



THE Talbot policy of concentrating the entire resources of the firm on producing the fourteen-forty-five six-cylinder model has proved remarkably successful.

The car has stood the test of private ownership; its owners are enthusiastic, and letters similar to those reproduced on Page 27 are arriving every day. The low prices at which the car was introduced are being maintained. Owners of the Talbot 14/45 have no heavy depreciation to face. In design it is so far ahead of the times that there should be no radical change for years to come—a point which will commend itself to every practical motorist.

CLEMENT TALBOT LTD., BARLBY ROAD, LADBROKE GROVE,  
*Telephone: Park 5000* LONDON, W.10 *Telegrams: Clement Nottarch, London*

Repairs, Service and Spare Parts at Above Address.

Export Department: 12 PRINCES STREET, HANOVER SQUARE, W.1  
*Telephone: Mayfair 2919* *Telegrams: Stodex, London*

5th Edition—DECEMBER 1927

## THE TALBOT FOURTEEN-FORTY-FIVE

Long experience of small six-cylinder cars has made us enthusiasts for this type of engine; it has also guided us in simplifying design and in effecting improvements in almost every direction. The 14/45 is a tried and tested car which will bring fresh glory to the name of Talbot. It is distinctly an owner-driver's car—yet large and powerful enough to excite admiration wherever it is seen. It is easier to clean and maintain, more economical to run and more comfortable to ride in than any previous car of its class—yet its first cost is amazingly low. It is only by concentrating the entire factory resources on this chassis alone that it is possible to produce it at so reasonable a price.

## PRICES

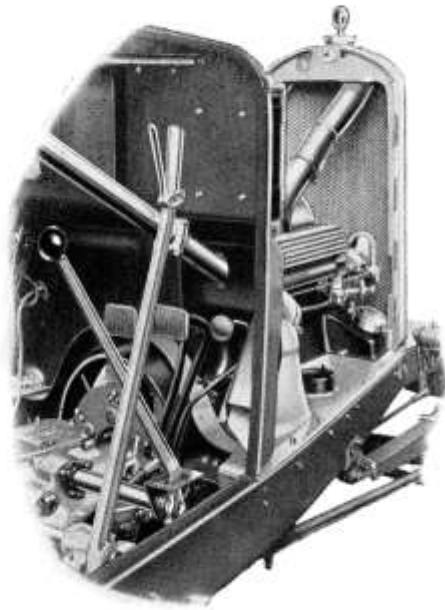
14/45 h.p.

Six-cylinder Chassis . . . . .	£325
Five-Seater . . . . .	£395
Two-Three-Seater . . . . .	£415
Coupé . . . . .	£465
Saloon . . . . .	£485
Weyman Saloon de Luxe . . . . .	£495

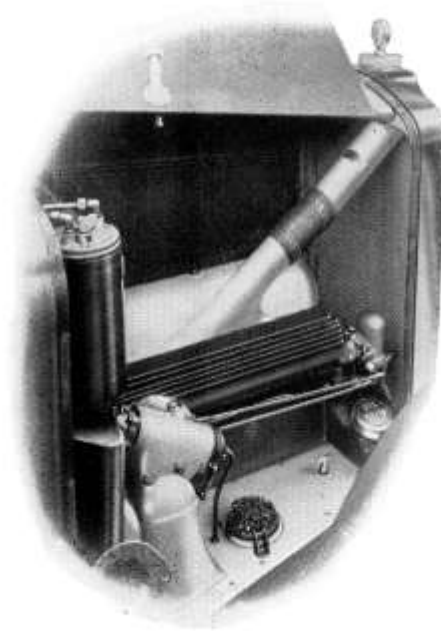
### WHERE CARS ARE REQUIRED FOR USE OVERSEAS

we supply models embodying certain special modifications to suit the arduous conditions under which cars are used. Full particulars will be supplied by our Export Department, 12 Princes Street, Hanover Square, London, W.1.

We recommend clients who intend taking their cars abroad to acquaint us of this fact at the time of placing their orders.



The 14/45 Talbot controls and engine viewed from the off side. Note the neat and clean lay-out and the mounting of the radiator on to an extension of the engine. The cover in the centre encloses the junction box which contains all the electrical wiring connections.



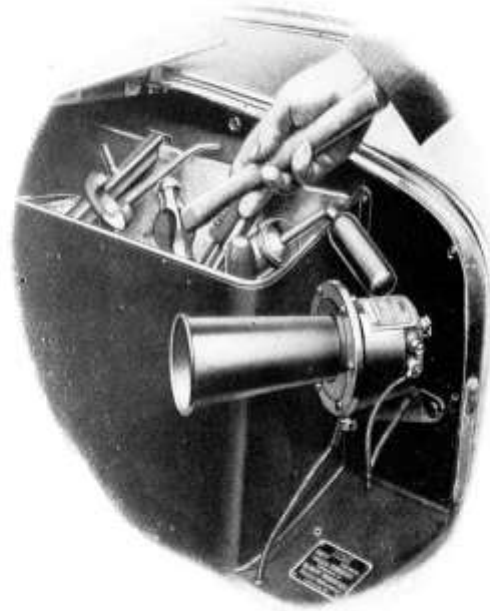
The 14/45 Talbot, showing the exceptional cleanness of design, the junction box, long-handled plug for draining crankcase, and the very accessible oil filler and filter.



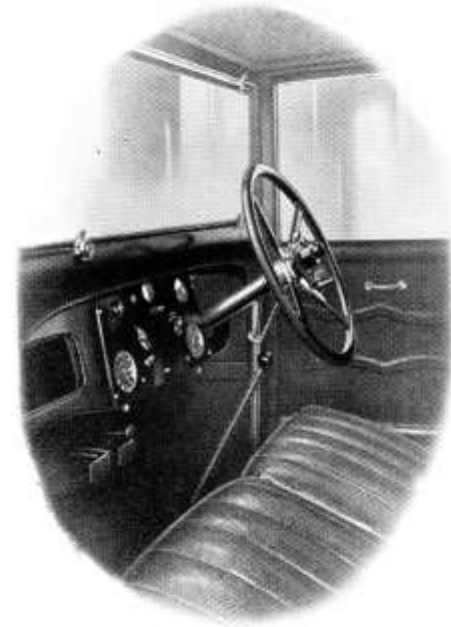
Front axle, springing and front wheel brake details of the 14/45 h.p. Talbot. Note the strength of the axle parts and the easily accessible adjusting nut for taking up wear on the brake shoes—brake details are identical on all four wheels.



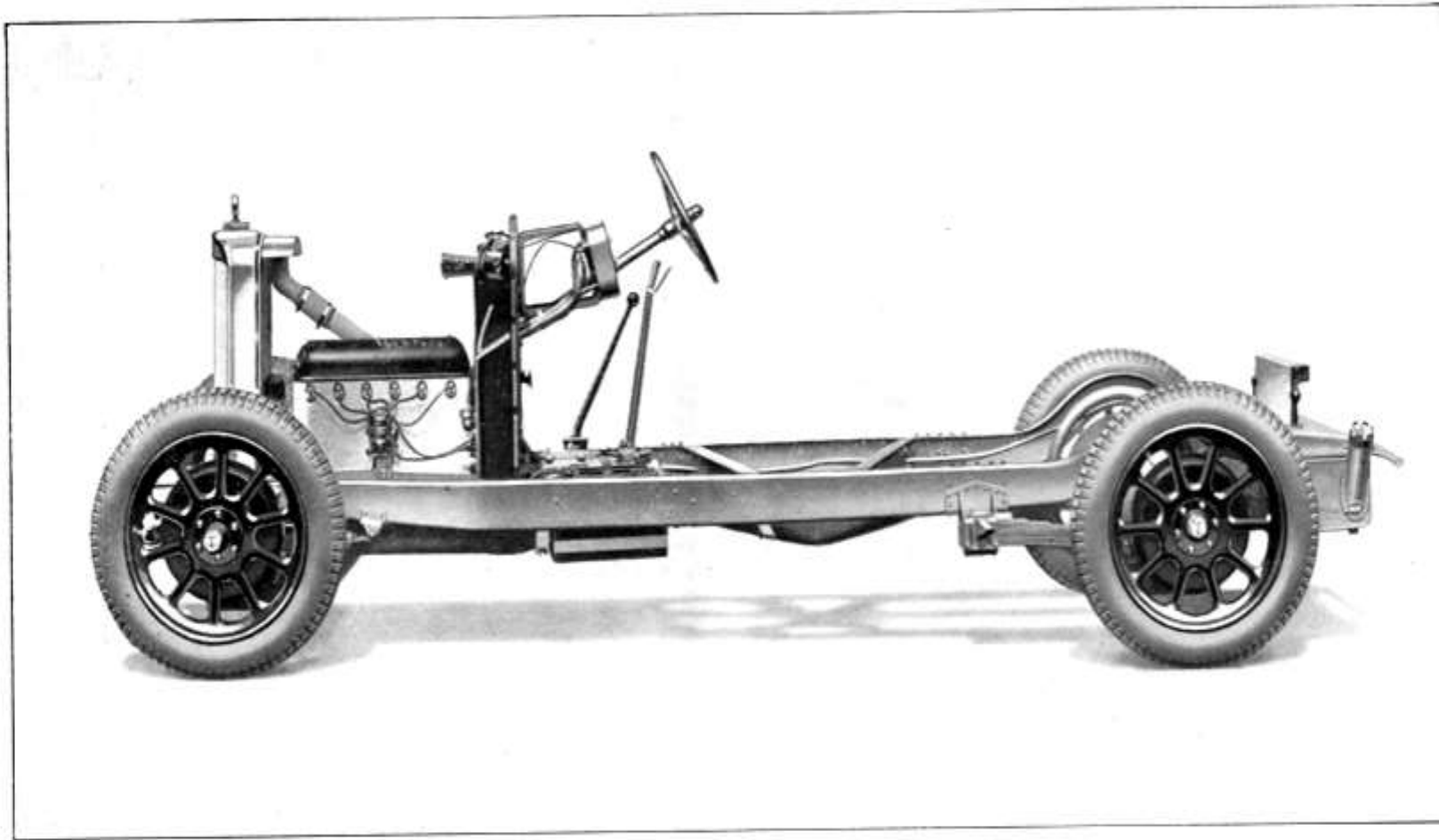
Petrol tank, luggage grid and number plate on 14/45 h.p. Talbot. The tank holds 14 gallons—two of which are emergency supply and are released for use by unscrewing the filler cap a couple of turns. A special filter is fitted on the dashboard to ensure clean petrol only entering the Autovac. The filler cap has a graduated dip stick attached which acts as a key for the luggage grid. The grid is an integral part of the chassis—exceptionally strong yet extremely neat. When extended the number plate with its rear light and direction indicator is swung over and takes its place below the grid. The direction arrows are operated by a small switch placed on top of the steering wheel.



