

# TALBOT

**"THE INVINCIBLE"**



THE INVINCIBLE  
**TALBOT**

ESTABLISHED 1898



**CLEMENT TALBOT LTD.**

*Manufacturers of Motor Cars, Motor Ambulances  
Special fast Delivery Vans, &c.*

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## THE INVINCIBLE TALBOT

**T**HE TALBOT has won a wide circle of firm friends in every section of the community to whom the superb fitness of this thoroughbred motor has special appeal. The Talbot wins through on every task. It challenges comparison with cars at a much higher price. The verdict printed in a great motoring publication, July, 1931, is sound : " The man who can design a car like the Talbot for so little money is a brilliant engineer."

The New Season's Talbot Models, now ready for immediate delivery, will justify the confidence of our friends and will deserve their recommendation. Every improvement that research and test could suggest on the 1931 models has been made.

We look back on our past history with pride. As far back as 1913 the Talbot was the first car in the world to travel at one hundred miles in one hour. Since, every year it has established its claim to be the most enduring car in the world. In 1930 it was the first car to travel five hundred miles at an average speed of over 103 m.p.h. without a stop. In the great Alpine Endurance Test, 1931, the Talbot came through without a single fault, its repair kit and toolbox unopened. In the Ulster T.T. Race, 1931, it was the only car that never stopped from flagfall to finish. It ran at an average speed of over 77 m.p.h. so regularly—as the critic of a great London newspaper remarked : " The spectators would have suspected the clock had there been any variation."

We look upon our future with confidence : that we can always offer the public the best car for their money.

The Talbot Cars, which have made the British motor famous on many a field, are not specially constructed racing types, but standard models which are available in touring condition to you and your friends to-day. In regard to comfort and convenience the Talbot yields the palm to no rival ; and it pays particular attention to its Service Department with the aim to make every customer a constant friend.

BARLBY ROAD, LONDON, W.10.

CLEMENT TALBOT LTD.

## MODELS AND PRICES

### Light Six "SCOUT" MODEL

			PAGE
Chassis ... ..	£285	...	9
4-Door Saloon ... ..	£395	...	10
2-Door Saloon ... ..	£395	...	11

### THE NEW 14 45 H.P.

Chassis ... ..	£295	...	12
Open Tourer ... ..	£375		
Coachbuilt Saloon (with Sliding Roof) ... ..	£435	...	13

### "SEVENTY-FIVE" SPORTS MODEL

Chassis ... ..	£425	...	14
2/3 Seater with Double Dickey	£525	...	15
5-Seater Tourer ... ..	£525	...	16
Weymann Sunshine Coupé ...	£545	...	17
3/4 Coupé Cabriolet ... ..	£565		
Foursome Coupé (with Sliding Roof) ... ..	£625	...	18
Drop Head Foursome Coupé ...	£650	...	19
Coachbuilt Saloon ... ..	£585	...	20

### "SEVENTY-FIVE" SPORTS MODEL

	<i>continued</i>	PAGE
Weymann Saloon de Luxe ...	£595	21
Drop Head Coachbuilt Saloon (with Sliding Roof) ...	£600	22
Saloon Landaulette ... ..	£695	
Saloon Limousine ... ..	£695	

### "NINETY" SPEED MODEL (Short)

Short Chassis ... ..	£495	...	23
Brooklands Tourer ... ..	£635	...	24
De Luxe Sports Tourer ... ..	£675	...	25
De Luxe Sports Saloon ... ..	£695	...	26

### "NINETY" SPEED MODEL (Long)

Chassis ... ..	£525		
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### "105" SUPER SPEED MODEL

Short Chassis ... ..	£695	...	27
Brooklands Tourer ... ..	£835		
De Luxe Super Sports Tourer	£875		
De Luxe Super Sports Saloon	£895		

## TALBOT RANGE OF MODELS

### GENERAL SPECIFICATION.

The Talbot—appealing to the critical motorist who wants the best value in a moderately priced car—calls attention to the following general specifications of the new 14/45, the “75,” the “90,” and the “105” Models.

(In later pages of this Catalogue individual particulars of types of Chassis are given with their illustrations.)

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

MODEL 14/45	...	...	Bore—61 mm.	...	c.c.—1,666
			Stroke—95 mm.	...	R.A.C. Rating—13·8 h.p.
MODEL 75 AND 90	...		Bore—69·5 mm.	...	c.c.—2,276
			Stroke—100 mm.	...	R.A.C. Rating—17·9 h.p.
MODEL 105	...	...	Bore—75 mm.	...	c.c.—2,969
			Stroke—112 mm.	...	R.A.C. Rating—20·9 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 crankcase. This allows the valve gear to work in an oil vapour. The rocker gear is 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. Carried on four bearings on the 14/45, and seven bearings on the “75,” “90” and “105” models, attached to the upper half of the crankcase. 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. They are made with an aluminium crown and a cast-iron skirt, which ensure long life. Connecting rods of the lightest section 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.

**CHASSIS.**—Cooling is effected by a large V-shaped honeycomb radiator of ample capacity, the system being thermo-syphon. Fan is contained in the flywheel on the 14/45.

On the "75," "90" and "105," thermostatically operated shutters and a gear-driven water pump are fitted, together with a belt-driven fan. The water pump has its bearings lubricated by oil pressure inside the engine ; a gland is used to prevent any leak. By this method the water pump spindle cannot become slack. All radiators are 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 good carburation and quick starting from cold. The carburettor is a Zenith with starting control. 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 is a marked feature. There are no 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. The clutch thrust bearing is automatically lubricated.

**LUBRICATION, OIL FILLER AND FILTER.**—An exceptionally accessible filter is embodied on the off-top-side of the crankcase ; it can be withdrawn, for cleaning, with the utmost ease. The filter is placed on the pressure side of the pump, an extremely important point for oil-cleansing. This also forms the oil filler orifice. Another small filter is situated in the bottom crankcase on the suction side of the pump. Beside the oil filler a handle is provided for the chassis lubrication. An oil level gauge is fitted to the dashboard on all models except the 14/45.

**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. The third speed is a silent ratio for traffic purpose. 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. The universal joint is

positively and automatically lubricated from the gear box. Right-hand change is fitted as standard, with reverse lock and visible gate.

BACK AXLE is a built-up unit of very great rigidity, consisting of a centre case with back inspection cover. The axle shaft tubes are spigoted into the case, thus 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 is of the semi-floating type. The final drive is by spiral bevel of liberal design, and is mounted on ball and roller 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. The back axle also includes the speedometer drive, rendering the latter independent from gear ratios.

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 front-wheel brakes, which are of self servo type. 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. Silent bloc being fitted throughout, no attention whatever is needed. Very great stability and accurate steering is obtained by this method of spring anchorage. Road shocks of every type are eliminated, and no disturbance of any sort can be felt at the steering wheel. Hartford Shock Absorbers are fitted front and rear on the 14/45; on the "75" and "90" friction at front and hydraulic at rear; on the "105" hydraulic front and rear.

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 is provided to operate the rear brakes only. All brakes have internal expanding steel 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. All shoes are of stamped steel to counteract expansion due to heat.

**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 lubricated automatically, 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. In the centre of the steering wheel are mounted a throttle control and horn button, direction indicator switch, etc.

**WHEELS**.—Detachable wire wheels are fitted with large Dunlop tyres, the rims being 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. 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 valences.

**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.

**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. On the "105" model starting is by 24 volts with special battery; on the "75" and "90" by 12 volt with 90 amp. battery; and on the 14/45 by 12 volt with 75 amp. battery.

**LIGHTING**.—12-volt Rotax five-lamp set, junction box system, considerably simplifying the wiring system and making it very accessible. All cables are armoured and thoroughly protected against outside interference.

**PETROL TANK**.—A 16-gallon petrol tank is situated at the rear of the chassis, fuel being supplied to the carburettor by a petrol pump. A petrol gauge is fitted on all models. In the centre of the cap is fitted a metal dip stick. 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.

**INSTRUMENT BOARD**.—This board is in the form of a box containing all the instruments and electrical wiring connections, which are readily accessible by removing the front cover, which is made of polished black cellastoid material.



The instruments on the 14/45 board consist of a clock and speedometer, a petrol level gauge, an ammeter, an ignition warning light, together with the starter and lamp switches, and oil pressure gauge.

The instruments on the board for the " 75," " 90 " and " 105 " models consist of a clock and speedometer, oil and petrol level gauges, oil and ignition warning lights, two direction indicator tell-tale lights, an ammeter, the starter, ignition, lamp and windscreen wiper switches, together with a locking arrangement locking the switches in whatever position they are left in, thus cutting out, when the switch is in the off position, all electrical connections throughout the car.

