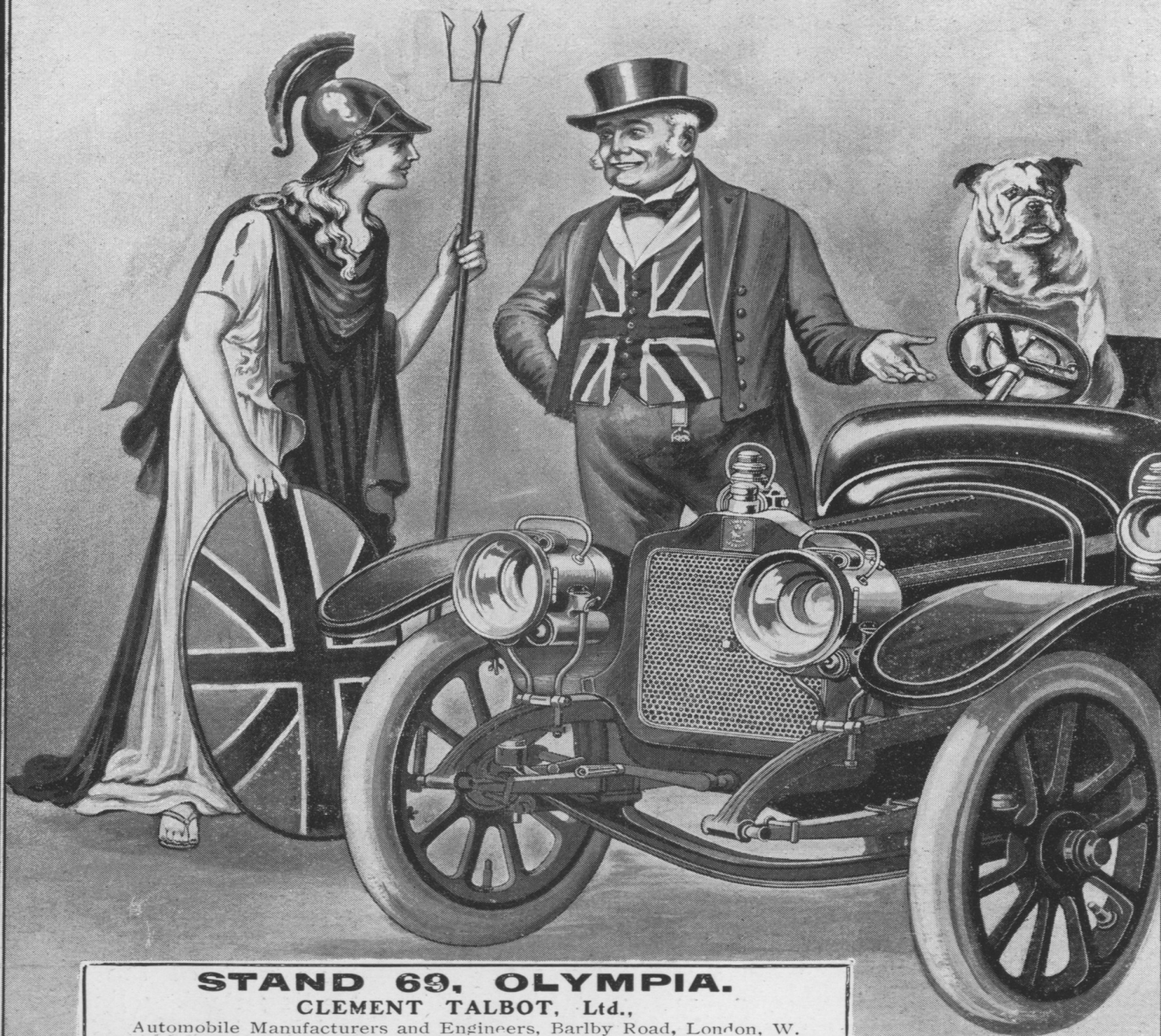
A large sheet of cardboard or small tarpaulin will help you enjoy any time you have to spend under your car, and also to protect hotel garaging from your incontinent Talbot.

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





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**"INVINCIBLE"**

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Celebrating 90 years of the 14/45

# CONGRATULATIONS!



*Mr. Pass and Mr. Joyce discuss the Talbot chances with Mr. Roach of Talbots and Mr. Fox of Fox and Nicholl.*



**MR. PASS.**—Joyce, it's magnificent! Talbot at Le Mans taking 3rd place in the World's most gruelling race.

**MR. JOYCE.**—Yes, it's almost unbelievable! 1763 miles in 24 hours—and not super-charged either. Hats off to the makers and the heroic drivers!

**MR. PASS.**—And it was interesting to see Pemberton in the *Daily Express* point out that the Talbot costs less than half the price of either car ahead of it.

**MR. JOYCE.**—Yes, and it makes me happy to think that it is easy for almost anyone to own one of these wonderful cars.

*You can get a Talbot from £395.*

*I'd better get MY Talbot from*  
**PASS<sup>AND</sup>JOYCE**  
**LTD.**

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And at Manchester.

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