The tool box of the 14/45 h.p. Talbot is incorporated in the dash. It is felt-lined and of ample size. A complete set of tools can thus be carried out of sight and yet available for immediate use.



The driver's seat, steering wheel and instrument board of the 14/45 h.p. Talbot, showing the easy position of all controls, the central grouping of the instruments, and neat cubby hole. Note the one-piece screen and the clean, open driving vision.



14/45 h.p. SIX-CYLINDER CHASSIS - £325

# SPECIFICATION

**ENGINE.**—Six-cylinder monobloc casting, forming with open clutch pit and gear box a single unit. The gear box, together with the clutch unit, can be separately detached. The bottom half of the crank chamber is also detachable without interfering with the gear box.

Bore—61 m/m	c.c.—1,666.
Stroke—95 m/m	R.A.C. Rating—13·8 H.P.

Overhead valves are fitted in a detachable head and are operated by push rods and rockers of a specially balanced design, fitted with an extremely simple means of adjustment. An oil-tight cover encloses the whole of the valve gear and forms a chamber which is in direct communication with the crank-case, thus allowing the valve gear to work in an oil vapour. The rocker gear is also lubricated under pressure from the main oil pressure system.

**CRANKSHAFT** is of exceptionally liberal dimensions of the disc-web type, and is machined all over. It is carried on four bearings attached to the upper half of the crank-case. Lubrication is effected by a gear pump driven from the crankshaft, forcing oil through it to each journal and big-end bearing and all other rotary bearings.

**PISTONS** are of a very sturdy design, though light in weight. Connecting rods of the lightest section possible consistent with a high margin of strength; the bearings are of white

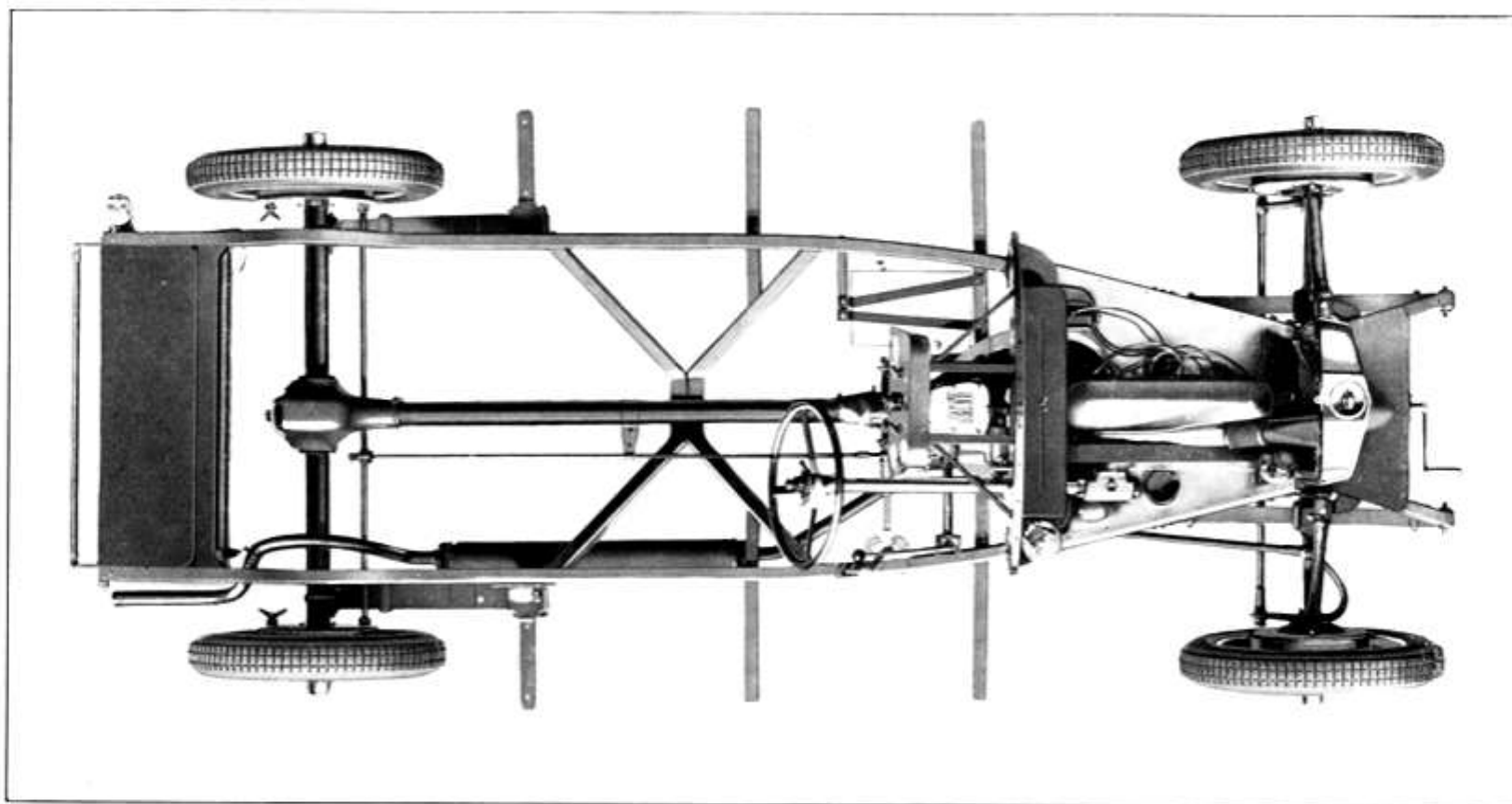
metal integral with the rod; the main bearings are die-cast white metal, fixed in suitable housings.

**COOLING** is effected by a large V-shaped honeycomb radiator of very ample capacity, the system being thermosyphon. Fan is contained in the flywheel. The Radiator is mounted on the engine feet, thus eliminating all strains usually received from the chassis. A point of special interest is that the bottom water pipe and its rubber pipe connection are eliminated.

**CARBURETTOR.**—The induction system is of the hot spot type, the induction pipe being in contact with the exhaust pipe at one point, giving very quick carburation starting from cold. The carburettor is a Smith five-jet with starting and mixture control, and its position is such that an even distribution of gas is made to all cylinders.

**CLUTCH** is of the single-disc Ferodo-lined type, running dry, spring suspended, the clutch-operating springs being completely enclosed, accessibility being a marked feature and a complete absence of any parts to lubricate. Very light pressure is needed to withdraw the clutch, the plate and its parts are very light, making for extremely easy gear changing.

*(Continued on page 9)*



14/45 h.p. SIX-CYLINDER CHASSIS - £325

(Top view showing the sturdy cross-members and cleanness of general lay-out.)



## SPECIFICATION—*continued*

**OIL FILLER AND FILTER.**—An exceptionally accessible filter is embodied on the off top side of the crank-case, which can be withdrawn for cleaning with the utmost ease. The filter is placed on the pressure side of the pump, an extremely important point from the oil-cleansing aspect. This also forms the oil filler orifice.