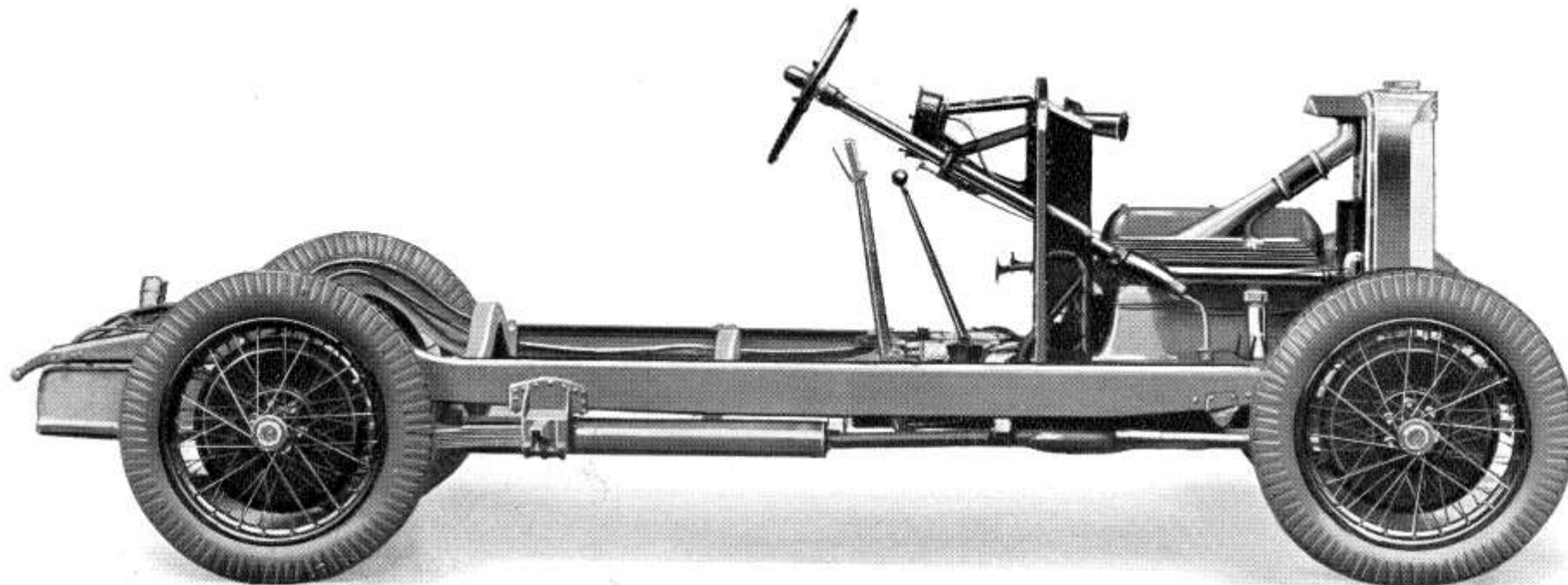
COMFORT DETAILS.—A luggage grid of special design is fitted, which, when not in use, is totally concealed. A number-plate of special design is also fitted, which, by the adjustment of two thumb-screws, can be used when the luggage grid is either folded or open. Combined with this number-plate is a tail-light 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 switches off the near-side head-lamp and leaves 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 not causing any inconvenience to oncoming traffic.

The above specifications, in the carrying out of which the most scrupulous care has been taken in every detail, will convince the discriminating motorist that his Talbot will give pride of possession, complete freedom from care, and genuine delight in driving. **Upkeep has been reduced to merely filling with petrol, oil, and, occasionally, water. All lubrication is automatic.**

The electrical equipment, with its great battery and silent starting, provides a very large reserve against neglect or abuse. The fitting of big tyres and of costly, but very low, stressed springs, scientifically attached to the chassis and axles, ensures to the car road-holding quality, comfort and security unsurpassed by the most costly cars in the world. The brakes are very powerful, progressive and absolutely constant in their action. This is due to the large diameter of the drum and the very great surface of lining. The steering, with its flexible wheel and its worm and nut action, gives the car its final touch of refinement.

To secure enduring fitness and reliable service for many years has been the guiding principle of the manufacturers of the Talbot and their success in this is reflected in its second-hand car value. Only the best quality material is used. All the stressed internal parts are made of the finest steel obtainable, and all structural assembly fitted with a large proportion of alloy steel bolts and splitpin nuts.



## 14/45 H.P. "SCOUT" MODEL

Price £285

### CHASSIS SPECIFICATION

**Engine.**—Six cylinder. Bore 61 mm. Stroke 95 mm. Capacity 1,666 c.c. R.A.C. Rating 13·8 h.p. (Tax £14). Overhead valves operated by push rods and rockers of special design.

**Crankshaft.**—Machined all over and carried on four large bearings attached to upper half of crankcase.

**Clutch.**—Single disc type. Ferodo lined. Running dry. Spring suspended.

**Cooling.**—Honeycomb V radiator. Thermo-syphon system. Radiator fitted to crankcase thus eliminating all strains on top water joint.

**Carburetor.**—Smith five-jet carburettor with starting and mixture control.

**Springing.**—Semi-elliptic front, semi-cantilever rear. Special shock-absorbers front and rear.

**Gear Box.**—Four forward speeds and reverse. Of unit construction.

**Brakes.**—Self-servo type. Ferodo lined. Independent adjustment.

**Wheels.**—Detachable steel artillery or wire wheels. Dunlop 30 in. by 4·75 in. medium pressure tyres.

**Ignition.**—Delco-Remy coil and battery.

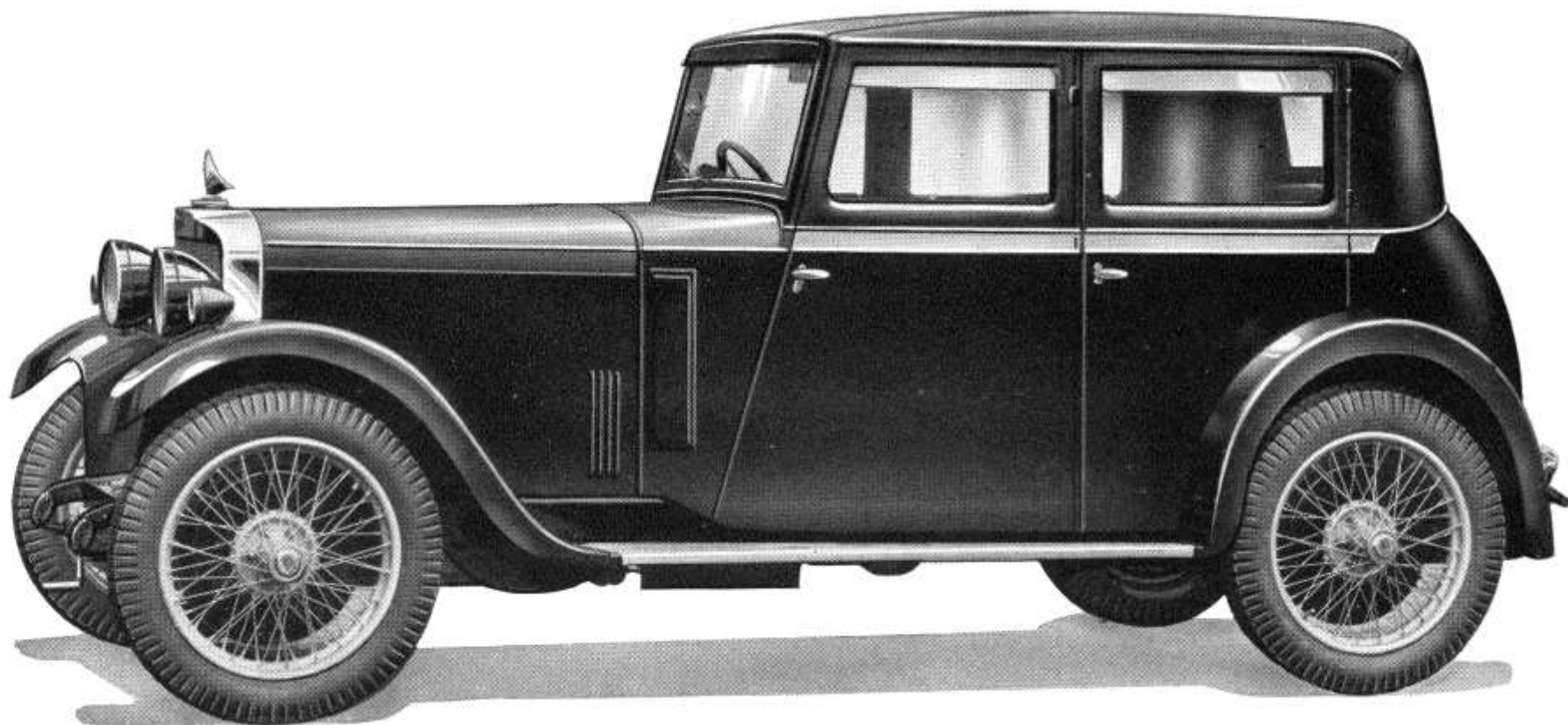
**Dynamo and Starter.**—Contained in one unit directly coupled to crankshaft.

**Lighting.**—12-volt. Rotax 5-lamp set. Junction box system. 75 amperes battery.

**Petrol Tank.**—16-gallon tank. Petrol pump and filter.

**Gear Ratios.**—First, 23·19 to 1; second, 13·45 to 1; third, 9·66 to 1; top, 5·875 to 1; reverse, 17·39 to 1.

**Measurements.**—Overall length, 13 ft. 3 in.; Overall width, 5 ft. 9 in.; Track, 4 ft. 7½ in.; Wheel base, 9 ft. 3 in.; Turning circle, 37 ft.; Ground clearance, 8½ in.; Weight of chassis, 17½ cwt.



## 14/45 H.P. LIGHT SIX "SCOUT" MODEL

4-DOOR SALOON

Price £395

TAX £14

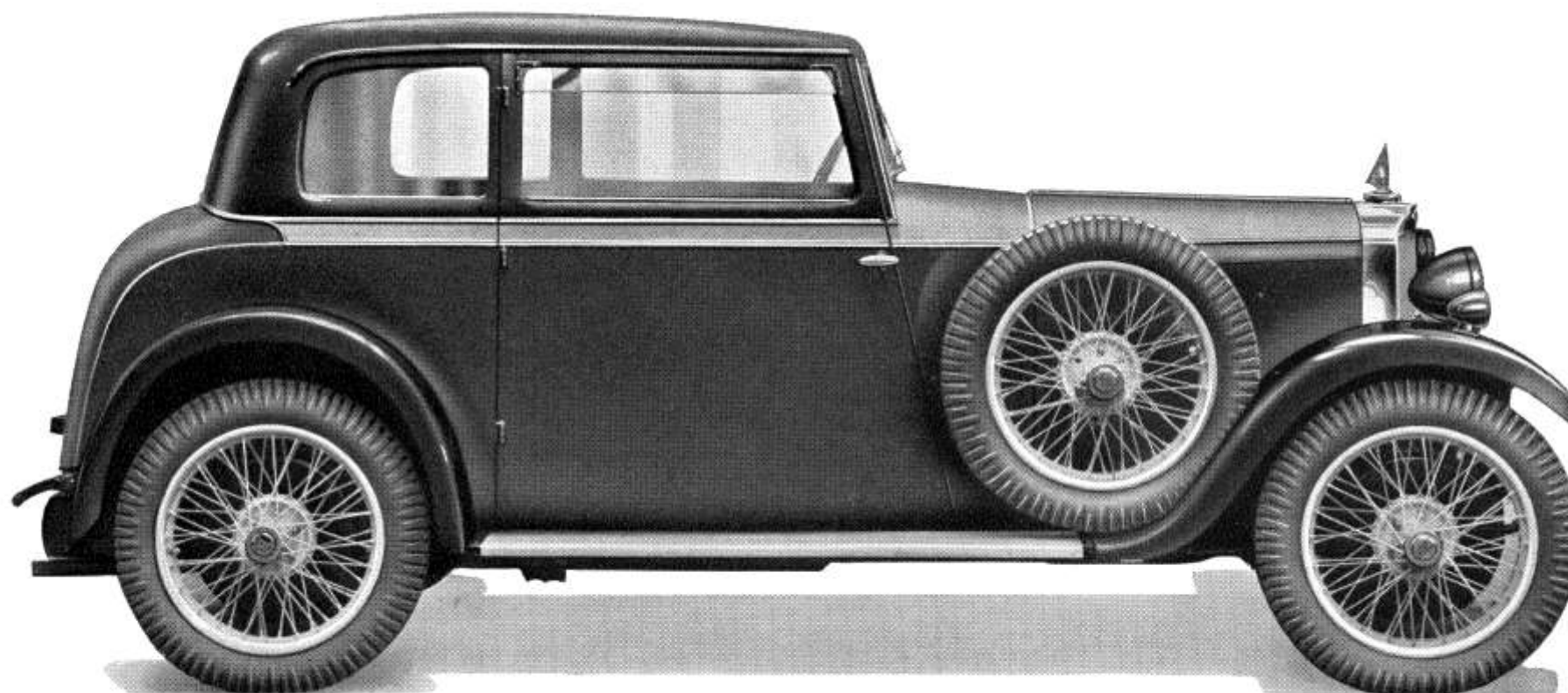
### PRINCIPAL FEATURES.

A comfortable and attractive car with ample room for five persons. Saloon body with sliding roof, 4 doors, frameless lights operated by mechanical winders, glass louvre ventilators over doors. Bucket seats to front. Spring blind to back light operated from driver's seat. Wells in floor for passengers' feet. Provision for luggage at rear. Electric light in roof. One-piece windscreen with electric wiper. Acetex safety glass fitted to windscreen as standard.

Standard colours: Blue and grey, brown and fawn, wine and fawn, two-tone green, black with cream, green, red or fawn panel and wheels.

Upholstery: Brown furniture hide.

Width of front seats, bucket type (each)	...	...	18"
Width of rear seat between elbows	...	...	48"
Interior height	...	...	45½"
Reach from driver's squab to pedals (adjustable)	...	...	36" to 41"
Overall height	...	...	5' 8"
Overall length	...	...	13' 3"
Overall width	...	...	5' 9"
Total weight	...	...	26 cwt.



## 14/45 H.P. LIGHT SIX "SCOUT" MODEL

2-DOOR SALOON

Price £395

TAX £14

### PRINCIPAL FEATURES

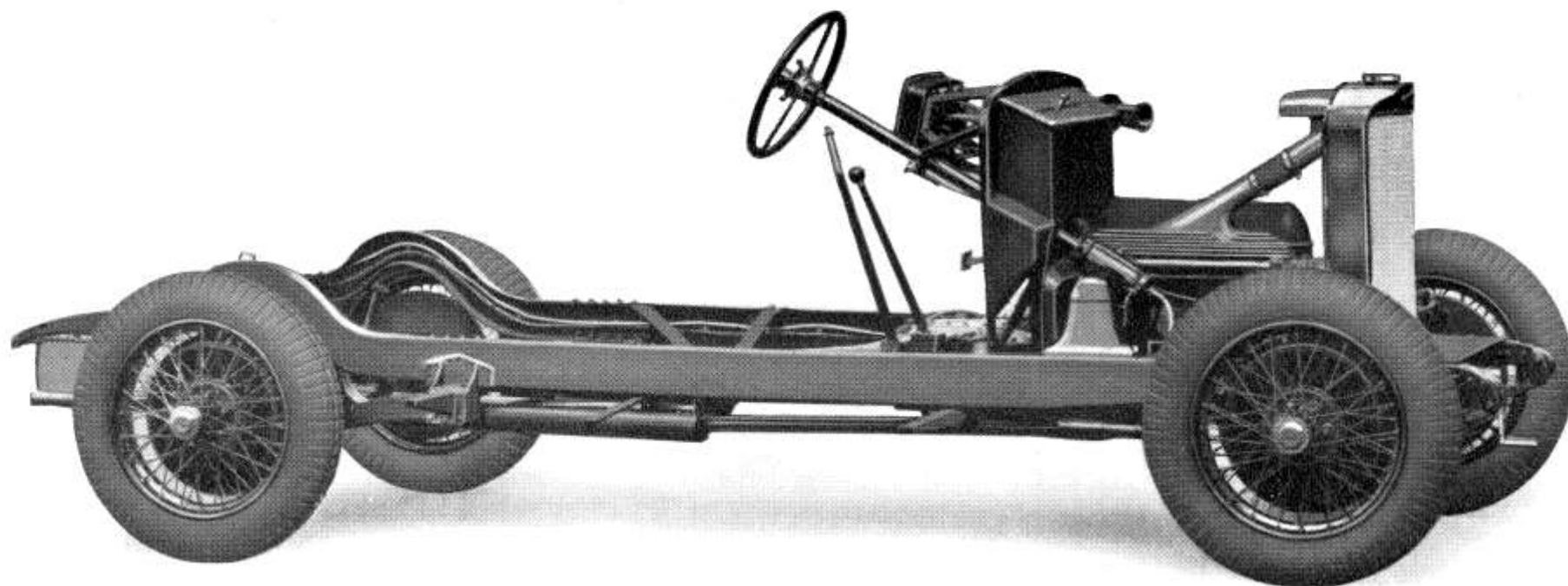
For those who prefer a 2-door model, this car is ideal. Saloon body. Wells in floor at rear ensure ample leg and head room. Two very wide doors. Sliding roof. Space at rear for storing luggage. Glass louvre ventilators to tops of doors. One-piece front seat adjustable both for driving position and back rest, also for access to rear seat. Spring blind to back light operated from driver's seat. Interior driving mirror. Acetex safety glass fitted to windscreen as standard.

Standard colours: Blue and grey, brown and fawn, wine and fawn, two-tone green, black with cream, green, red, or fawn panel and wheels.

Upholstery: Brown furniture hide.

Width of front seat	...	...	...	...	46"
Width of rear seat between elbows	...	...	...	...	48"
Interior height	...	...	...	...	45½"
Reach from driver's squab to pedals	...	...	...	...	36" to 41"
Overall height	...	...	...	...	5' 8"
Overall length	...	...	...	...	13' 3"
Overall width	...	...	...	...	5' 9"
Total weight	...	...	...	...	26 cwt.