**GEAR BOX** is of unit construction and can be detached without interfering with any part of the engine. It is fitted with four forward speeds and one reverse. Short shafts of ample diameter carry the gears, which are of very ample dimension and, together with the stiff shafts, give a sturdy gear box. Ball and roller bearings are fitted and the universal joint is positively and automatically lubricated from the gear box. The drive for the speedometer is also contained in the gear box and is of very liberal dimensions. Right-hand change is fitted as standard, with reverse lock and visible gate. A suitable orifice is provided to indicate the oil level.

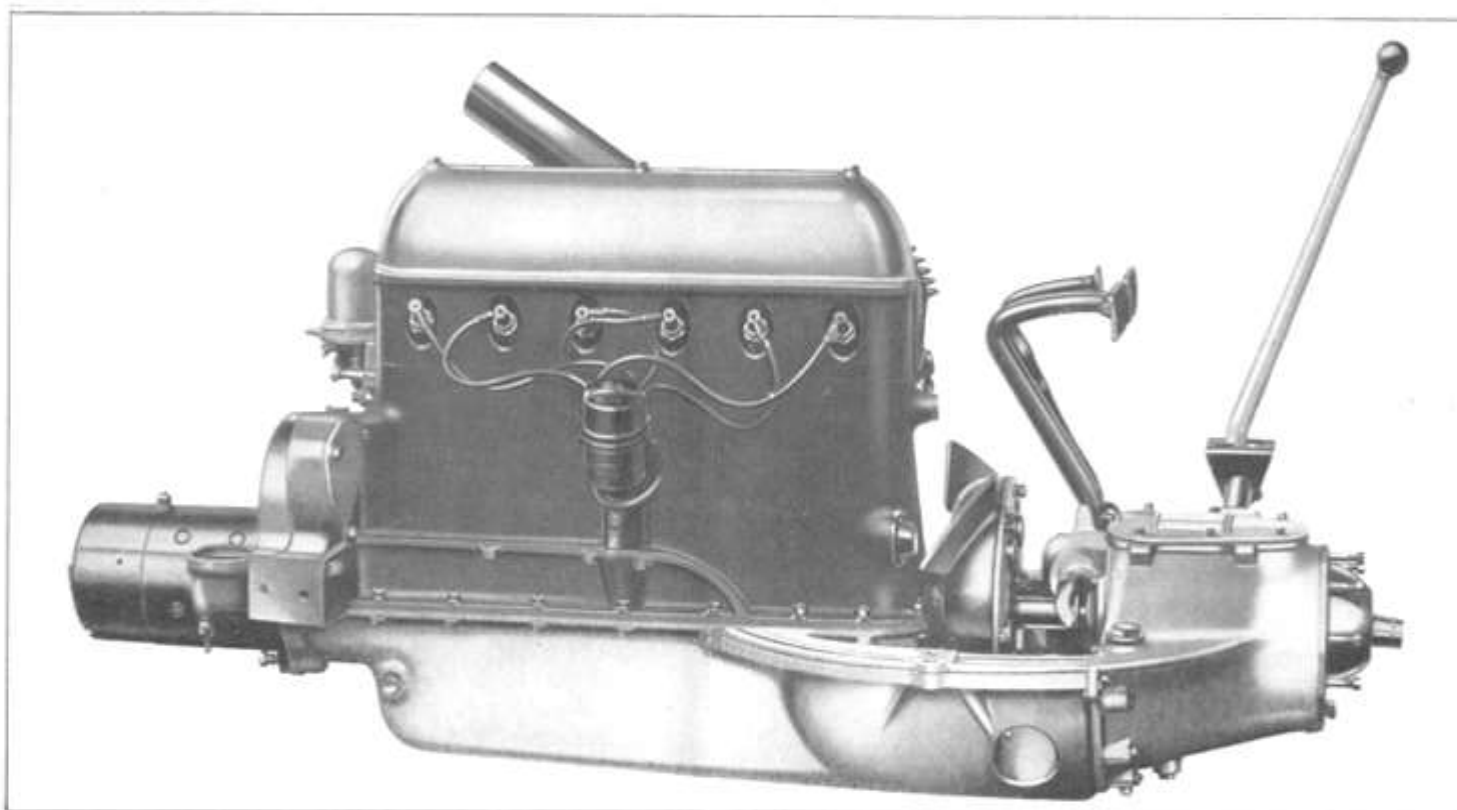
**BACK AXLE** is a built-up unit of very great rigidity, consisting of a centre case with back inspection cover, the axle shaft tubes being spigoted into the case, so ensuring perfect alignment, stability and stiffness of all the bearings. The driving shafts are of exceptional strength and are mounted on ball bearings, the axle being the semi-floating type. The final drive is by spiral bevel of liberal design.

The differential driving shafts, etc., are mounted on ball and Timken bearings throughout. The propeller shaft runs in a torque tube, which is attached to the rear end of the gear box through a hemispherical bearing, the whole housing encasing the universal joint. The centre of the propeller shaft is supported by a ball bearing fitted in the torque tube, the whole assembly giving a completely enclosed drive.

**FRONT AXLE** is of "H" section in the centre portion, with round section ends of special strength to carry the high stresses imposed upon them by the operation of the highly efficient front-wheel brakes. The brake details are identical with those contained in the back wheels, with the same type of adjustment and with the same degree of efficiency. The steering pivots and the ball bearings carrying the front wheels are of very ample dimension.

**SPRINGING.**—The suspension of the chassis is carried out by semi-cantilever type springs at the rear fitted underneath the chassis, the front springs being semi-elliptic anchored at the rear end and shackled at the front end. Very great stability and accurate steering is obtained by this method of spring anchorage, road shocks of every type are entirely eliminated, and no disturbance of any sort can be felt at the steering-wheel. Hartford Shock Absorbers are fitted front and rear.

*(Continued on page 11)*



14/45 h.p. SIX-CYLINDER ENGINE AND GEAR BOX UNIT (near side)

(Note the direct drive of the combined Dynamo and Starter.)

## SPECIFICATION—*continued*

**BRAKES** are fitted to all four wheels and are operated all together by the pedal, only very light pressure being required to give strong and smooth brake action; a hand lever being provided to operate the rear brakes only. All brakes have internal expanding aluminium shoes of extremely strong section lined with Ferodo. The drums are fitted with cast aluminium dust covers, doing away with all possibility of rattle, and all the parts concerned are made in non-corrosive metals, thus eliminating lubrication. The adjustment is effected by a self-locking nut situated on the dust cover of each brake drum which expands the ends of the shoes opposite the actuating cams. This has the effect of increasing the total diameter of the shoes, thereby taking up wear when necessary. The drums are of exceptionally large diameter and of such a section as to eliminate distortion and promote good cooling.

**STEERING.**—The steering is mounted on a pedestal, giving a very comfortable angle to the steering wheel. It is of the worm and nut type, and is irreversible; is very light in operation. The articulations are all suitably lubricated, great care having been taken in the design to make the entrance of dust and water impossible. Arrangements are made for wear to be taken up automatically. The fore and

aft rod is spring loaded at both back and front ends. An excellent steering lock is provided, the car turning in a 37ft. circle. In the centre of the steering wheel are mounted a throttle control and horn button, direction indicator switch, etc.

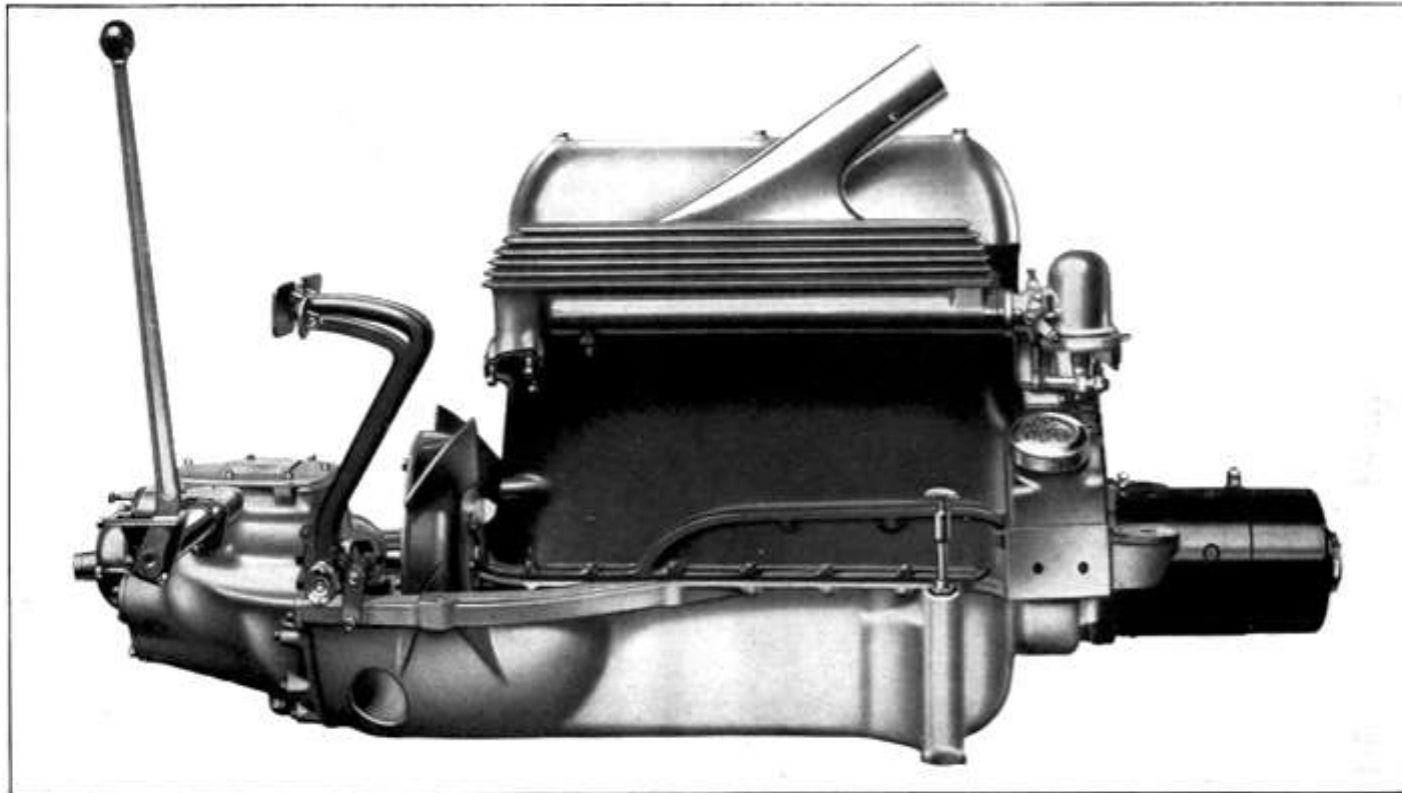
**WHEELS.**—Detachable steel artillery wheels fitted with Dunlop 30in. x 4.75in. medium pressure tyres, the rims of an international size.

**FRAME** is of pressed steel of deep section and has been designed with a special view to rigidity over its whole length, thus sparing bodywork from distortion stresses of all kinds, one of its main features being an "X" cross member in the centre. The shape of the frame is such that it follows the body contour and taper, giving a very sound foundation for the body when mounted, and completely eliminating valances.

**IGNITION** (12-volt).—

Delco-Remy Coil and Battery are fitted as standard. The distributor is provided with two contact breakers and an entirely automatic advance.

*(Continued on page 13)*



14/45 h.p. SIX-CYLINDER ENGINE AND GEAR BOX UNIT (off side)

(Note the Oil Filler Cap, directly underneath which is the Filter; and the crank-case draining plug, and fan incorporated in flywheel.)

## SPECIFICATION—*continued*

**DYNAMO AND STARTER.**—These are contained in one unit, a Dynamotor, giving a very high torque effort, being direct coupled to the crankshaft in the front of the engine. This arrangement gives complete silence of operation to the starter, and in addition eliminates any engagement of pinions, etc.

**LIGHTING.**—12-volt Rotax five-lamp set, junction box system, considerably simplifying the wiring system and making it very accessible.

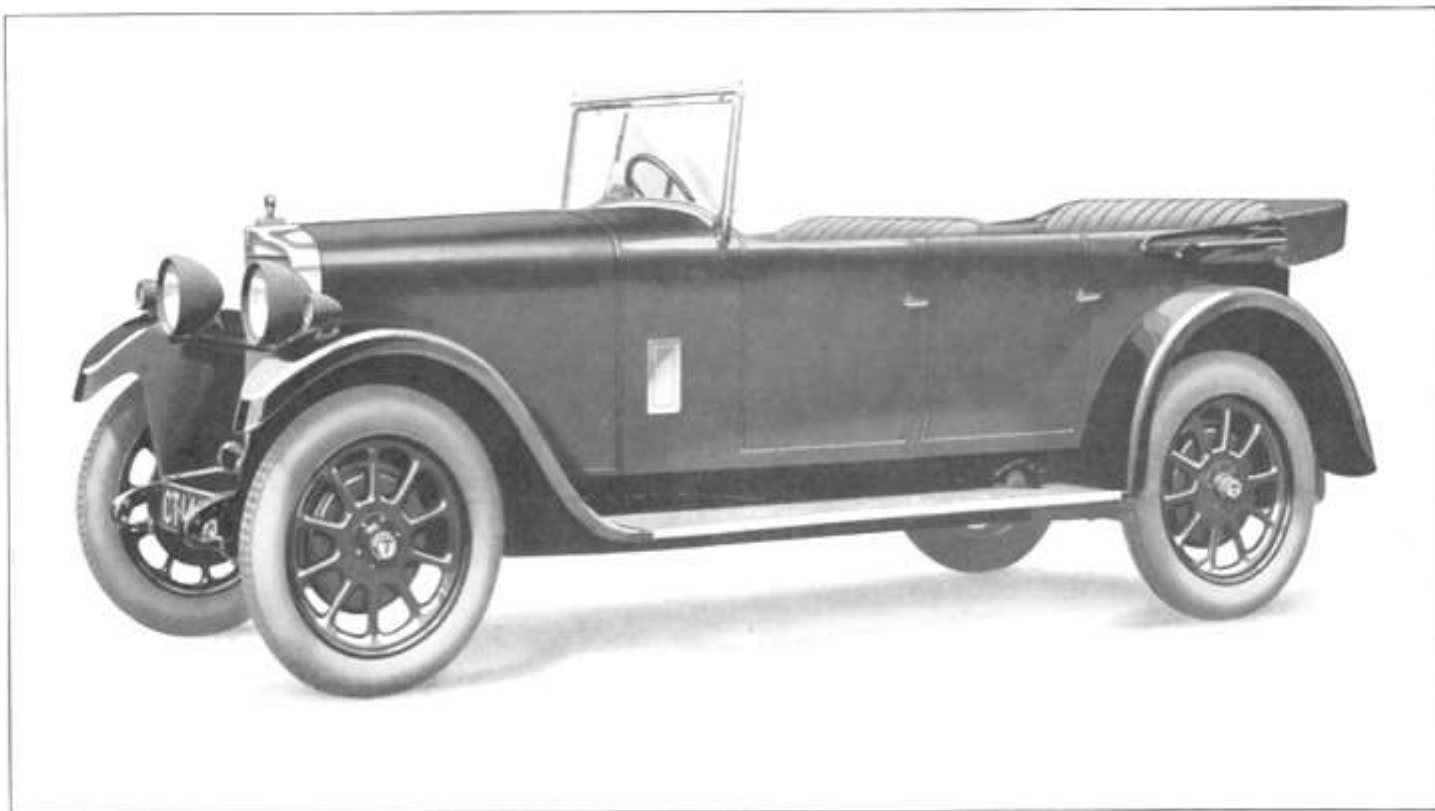
**PETROL TANK.**—A 14-gallon petrol tank is situated at the rear of the chassis, fuel being supplied to the carburettor by Autovac. A 2-gallon reserve petrol supply is provided for, this being brought into operation by the unscrewing of the filler cap two turns, a light ratchet retaining the cap in this position, a special point about this system being that when the tank is refilled and the cap is naturally screwed up tight, this cuts off the reserve supply. In the centre of the cap is fitted a metal dip stick for ascertaining the amount of petrol in the tank. This stick can also be used for screwing and unscrewing the filler cap and locking and unlocking the luggage grid, its section being arranged accordingly. A readily accessible petrol filter is provided on the dashboard between the tank and the Autovac.

**LUGGAGE GRID.**—A luggage grid of special design is fitted, which, when not in use, is totally concealed. A number plate of special design is also fitted, which, by the adjustment of two thumb-screws, can be used when the luggage grid is either folded or open. Combined with this number plate is a tail light and right and left-hand indication arrows which comply with the latest official regulations. These arrows are operated by a small switch on top of the steering wheel.

Another switch on the steering wheel operates a dimming device which consists of switching off the near side head-lamp and leaving the off side one, which is slightly inclined to the left, for illumination purposes. This has the effect of giving a clear view of the near side of the road and, at the same time, not causing any inconvenience to on-coming traffic.

**GEAR RATIOS.**—1st 23·19 to 1, 2nd 13·45 to 1, 3rd 9·66 to 1, top 5·875 to 1, reverse 17·39 to 1.

**ALL MODELS.**—Overall length, 14 ft. Overall width, 5 ft. 9 ins. Track, 4 ft. 7½ ins. Wheelbase, 10 ft. Turning circle, 37 ft. Ground clearance, 9½ ins. Weight of Chassis, 18 cwt.



14/45 h.p. SIX-CYLINDER FIVE-SEATER - £395

## 14/45 h.p. Talbot 5-Seater

£395

R.A.C. Rating 13·8 h.p.

Tax £14

Width of front seat	-	-	-	40 ins.
Width of back seat	-	-	-	44 ins.
Interior height with hood raised	-	-	-	46 ins.
Reach from driver's squab to pedals (adjustable)	-	-	-	35 ins. to 40 ins.
Total weight	-	-	-	23½ cwt.
Overall height (hood up)	-	-	-	5 ft. 9 ins.