## THE "NEW FOURTEEN FORTY-FIVE" MODEL

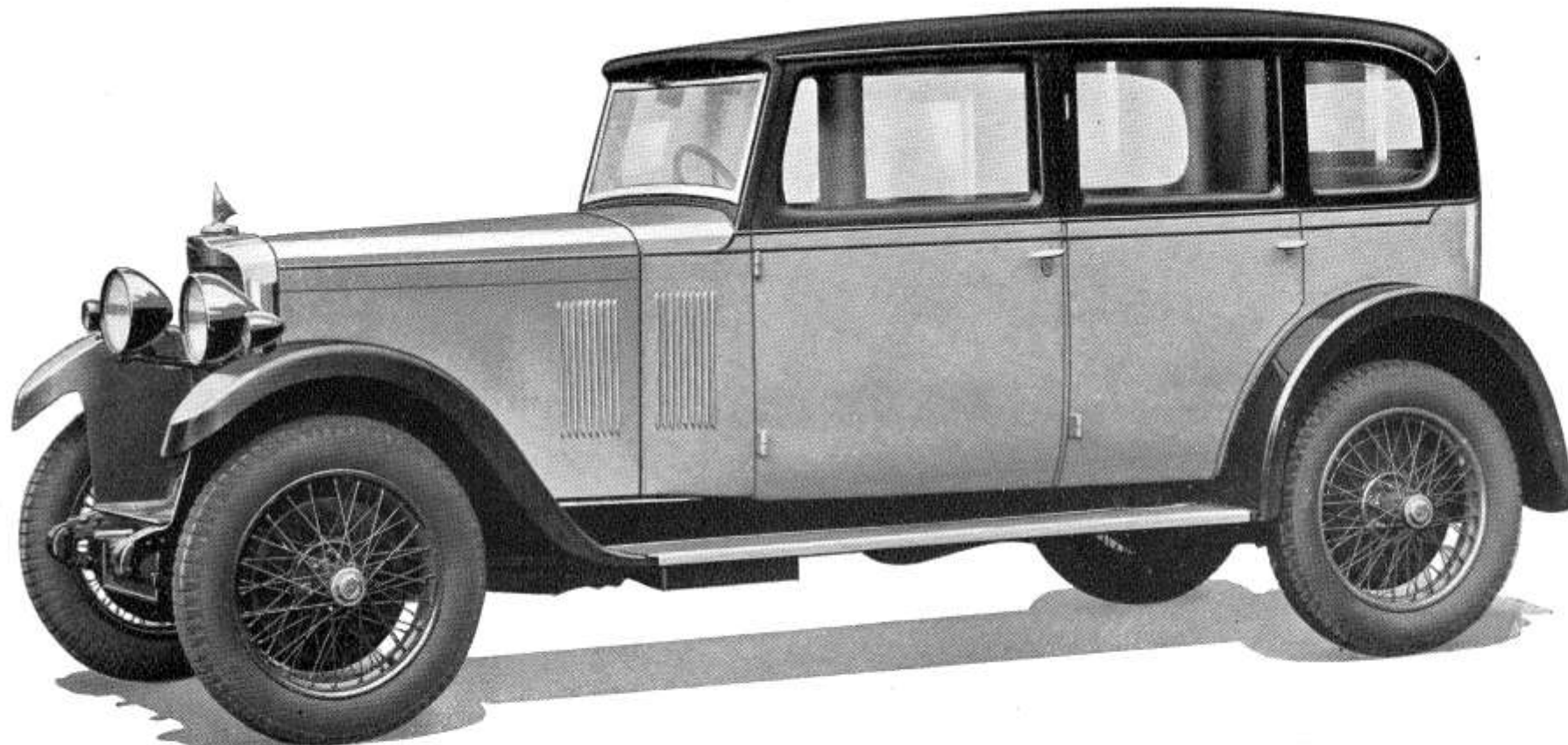
Price £295

TAX £14

*For Full Specification see pp. 4 to 8.*

ENGINE ...	...	Bore—61 mm.	c.c.—1,666.
		Stroke—95 mm.	R.A.C. Rating—13·8 h.p.
TYRES ...	...	30" × 5·25"	— Dunlop medium pressure.
GEAR RATIOS ...	...	1st	= 23·19 to 1.
		2nd	= 12·8 to 1.
		3rd	= 9·4 to 1.
		4th (Top)	= 5·875 to 1.
		Reverse	= 28·64 to 1.

WHEEL BASE ...	...	...	...	...	...	10' 0"
TRACK ...	...	...	...	...	...	4' 7½"
TURNING CIRCLE ...	...	...	...	...	...	39' 10"
GROUND CLEARANCE ...	...	...	...	...	...	8½"
OVERALL LENGTH ...	...	...	...	...	...	14' 0"
OVERALL WIDTH ...	...	...	...	...	...	5' 9"
CHASSIS WEIGHT ...	...	...	...	...	...	18½ cwt.



## THE "NEW FOURTEEN FORTY-FIVE" MODEL 14/45 H.P. COACH-BUILT SALOON

(WITH SLIDING ROOF)

SIX CYLINDER

**Price £435**

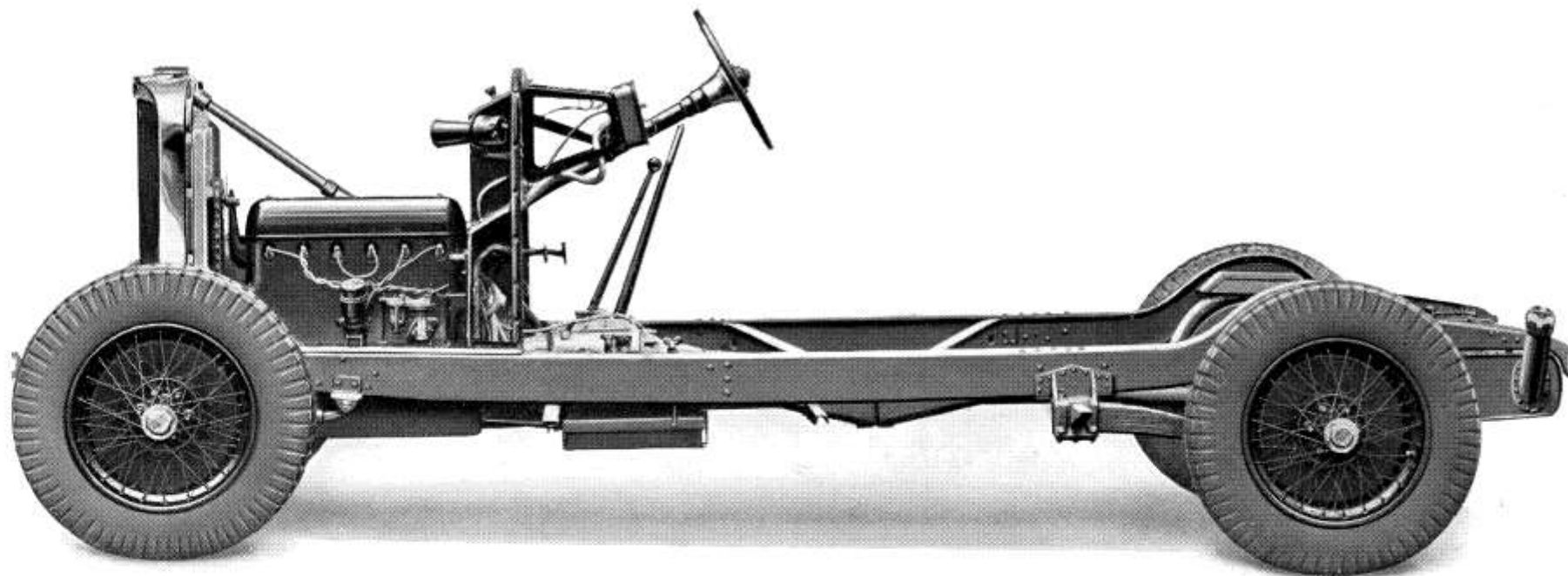
TAX £14

For those who prefer a full Saloon a very comfortable and smart body is manufactured on our new 14/45 h.p. chassis. Fitted with sliding roof, four doors, quick lift to driver's window. Spring blind operated from driver's seat. One-piece adjustable front seat with recessed foot-rests at the rear. Interior driving mirror, interior light and two ashtrays. Private lock to near-side door. Pockets back of front seats. Acetex glass windscreen with electric wiper.

Standard colours: Black with cream, red, green or blue inset panel and wheels, also royal blue.

Upholstery: Brown leather.

Width of front seat ... ..	42"
Width of rear seat between elbows ... ..	49"
Interior height ... ..	44 <sup>3</sup> / <sub>8</sub> "
Reach from driver's squab to pedals ... ..	34 <sup>1</sup> / <sub>2</sub> " to 41 <sup>1</sup> / <sub>4</sub> "
Overall length ... ..	14' 0"
Overall width ... ..	5' 9"
Overall height ... ..	5' 8"
Total weight ... ..	27 cwt.



## TALBOT "SEVENTY-FIVE" CHASSIS

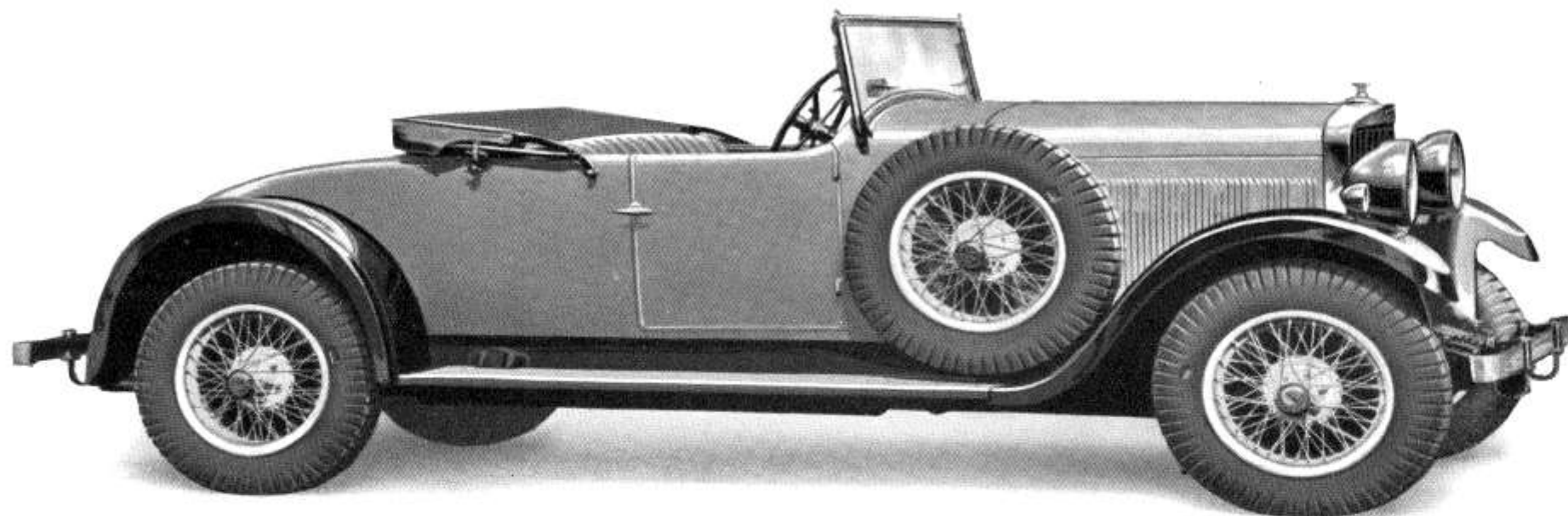
Price £425

TAX £18

*For Full Specification see pp. 4 to 8.*

ENGINE ...	Bore—69.5 mm.	c.c. 2,276.	GEAR RATIOS (Sports) ...	3rd	=	6.7	to 1.
	Stroke—100 mm.	R.A.C. Rating—17.9 h.p.		4th (Top)	=	4.9	to 1.
TYRES ...	30" x 6" Dunlop.			Reverse	=	20.1	to 1.
GEAR RATIOS (Standard) ...	1st	= 19.0 to 1.	WHEEL BASE ...			10' 0"	
	2nd	= 10.5 to 1.	TRACK ...			4' 7½"	
	3rd	= 7.13 to 1.	TURNING CIRCLE ...			39' 10"	
	4th (Top)	= 5.22 to 1.	GROUND CLEARANCE ...			8½"	
	Reverse	= 23.5 to 1.	OVERALL LENGTH ...			14' 5"	
GEAR RATIOS (Sports) ...	1st	= 17.8 to 1.	OVERALL WIDTH ...			5' 9"	
	2nd	= 9.86 to 1.	CHASSIS WEIGHT ...			19 cwt.	