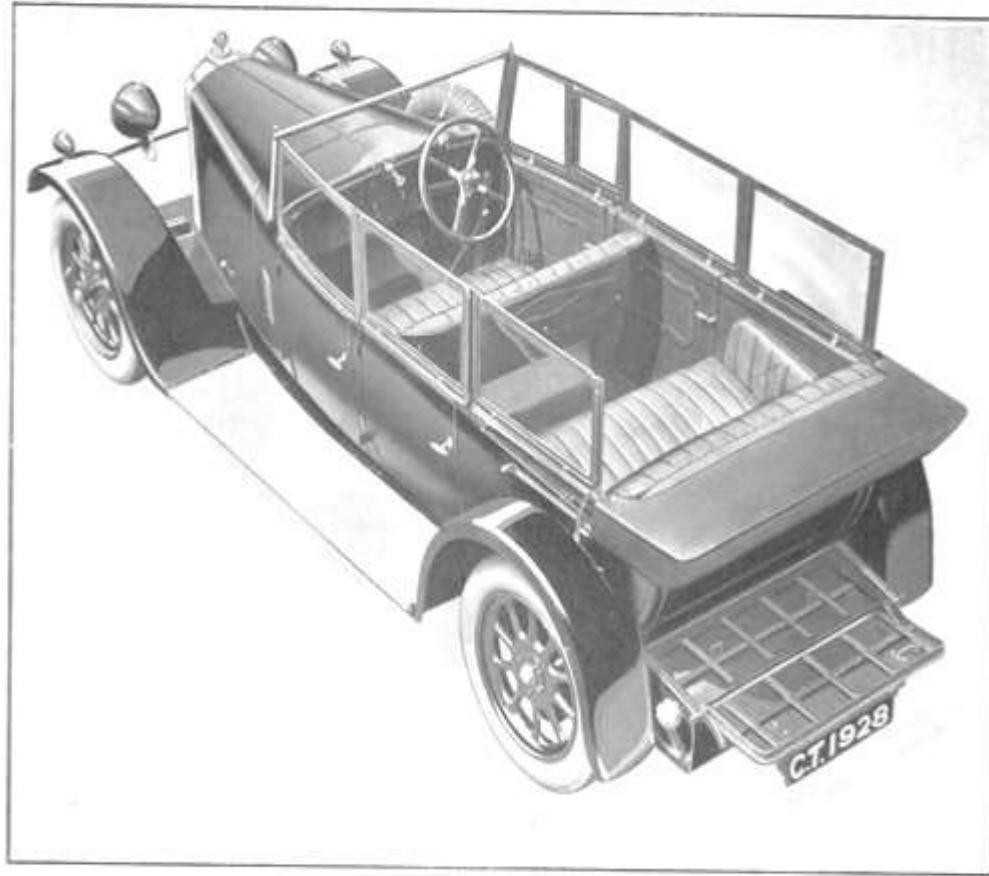
A Touring Car designed to give the owner-driver exceptional service at minimum cost. Every adjustment and every maintenance operation can be carried out with the utmost ease. The lines of the body are very pleasing and the high waistline permits a maximum of comfort for every passenger. The handsome V-shaped radiator carries a temperature indicator, and all the usual instruments are grouped on an illuminated, centrally placed facia board. Adequate adjustment is provided for the front seats, and all upholstery is of antique leather to match. Cellulose finish of proven durability is used for the coachwork, and actually improves in looks whilst being very easy to clean. The hood lifts readily into position. Plug-in type rigid side-curtains are fitted, which can be erected independently of the hood; these are stored behind the back squab and provision is made to prevent chafing. Scuttle ventilators are fitted.

Equipment includes built-in luggage grid of folding pattern with hinged number-plate, incorporating rear light and direction indicator, designed to the latest official regulations and suitable for any Continental country. Electric horn, speedometer, clock, oil pressure gauge, one-piece sloping windscreen with electric screen-wiper working from the bottom of the glass. Petrol gauge and spare two-gallon petrol supply incorporated in 14-gallon tank placed in rear with Autovac feed. Full tool kit in felt-lined box, incorporated under the bonnet in the metal dashboard. Spare wheel and tyre.

STANDARD COLOURS—Blue and Grey (Cellulose finish).

UPHOLSTERY—Dark Blue Antique Leather.

TRIPLEX GLASS, if specified with order, can be fitted at an extra charge of £6.



14/45 h.p. SIX-CYLINDER FIVE-SEATER (plan view) - £395



**14/45 h.p. Talbot 5-Seater**

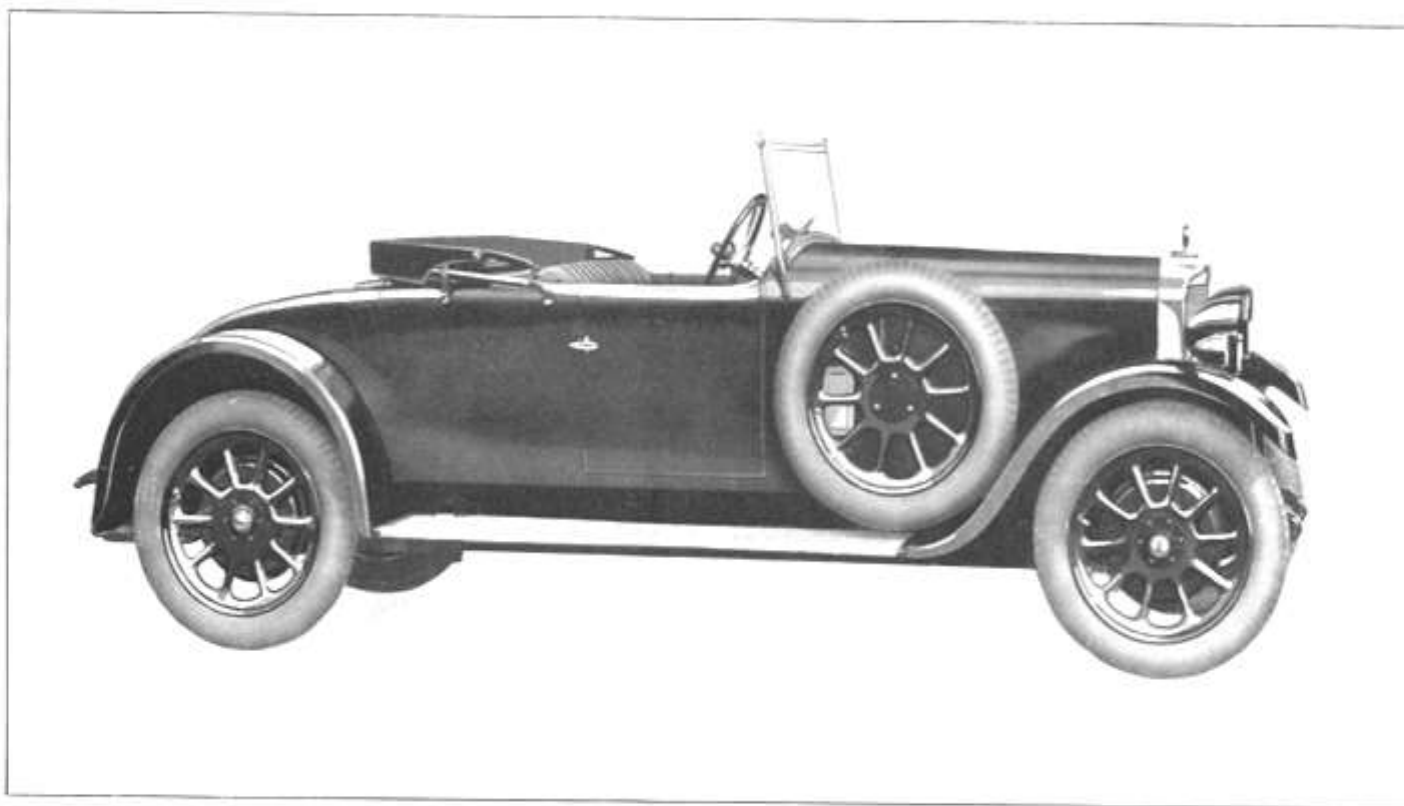
**£395**

**R.A.C. Rating 13·8 h.p.**

**Tax £14**

Measurements as page 15.

The illustration on the opposite page gives a splendid idea of the roominess of the 14/45 bodywork. You can seat three people in the back seat easily and the third person doesn't feel like an interloper. The front seat is readily adjustable and has a movement of five inches, so that every driver, whether tall or short, can have the foot controls at the exact distance desired. All upholstery is of dark blue antique leather and has been specially designed to give the maximum of comfort and to stand up to the hardest wear. Detachable mats are provided to both compartments and a convenient parcels recess is fitted on the near side of the facia board. When hood and side-curtains are in position the whole car is turned into a warm and cosy vehicle in which you can brave the worst of weather.



14.45 h.p. SIX-CYLINDER TWO-THREE-SEATER  
WITH DOUBLE DICKEY . . . £415

## Talbot 14/45 h.p. 2-3 Seater

£415

R.A.C. Rating 13.8 h.p.