# TALBOT



## "SEVENTY-FIVE" 2/3 - SEATER WITH DOUBLE DICKEY

SIX CYLINDER

Price £525

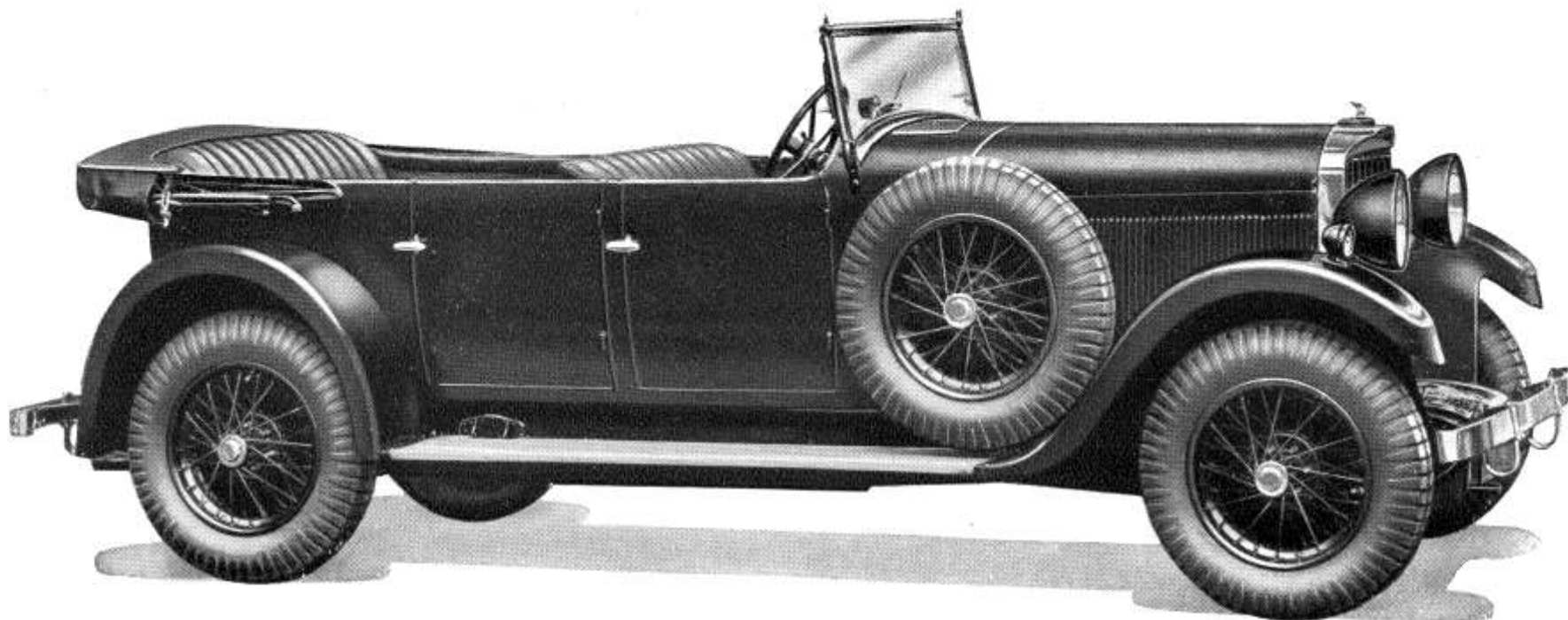
TAX £18

An exceptionally roomy, distinguished looking car. Leather cloth hood, draught-excluding all-weather equipment, giving Coupé comfort. Two wide doors with slam locks. Wide roomy Dickey. Bumper bars of special design front and rear. Acetex safety glass fitted to windscreen as standard.

Standard colours: Dark blue with dark blue antique leather upholstery. Black with wine colour antique leather upholstery.

Width of front seat ...	...	...	...	...	43"
Width of dickey seat ...	...	...	...	...	42½"
Interior height with hood raised ...	...	...	...	...	45½"
Reach from driver's squab to pedals ...	...	...	...	...	35¼" to 40¼"
Overall height (hood up) ...	...	...	...	...	5' 8"
Overall length ...	...	...	...	...	14' 5"
Overall width ...	...	...	...	...	5' 9"
Total weight ...	...	...	...	...	28 cwt.





## "SEVENTY-FIVE" 5-SEATER TOURER

SIX CYLINDER

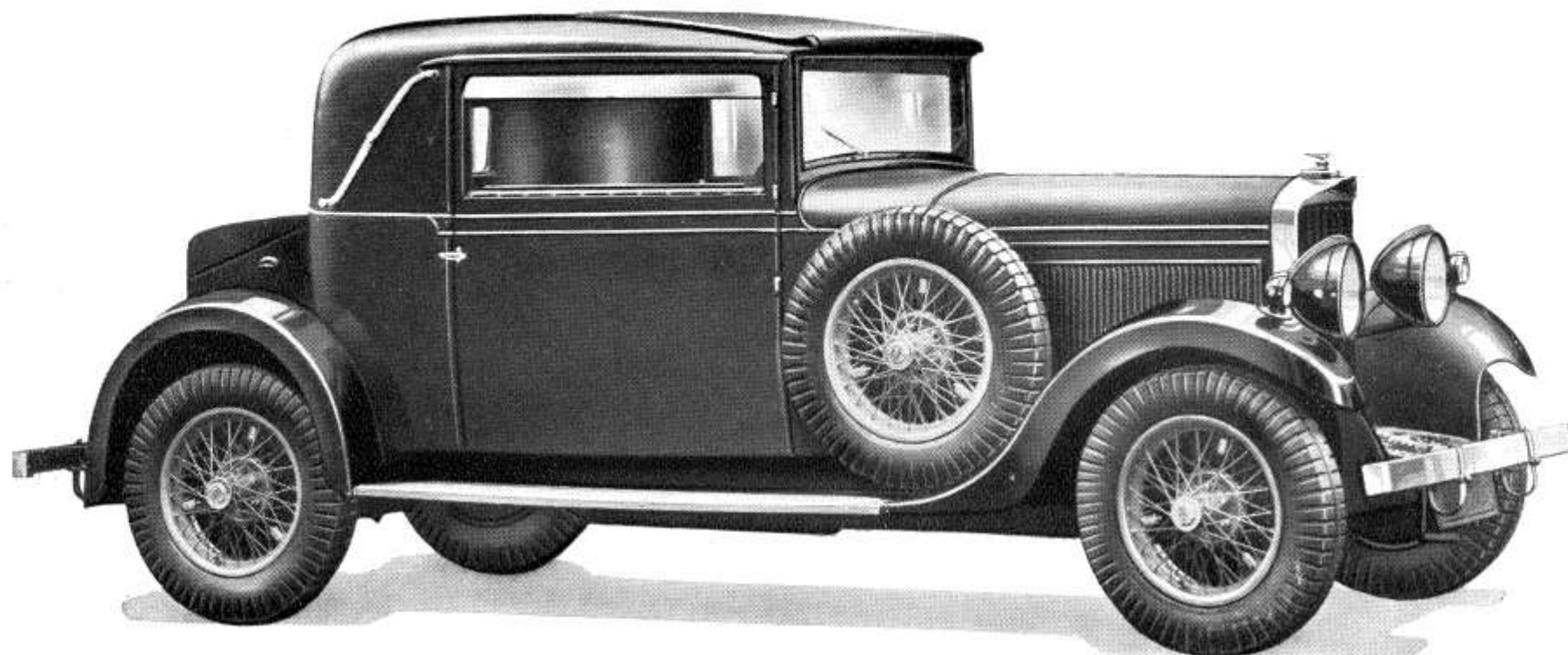
Price £525

TAX £18

A car giving exceptional service at minimum cost. Easy maintenance and adjustment. Handsome lines, with maximum comfort for every passenger. Adjustable front seat. Leather cloth hood and draught-excluding all-weather equipment. Bumper bars of special design front and rear. Acetex safety glass fitted to windscreen as standard.

Standard colours: Black with wine-coloured antique leather upholstery. Dark blue with dark blue antique leather upholstery.

Width of front seat ... ..	40"
Width of rear seat between elbows ... ..	48"
Interior height with hood raised ... ..	47"
Reach from driver's squab to pedals (adjustable)...	35½" to 40½"
Overall height (hood up) ... ..	5' 9"
Overall length ... ..	14' 5"
Overall width ... ..	5' 9"
Total weight ... ..	28½ cwt.



## "SEVENTY-FIVE" WEYMANN SUNSHINE COUPÉ

SIX CYLINDER

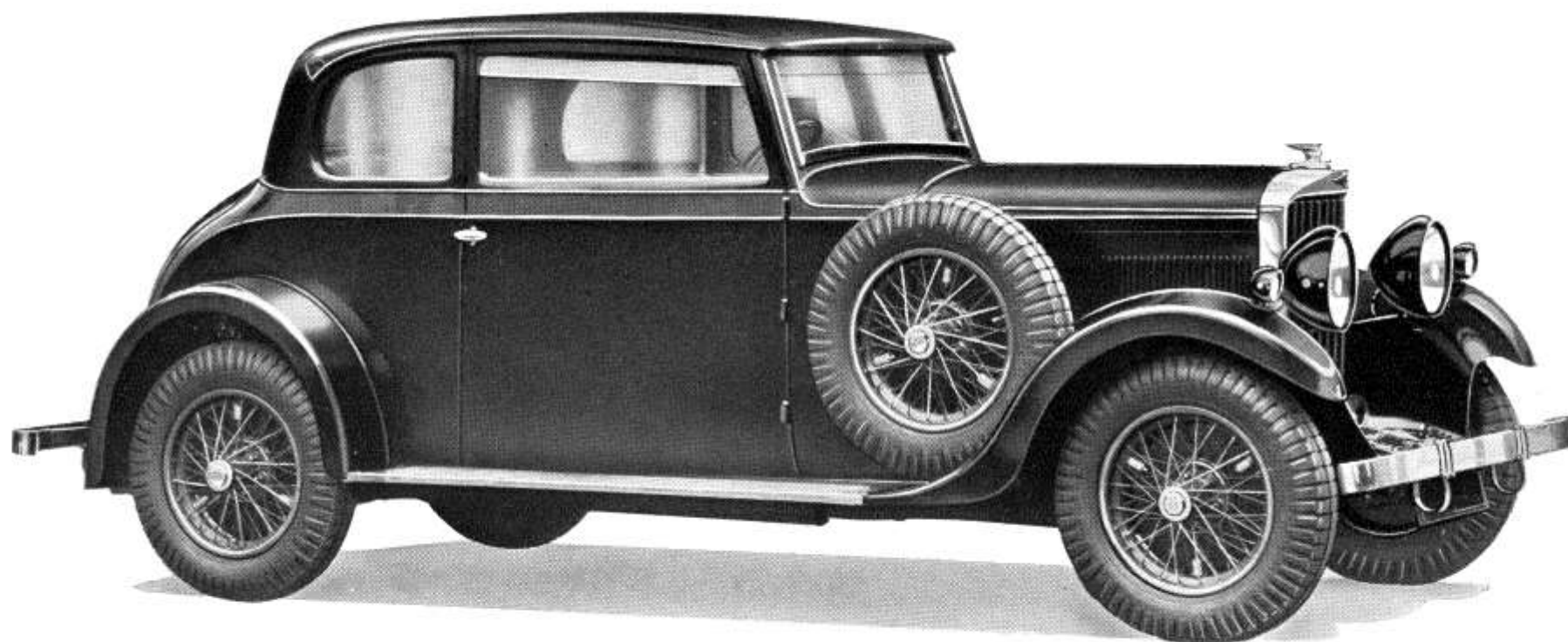
Price £545

TAX £18

The newest of this type of body. Ample room for five people. Thrown open in a moment to sun and air. Two large doors. Front seat accommodates three in comfort. Rear seat fully upholstered, wells in floor at rear giving ample leg and head room. Frameless windows, winder type window lifts. Large fixed back light with blind operated from driving seat. Large trunk at rear of body, in addition to standard luggage grid. Interior driving mirror. Bumper bars of special design front and rear. Acetex safety glass fitted to windscreen as standard.

Standard colours : Black fabric with red, cream or green inset panel. Upholstery : Brown furniture hide.

Width of front seat ...	...	...	...	...	48"
Width at rear elbows ...	...	...	...	...	52"
Interior height ...	...	...	...	...	45"
Reach from driver's squab to pedals	...	...	...	...	35 $\frac{5}{8}$ " to 40 $\frac{5}{8}$ "
Overall height ...	...	...	...	...	5' 9"
Overall length ...	...	...	...	...	14' 5"
Overall width ...	...	...	...	...	5' 9"
Total weight ...	...	...	...	...	28 cwt.



## "SEVENTY-FIVE" FOURSOME COUPÉ

(WITH SLIDING ROOF)

SIX CYLINDER

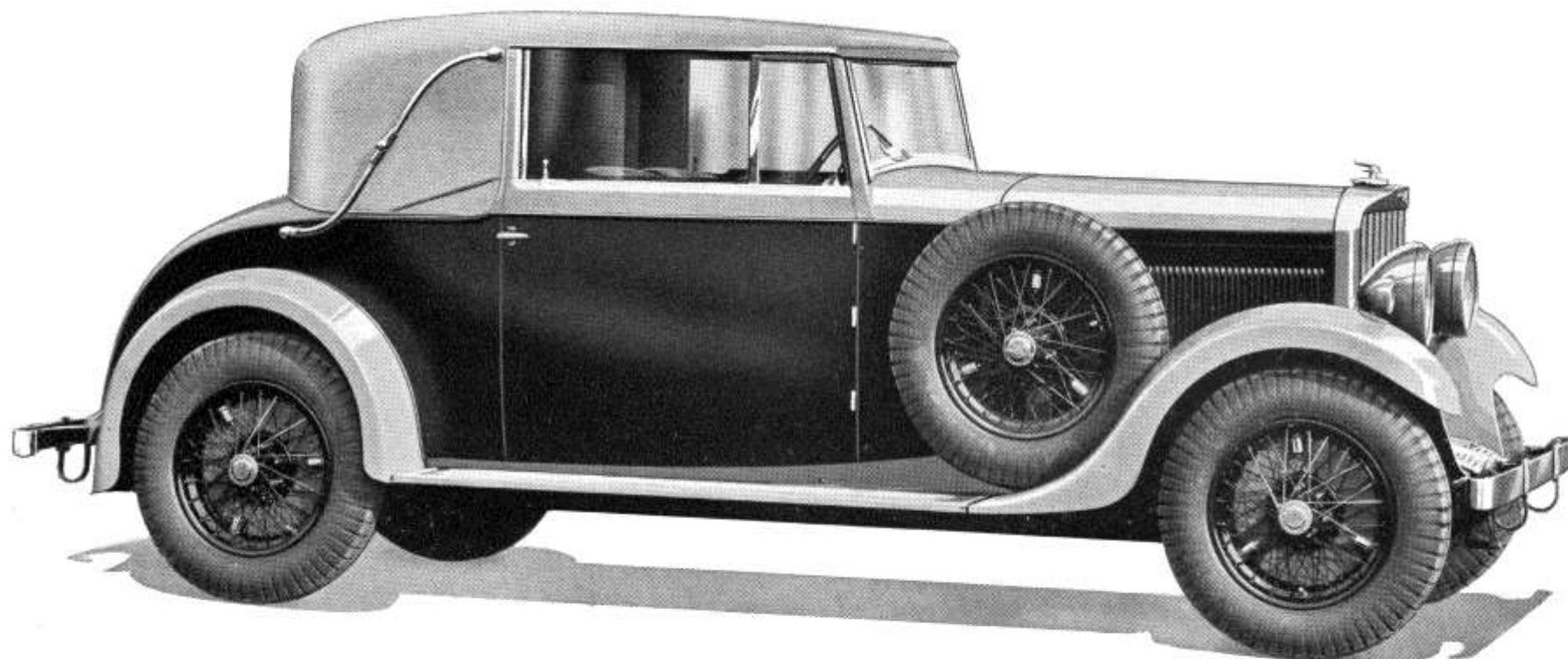
Price £625

TAX £18

A model of particularly pleasing and impressive lines. Two wide doors hinged from the front. Body panelled with steel sheets to waistline and covered with black fabric above waistline. Wells in floor at rear for comfort of rear passengers. Adjustable single-piece front seat. Winder type window lifts. Quick lift to window of driver's door. Glass louvre ventilators to tops of doors. One-piece windscreen fully opening. Spring cases to squabs and cushions. Folding centre arm-rest to rear seat. Interior driving mirror. All body furnishings chromium plated. Acetex safety glass fitted to windscreen as standard.

Upholstery: Brown furniture hide. Standard colour: Black with cream, red, green or blue inset panel and wheels.

Width of front seat	...	...	...	...	46"
Width of rear seat between elbows	...	...	...	...	50½"
Interior height	...	...	...	...	44½"
Reach from driver's squab to pedals	...	...	...	...	35½" to 42½"
Overall height	...	...	...	...	5' 9"
Overall length	...	...	...	...	14' 5"
Overall width	...	...	...	...	5' 9"
Total weight	...	...	...	...	29¾ cwt.