Tax £14

Width of front seat	-	-	-	43 ins.
Width of dickey seat	-	-	-	43 ins.
Reach from driver's squab to pedals				36 ins. to 41 ins.
Total weight	-	-	-	23½ cwt.
Overall height (hood up)	-			5ft. 8 ins.

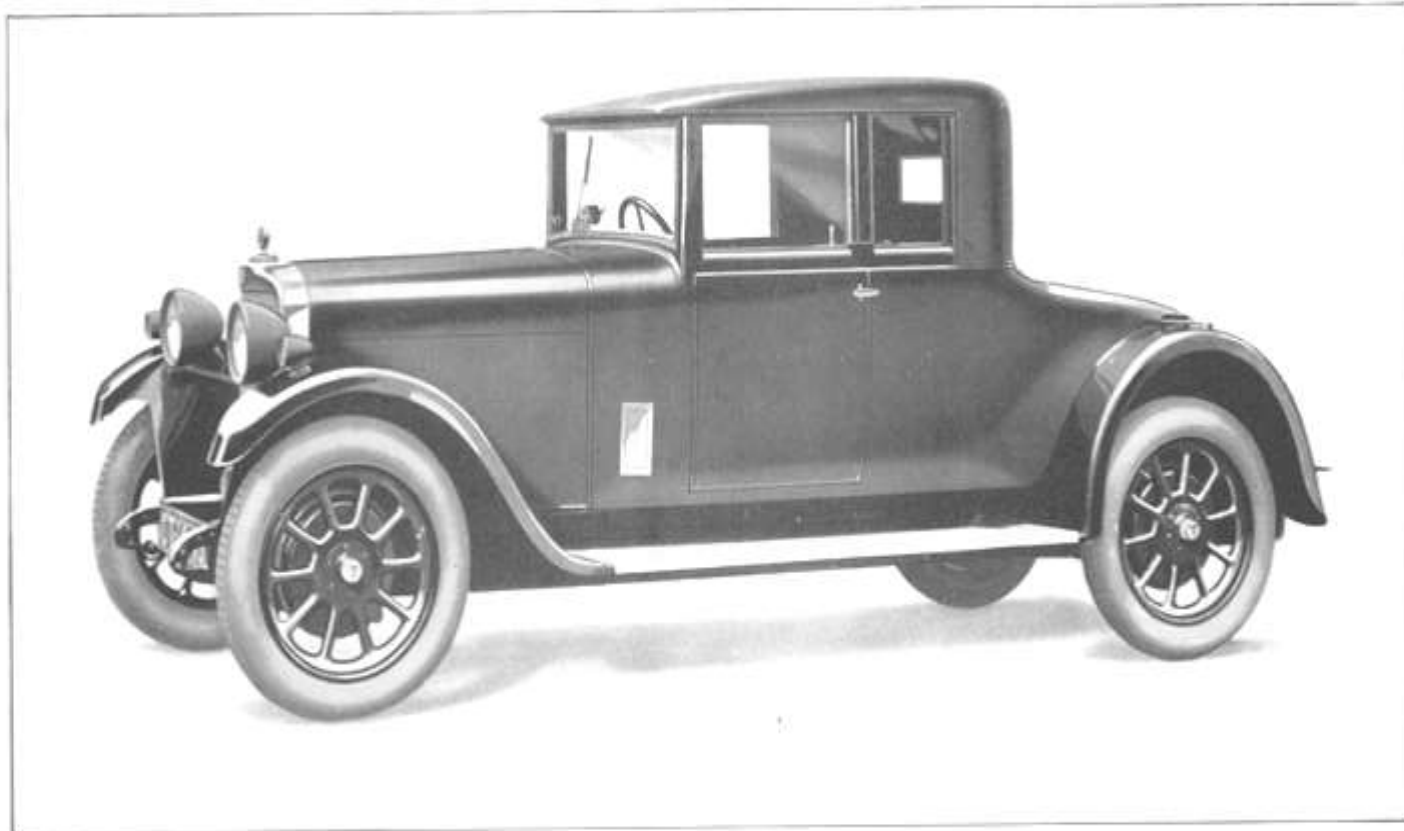
A two-seater, with adjustable driving seat, distinguished by long speedy lines, which at the same time is exceptionally roomy. The hood is of leather cloth and has the latest form of draught-excluding all-weather equipment. The side-curtains are of the plug-in type and can be erected independently of each other and the hood, the two forward sections move with the doors; with the whole equipment erected the car gives almost coupé comfort. Two wide doors give easy access to either side—they are fitted with slam locks and inside and outside handles. The dickey is wide and roomy, very well upholstered, and gives a low, comfortable riding position. Scuttle ventilators are fitted.

Equipment includes built-in luggage grid of folding pattern with hinged number-plate, incorporating rear light and direction indicator, designed to the latest official regulations and suitable for any Continental country. Electric horn, speedometer, clock, oil pressure gauge, one-piece sloping windscreen with electric screen-wiper working from the bottom of the glass. Petrol gauge and spare two-gallon petrol supply incorporated in 14-gallon tank placed in rear with Autovac feed. Full tool kit in felt-lined box, incorporated under the bonnet in the metal dashboard. Spare wheel and tyre.

STANDARD COLOURS—Blue and Grey (Cellulose finish).

UPHOLSTERY—Dark Blue Antique Leather.

TRIPLEX GLASS, if specified with order, can be fitted at an extra charge of £6.



14/45 h.p. SIX-CYLINDER THREE-QUARTER  
COUPÉ CABRIOLET . . . . . £465

14/45 h.p. Talbot three-quarter  
Coupé Cabriolet

£465

R.A.C. Rating 13·8 h.p.

Tax £14

Width of front seat	-	-	-	44 ins.
Width of dickey	-	-	-	44 ins.
Interior height	-	-	-	45 ins.
Reach from driver's squab to pedals				36 ins. to 41 ins.
Total weight	-	-	-	24 cwt.
Overall height	-	-	-	5 ft. 8 ins.

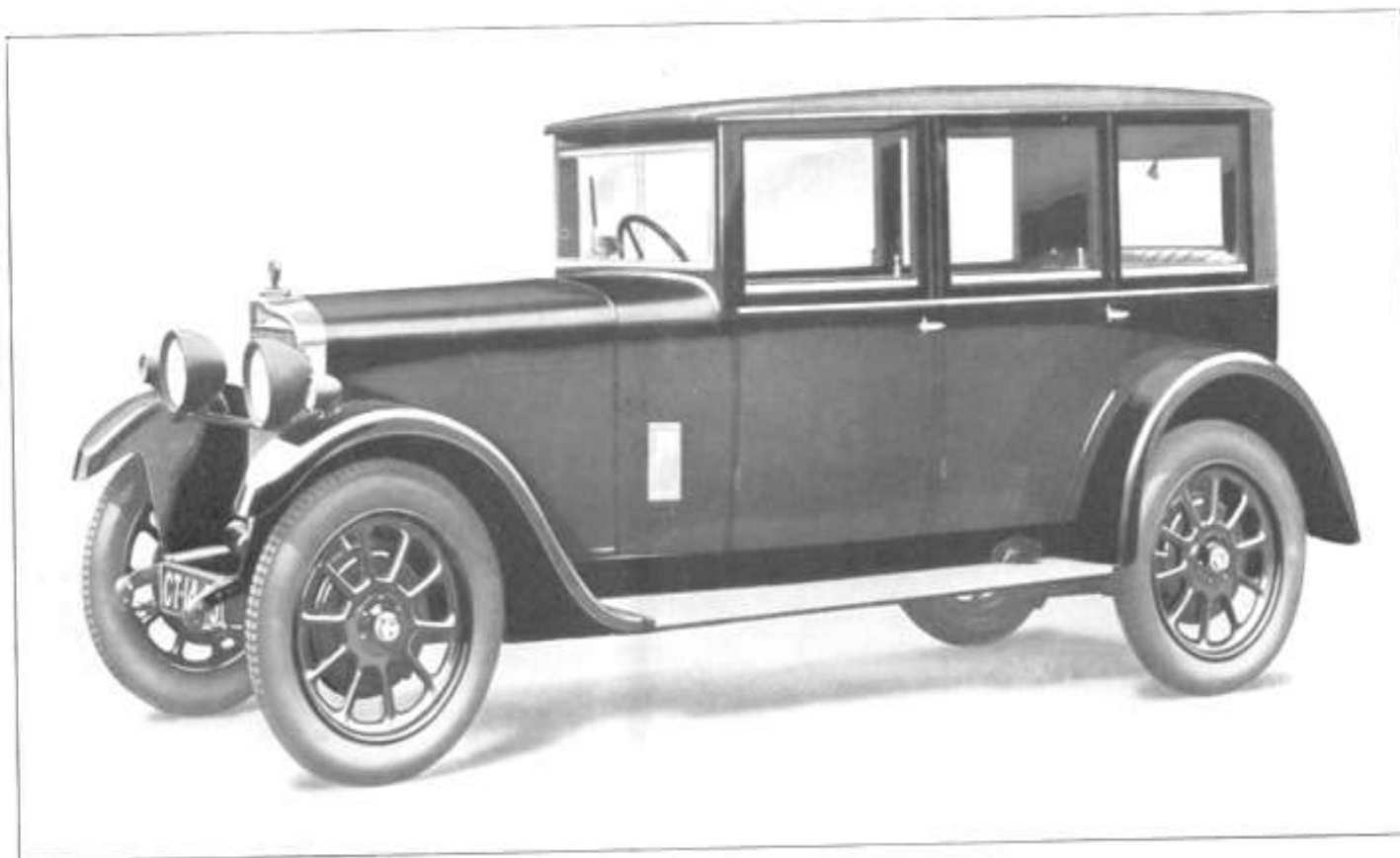
A Coupé with adjustable driving seat which is a real advance in design and one which will still further popularise this most useful type of body. The drop head is strongly constructed in wood and metal, covered with leather and lined with cloth to match upholstery. The joints are exceptionally well made and enable the head to be folded back neatly and securely. There are frameless winder-type windows to the two doors and large quarter-lights. Behind the squab of the driver's seat is a good sized locker for holding books, gloves, maps, etc. The interior finish is most tastefully carried out, the facia board being of highly polished walnut finish, and a loose carpet is provided for the floor. A large comfortable dickey is provided with steps on the near side. Scuttle ventilators are fitted.