## “SEVENTY-FIVE” DROP HEAD FOURSOME COUPÉ

SIX CYLINDER

Price £650

TAX £18

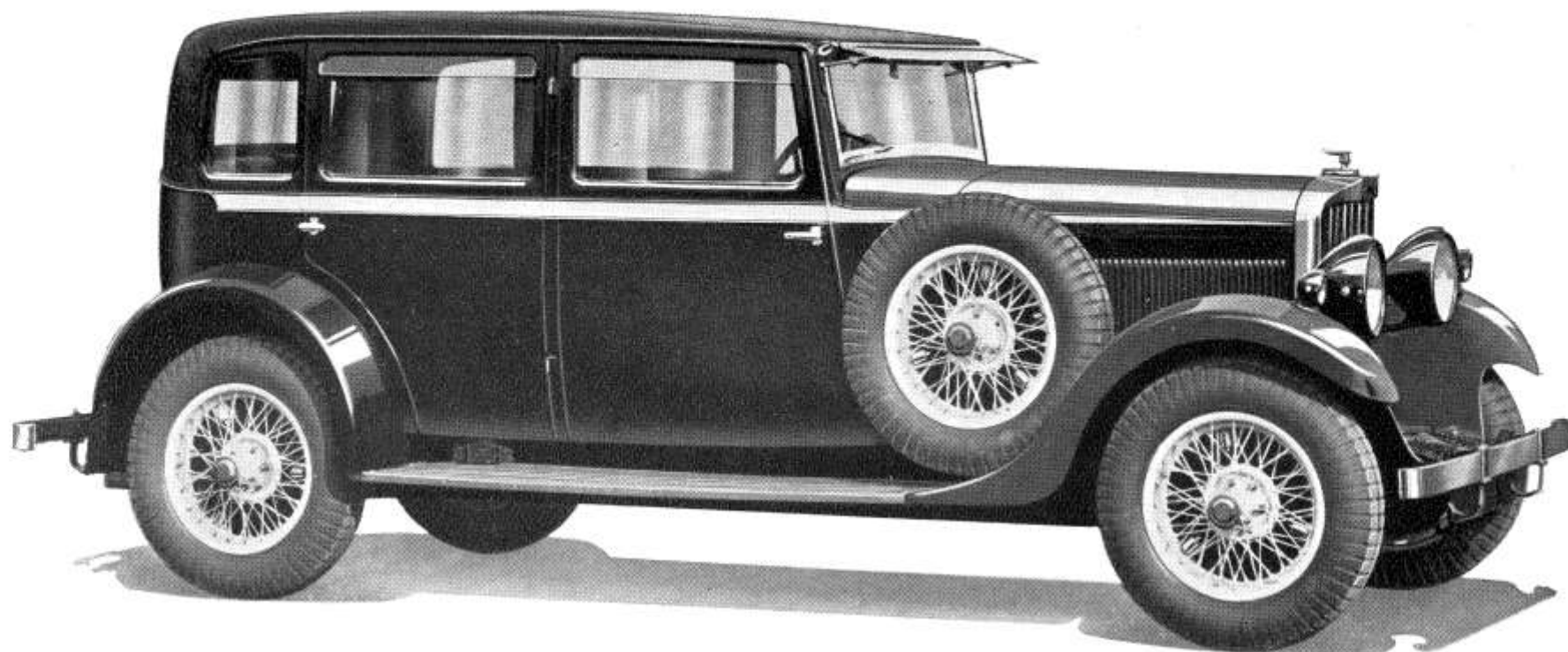
An extremely smart foursome drop head Coupé. Two large doors. Private lock, and catch to off-side door. Winder type window lifts. One-piece windscreen fully opening. Adjustable bucket seats in front. Wells in floor for rear passengers. Ample room. Boot at rear for luggage. Fabric covered head with roof lining. Head folds back easily and neatly. Chromium plated body furnishings. Acetex safety glass fitted to windscreen as standard.

This car is exceptional both as regards inside and outside appearance.

Upholstery : Soft leather. Standard colours : Black with fawn.

Width of front seats (bucket type) (each)	...	20"
Width of rear seat between elbows	...	50"
Interior height	...	44½"
Reach from driver's squab to pedals	...	35½" to 40½"
Overall height	...	5' 9"
Overall length	...	14' 5"
Overall width	...	5' 9"
Total weight	...	29 cwt.





## “SEVENTY-FIVE” 5-SEATER COACHBUILT SALOON

SIX CYLINDER

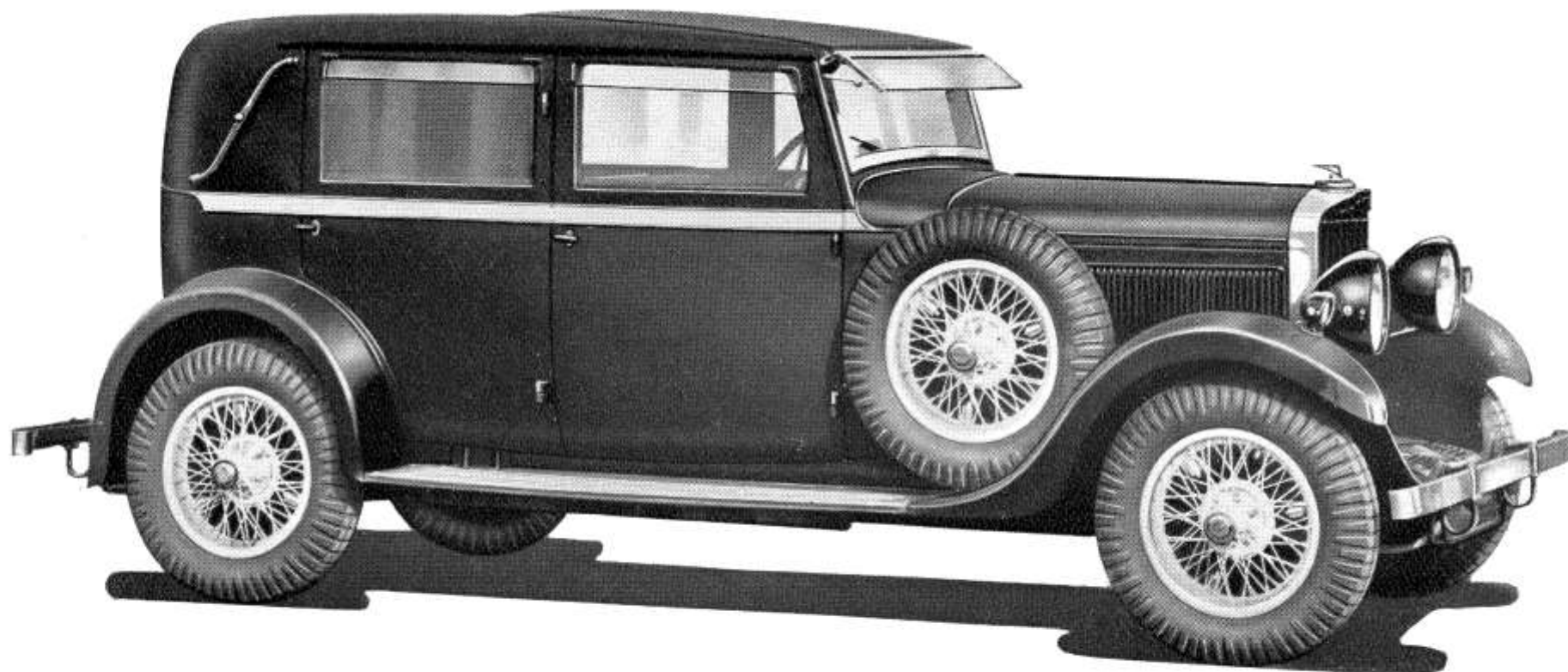
Price £585

TAX £18

An impressive Saloon of very serviceable character. Roomy body. Four large doors. Quick lift winder to driver's door. Adjustable arm-rest on driver's door, and centre arm-rest to rear seat, with receptacle for holding articles. Tables and foot-rests in rear of front seat. Exterior body fittings chromium plated. Louvres over each door. Large fixed back light. Driver's seat adjustable. Interior driving mirror. Bumper bars of special design front and rear. Sliding roof. Acetex safety glass fitted to windscreen as standard. Private lock to near-side front door. Sun visor. Two interior lights.

Standard colours: Royal blue or black. Upholstery: Soft leather.

Width of front seat ...	...	...	...	42"
Width of rear seat between elbows ...	...	...	...	49"
Interior height ...	...	...	...	44 $\frac{3}{8}$ "
Reach from driver's squab to pedals (adjustable) ...	...	...	...	34 $\frac{1}{2}$ " to 41 $\frac{1}{4}$ "
Overall height ...	...	...	...	5' 9"
Overall length ...	...	...	...	14' 5"
Overall width ...	...	...	...	5' 9"
Total weight ...	...	...	...	29 $\frac{1}{2}$ cwt.



## “SEVENTY-FIVE” WEYMANN SALOON DE LUXE

SIX CYLINDER

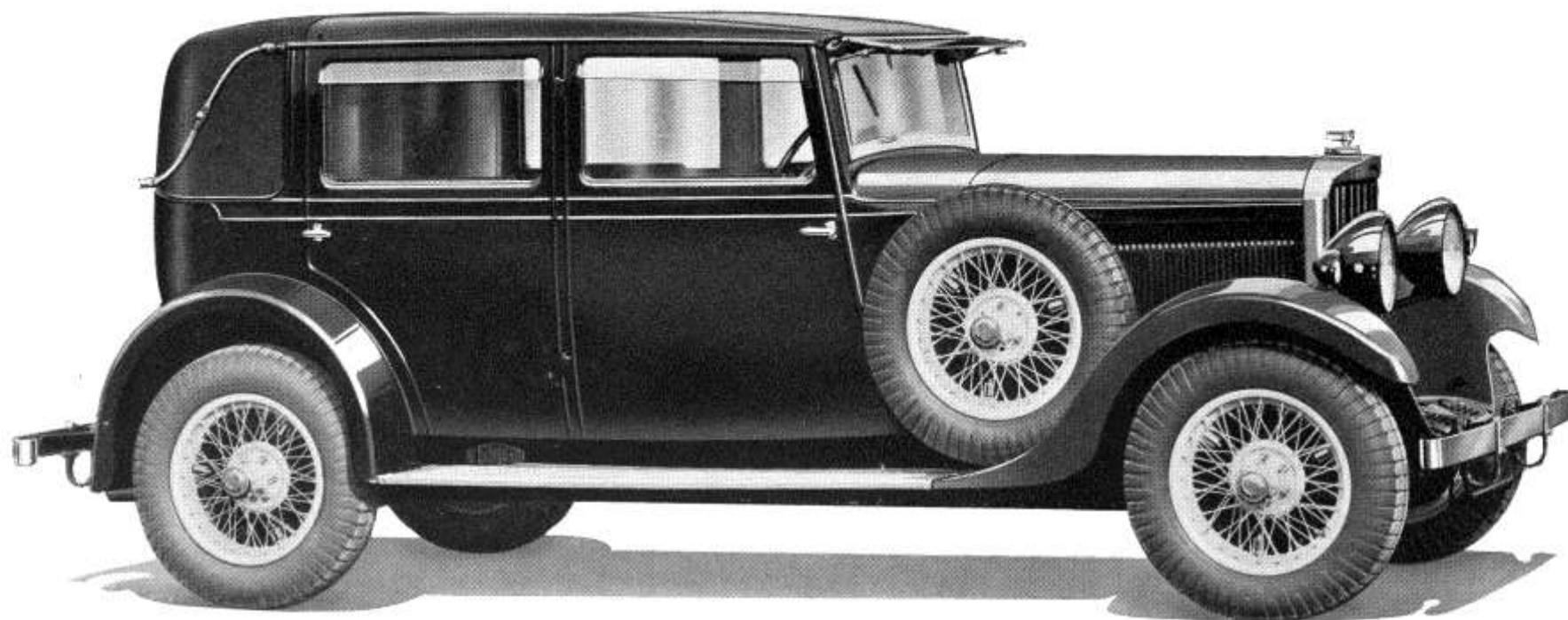
Price £595

TAX £18

A luxurious Saloon, roomy body. Plenty of head room. Four large doors. Quick lift to driver's window. Exterior body fittings chromium plated. Louvres fitted over each door. Large fixed back light with roller blind operated from driving seat. Two interior lights. One-piece front seat adjustable for driving position and back rest, with folding tables and foot-rests in rear. Folding centre arm-rest to rear seat. Adjustable arm-rest on driver's door, fixed arm-rest to near-side front door. Private lock to near-side front door. Parcel net and ash trays. Interior driving mirror. Bonnet covered in fabric. Bumper bars of special design front and rear. Sliding roof. Acetex safety glass fitted to windscreen as standard.