Equipment includes built-in luggage grid of folding pattern with hinged number-plate, incorporating rear light and direction indicator, designed to the latest official regulations and suitable for any Continental country. Electric horn, speedometer, clock, oil pressure gauge, one-piece windscreen with electric screen-wiper working from the bottom of the glass. Petrol gauge and spare two-gallon petrol supply incorporated in 14-gallon tank placed in rear with Autovac feed. Full tool kit in felt-lined box, incorporated under the bonnet in the metal dashboard. Spare wheel and tyre.

STANDARD COLOURS—Blue and Maroon (Cellulose finish).

UPHOLSTERY—Antique Leather to match.

TRIPLEX GLASS, if specified with order, can be fitted at an extra charge of £17 10s.



14/45 h.p. SIX-CYLINDER SALOON . £485

## 14/45 h.p. Talbot Saloon

### £485

R.A.C. Rating 13·8 h.p.  
Tax £14

Front seats bucket type

Width of back seat	-	-	-	44 ins.
Interior height	-	-	-	46 ins.
Reach from driver's squab to pedals (adjustable)	-	-	36 ins. to	41 ins.
Total weight	-	-	-	25 cwt.
Overall height	-	-	-	5 ft. 8½ ins.

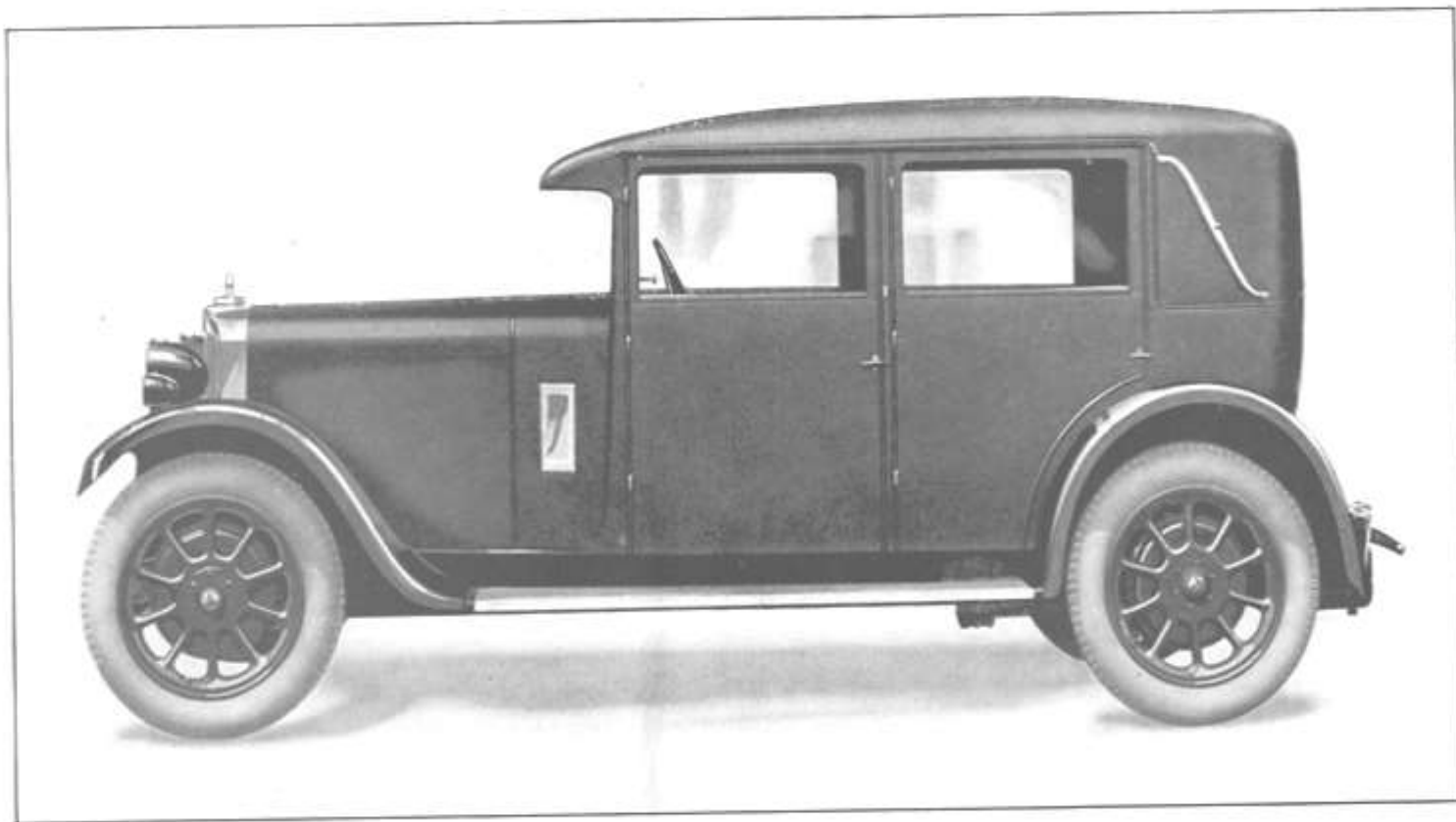
This model gives a very roomy Saloon for five persons, and is luxuriously finished and equipped on the same lines as the Five-seater. It has four wide doors fitted with pull-to handles, three of which have frameless winder-type windows and inside-operated catches, whilst the driver's door has a sliding double-piece window to permit of signalling and is fitted with a lock. The roof is covered externally with Black Fabric, which makes it free from drumming. All upholstery is of pleated antique leather, the two front seats being of the bucket type and are adjustable; each is fitted at the back with a large slip pocket. The roof interior is lined with suitable cloth, and the whole floor space is carpeted. A good interior light is provided. The one-piece windscreen and narrow pillars ensure good driving vision. There is an exceptional amount of head room in this body, which nevertheless has a speedy, low appearance.

The equipment includes all the accessories of the Five-seater and, in addition, a blind for the back light, arm rests to rear seats, smoker's companion flush-fitted to the quarter-light fillet on each side, and ventilation is assured by Scuttle ventilators.

STANDARD COLOURS—Blue and Maroon (Cellulose finish).

UPHOLSTERY—Antique Leather to match.

TRIPLEX GLASS, if specified with order, can be fitted at an extra charge of £32.



14/45 h.p. SIX-CYLINDER TALBOT WEYMAN SALOON DE LUXE £495



## 14/45 h.p. Talbot Weyman Saloon de Luxe

£495

R.A.C. Rating 13·8 h.p.

Tax £14

Width of front seat	-	-	-	44 ins.
Width of back seat	-	-	-	44 ins.
Reach from driver's squab to pedals				36 ins. to 41 ins.
Total weight	-	-	-	24½ cwt.
Overall height	-	-	-	5 ft. 9 ins.

Weyman saloon coachwork has been improved both in construction and appearance during the last three years. Talbots have specialised in this type since its introduction and in the new 14/45 h.p. model can claim to have produced an exceptionally handsome and comfortable saloon. The body is roomy, and has plenty of head room; it has four large doors fitted with lock and catches and inside pull handles. The one-piece windscreen and narrow body pillars give exceptionally good driving vision. All windows are of winder-type and of large dimensions—there is a large back light fitted with roller blind and a neat interior lamp for night driving. The driver's seat is adjustable and all upholstery is of leather, with roof lining and mats to match. Equipment details are identical with those of the Saloon.

STANDARD COLOURS—Blue and Deep Red material.

UPHOLSTERY—Soft Grained Leather.

TRIPLEX GLASS, if specified with order, can be fitted at an extra charge of **£27 10s.**

## WHAT THE PRESS SAY ABOUT THE NEW TALBOT

Extract from DAILY MAIL 11/11/27

The first 1928 model to be submitted to me for test by the makers is the 14/45 h.p. Talbot six-cylinder with a Weyman saloon body.

I drove the car to Scotland and back, altogether a distance of about 900 miles, including diversions for floods. Glasgow was reached in 12 hours' running time, three hours more than train time, and with a degree of comfort that makes some of the old winter journeys to Scotland appear a real hardship. The same time was occupied on the return journey.

Although the weather at times was exceptionally cold, there was never any necessity to wear an overcoat. The fact is, very long winter journeys can now be made with great comfort in cars with a quite small engine capacity. I liked the fabric body, its silence and the complete absence of vibration over rough roads.

For 40 miles of the journey the car had to furrow its way through deep floods. It navigated them with ease.

Up to a speed of about 58 m.p.h. the car ran smoothly and sweetly. Over this speed—and it is capable of a good deal more—I experienced a certain amount of wheel wobble; but for this I rather blame the semi-balloon tyres.

Practically the whole of the journey could have been made on top gear, but the third gear is so pleasant and acceleration on it is so good both on stiff hills and in traffic that I preferred to use it frequently. That is what third gears are for, but they must be of the right ratio and reasonably quiet. The Talbot third gear gives you a comfortable speed of 40 m.p.h.

Petrol consumption worked out at about 18 miles to the gallon, but this was inclusive of the drive through the flood area, which necessitated a great deal of bottom gear work.

The fabric coachwork is excellent in every way and I liked, particularly, the wide driver's door with sufficient room to get out or in without doing any acrobatic feats. The car would be improved by the fitting of some automatic system of brake operation. The brakes are good but need a fair amount of foot pressure.

Its road performance I found highly praiseworthy and, with the latest improvements, this British "six" challenges those disgruntled folks who are always ready to declare that we cannot make good medium-powered cars at a reasonable price.

Reprinted from  
SPORTING LIFE and SPORTSMAN  
29/6/27

So many different types of cars pass through my hands, and feet, at one time or another that I find it difficult to rhapsodise; but for sheer driving-joy I have never encountered any more delightful vehicle than this car.

After a prolonged spell of driving a four-cylinder car one always feels soothed when one navigates a "six"; but the balance of the new Talbot engine, together with its marvellous steering and its super-comfortable body, combined completely to capture my fancy.

I mean to scrape the money together somehow (Editor, please note) and possess myself of one of these Talbot sixes, since I have never before handled anything so restful to drive.

Extract from CAR TOPICS July 1927

I know of no other chassis that can boast of cleaner or simpler lines; in fact, it must puzzle the casual observer to know that the car not only runs, but runs nicely, in spite of the abnormal cleaning-up of the design. . . .

The particular car which was placed at my disposal for test was an open five-seater, and its outward appearance immediately put me in a good humour. Its low build gives an impression of sturdiness and of speed: it is particularly commodious, and the seats both front and rear are comfortable. . . . What is more, the entire all-weather equipment is efficient and effectively does the job for which it was designed. . . .

On the road the car is just as delightful as the first impression would prompt. The engine ticks over quietly, accelerates well, and is apparently devoid of any periodic vibration; it is remarkably quiet throughout its entire range of revolutions, and it will propel the car at a speed well in excess of 60 m.p.h. All the time it must be remembered that this six-cylinder engine is, comparatively speaking, small; the cubic capacity is only 1,666 c.c., having a R.A.C. rating of 13.8. The clutchworks smoothly, progressively and silently, and is a great improvement on any other Talbot clutch I have operated. The gearbox has four very well chosen forward speeds and the usual reverse; the changes can be effected silently and quickly without any great degree of skill being necessary. The final transmission is in keeping with the rest of the chassis. The steering could not be improved upon, and, like many other features in the chassis, has that unmistakable degree of refinement that is only to be found on cars the designers of which have had much experience with track and road racing work.

## Letters from owner-drivers about the 14/45 h.p. Talbot

The originals may be inspected at any time at our Office,  
Barlby Road, Ladbroke Grove, London, W.10.

### File No. 14/118

1st September, 1927.

" . . . . She is a marvellous proposition for the money and exceedingly refined, her roominess and alertness as well as refinement of performance creating admiration everywhere. But of my own impressions, of that anon in print. Suffice it meantime that I am delighted with it and that it is fully up to the very ambitious expectations I entertained of it from the time it was first shown at Olympia. I think you are heartily to be congratulated on the production of such a vehicle. . . . ."

### File No. 14/119

2nd September, 1927.

" . . . . . As you are aware, we have had one of your 14/45 h.p. cars, fitted with a special body, for over four months. The car has given us considerable satisfaction and with the exception of minor defects, such as the running down of the battery, it has given no trouble whatever. The average petrol consumption has been 18 to

20 miles to the gallon, and oil over 1,200 miles to the gallon, and after 2,000 miles no sign whatever of wear and tear, although in this case the car is fitted with a very heavy landaulette body, and has a considerable amount of starting and stopping. In view of the satisfactory running, an order has been sent you for another chassis, to be fitted with a body similar to the first, but I shall be glad if you will in this case fit magneto ignition, etc. . . . ."

### File No. 14/120

24th August, 1927.

" . . . . . At the time I took over my 14 h.p. Talbot from you for demonstration purposes, you asked me to let you know what I thought of the car. I have now driven the car some 3,000 miles all over the South of England, and the more I drive it the more I like it. I ran the car in very carefully at first, and since she has been run in her performance has been most satisfactory. Her hill-climbing is extraordinarily

good and she surprised me by taking the steep hill from Henley on the Maidenhead Road on top, and also the hill from Sandgate into Folkestone on top. The hill from Folkestone to Dover, as you know, is 1 in 10. She roared up on third. On the flat I consider 50 miles per hour is really as much as you can expect the engine to do, although I have had 62 out of her. . . . . The car I consider is extraordinarily good value for money, and I hope next year to be able to dispose of several of them to officers home on leave from India and elsewhere. . . . ."

### File No. 14/121

15th August, 1927.

" . . . . . I hardly ever drive anything smaller than three litres and found it difficult to believe that the little bus is only 1,660 c.c. She certainly pulls like a big engine. . . . . bearing the price in mind it is a wonderful job and nobody could want a sweeter car for the money. . . . . I admire the car very much. . . . ."

## TERMS OF BUSINESS AND GUARANTEE

ALL designs, weights, measurements, prices, and quantities mentioned in our catalogue must be taken as approximate. Illustrations are given as a general guide, and are not binding in detail.

DEPOSIT.—10 per cent. of the full amount to be deposited when the order is placed, the balance becoming payable on delivery of the car at our Works.

PAYMENT.—Cash on receipt of invoice with notification of the date when the car will be ready for delivery. If payment is not made within seven days of such notification, we reserve the right of selling the car.

WE DESIRE ALSO TO DRAW THE ATTENTION OF PURCHASERS TO THE FOLLOWING CONDITIONS OF SALE, AND ALSO TO THE GUARANTEE BELOW :—

“ The Company reserves the right to alter its catalogues and lists and the standard specifications stated therein, without any previous notice.

“ The Company shall not be responsible for delay in delivery due to strikes, lock-outs, fire, accidents, combinations of workmen, delays in obtaining material, or other causes outside the control of the Company, and it may cancel any order which it is unable to execute within two months of the due date owing to causes falling within this clause.

“ The Company shall not by naming or accepting a date or time for delivery be deemed to have undertaken to give delivery on such date or within such time, but only to have undertaken to use its best endeavours to complete the order by such date or within such time. In case delivery shall not be made within six weeks of the due date as aforesaid, the Purchaser may thereupon, if he thinks fit, give the Company 14 days' notice to deliver, and failing delivery may cancel the order for the same, but shall have no claim against the Company for damages or compensation.

“ All prices quoted in the Company's Catalogues are for delivery at the Company's Works, and all orders for cars or chassis accepted by the Company shall be paid for in cash at its Registered Office, or to its authorised representative. Payment to be made on or before delivery. After delivery all cars and chassis shall be at the Purchaser's risk. If a car or chassis is ready for delivery and paid for, but delivery is postponed at the Purchaser's request, same shall be at the Purchaser's risk as from the day of payment.

“ The Purchaser shall accept and pay for the car or chassis ordered by him when same is ready for delivery.”

## GUARANTEE

ALL TALBOT CARS are sold without express or implied guarantee of their fitness or otherwise; but in case of breakage of any part within six months from date of sale, owing to defective material or workmanship, proved to our satisfaction, the defective part shall be repaired or a new one supplied, free of charge. The part to be returned to us, carriage paid, when claim is made. The six months is from the date of the sale by us, but if the car is sold by our Agent, and it has not been previously used, the period dates from the date of sale by our Agent. Tyres, electrical fittings, and accessories, not being made by us, are sold without recourse against us under any circumstances.

The term Agent is used in a complimentary sense only, and those firms we style our Agents are not authorised to advertise, incur any debts or transact any business whatsoever on our account, nor are they authorised to give any warranty or make any representations on our behalf other than those contained in the above Guarantee.