Standard colours : Black fabric with red, cream or green inset panel. Upholstery : Brown furniture hide.

Width of front seat ... ..	42"
Width of rear seat between elbows ... ..	49"
Interior height ... ..	44 $\frac{3}{8}$ "
Reach from driver's squab to pedals ... ..	34 $\frac{1}{2}$ " to 41 $\frac{1}{4}$ "
Overall height ... ..	5' 9"
Overall length ... ..	14' 5"
Overall width ... ..	5' 9"
Total weight ... ..	29 cwt.



## DROP HEAD COACHBUILT SALOON

SIX CYLINDER

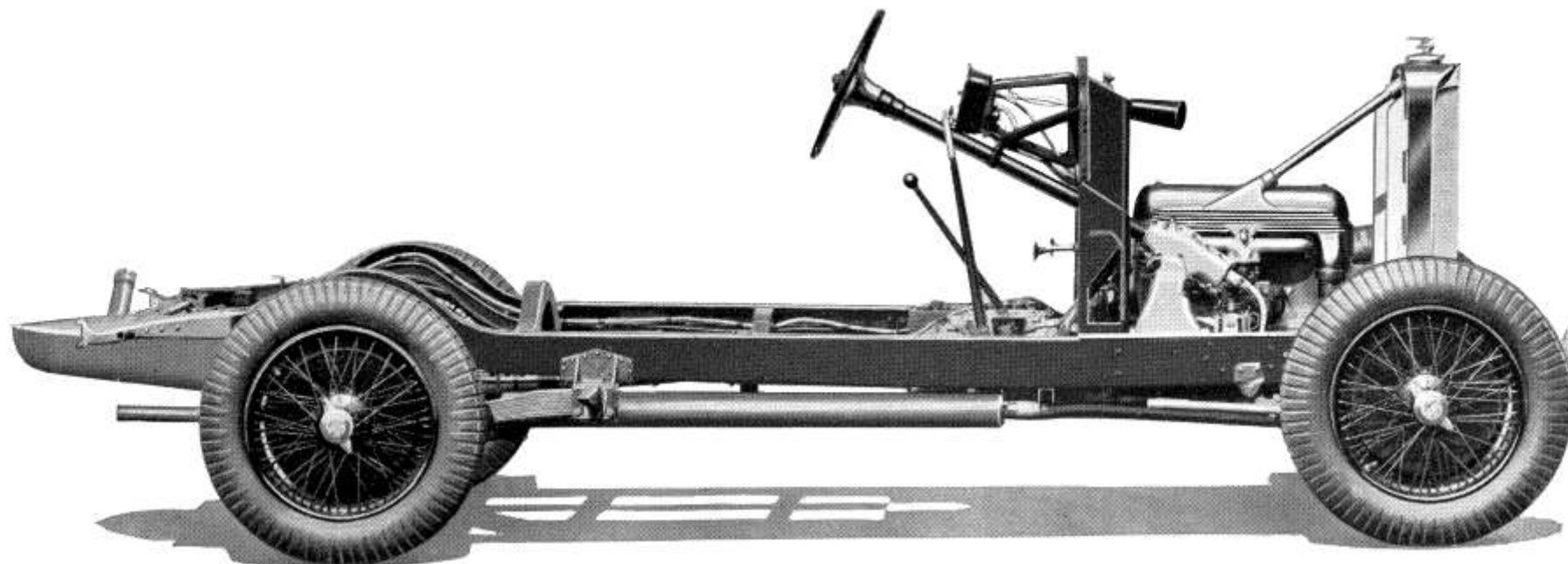
Price £600

TAX £18

An impressive Saloon with drop head and sliding roof making it equal to an open car. Roomy body. Four large doors. Quick lift winder to driver's door. Adjustable arm-rest on driver's door, and centre arm-rest to rear seat, with receptacle for holding articles. Tables and foot-rests in rear of front seat. Exterior body fittings chromium plated. Louvres over each door. Large fixed back light. Driver's seat adjustable. Interior driving mirror. Bumper bars of special design front and rear. Sliding roof. Acetex safety glass fitted to windscreen as standard. Private lock to near-side front door. Sun visor. Two interior lights.

Standard colours: Royal blue or black. Upholstery: Soft leather.

Width of front seat ... ..	42'
Width of rear seat between elbows ... ..	49'
Interior height ... ..	44 $\frac{3}{8}$ '
Reach from driver's squab to pedals (adjustable)	34 $\frac{1}{2}$ " to 41 $\frac{1}{4}$ "
Overall height ... ..	5' 9"
Overall length ... ..	14' 5"
Overall width ... ..	5' 9"
Total weight ... ..	29 $\frac{3}{4}$ cwt.



## “NINETY” SPEED MODEL

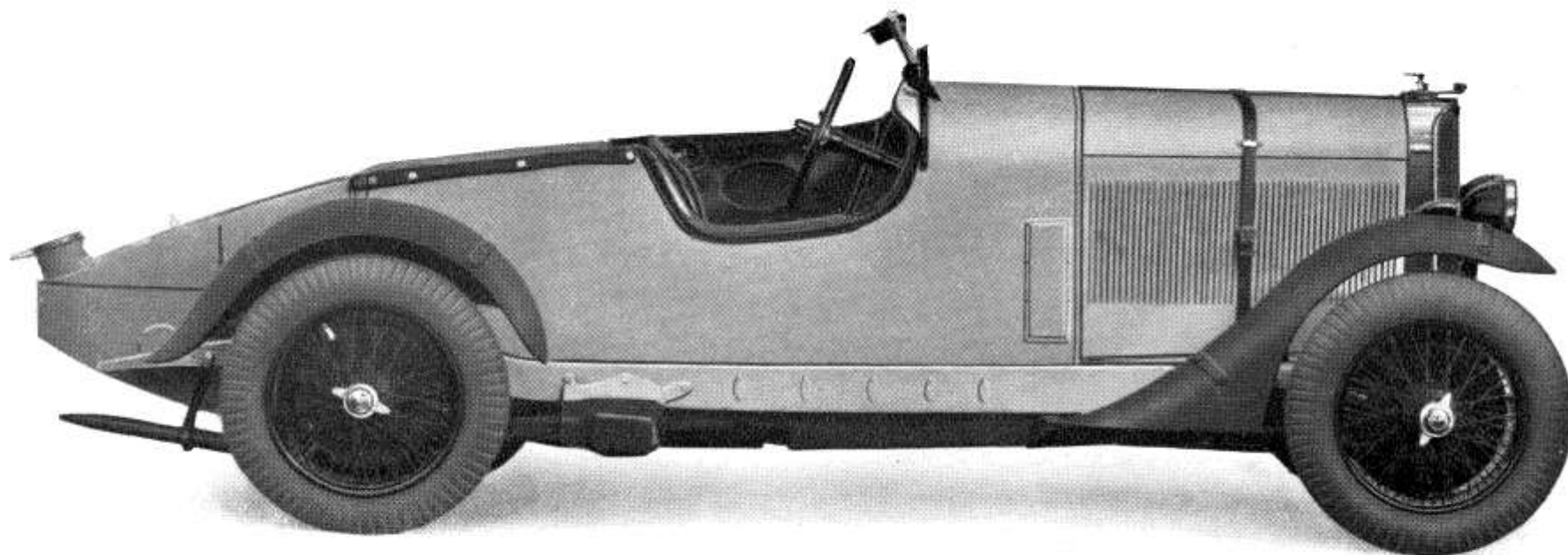
Price £495

TAX £18

*For Full Specification see pp. 4 to 8.*

ENGINE ...	Bore—69·5 mm.	c.c.—2,276.						<i>Short Chassis.</i>	<i>Long Chassis.</i>
	Stroke—100 mm.	R.A.C. Rating—17·9 h.p.							
TYRES ...		29"×5·25" Dunlop.							
GEAR RATIOS		1st = 16·75 to 1							
		2nd = 9·26 to 1							
		3rd = 6·29 to 1							
		4th (Top) = 4·6 to 1							
		Reverse = 20·7 to 1							
			WHEEL BASE ...					9' 6"	10' 0"
			TRACK ...					4' 7½"	4' 7½"
			TURNING CIRCLE ...					37' 0"	39' 0"
			GROUND CLEARANCE... ..					8½"	8½"
			OVERALL LENGTH ...					15' 2"	14' 5"
			OVERALL WIDTH ...					5' 9"	5' 9"
			CHASSIS WEIGHT ...					18 cwt.	19 cwt.





## “NINETY” BROOKLANDS TOURER

SIX CYLINDER

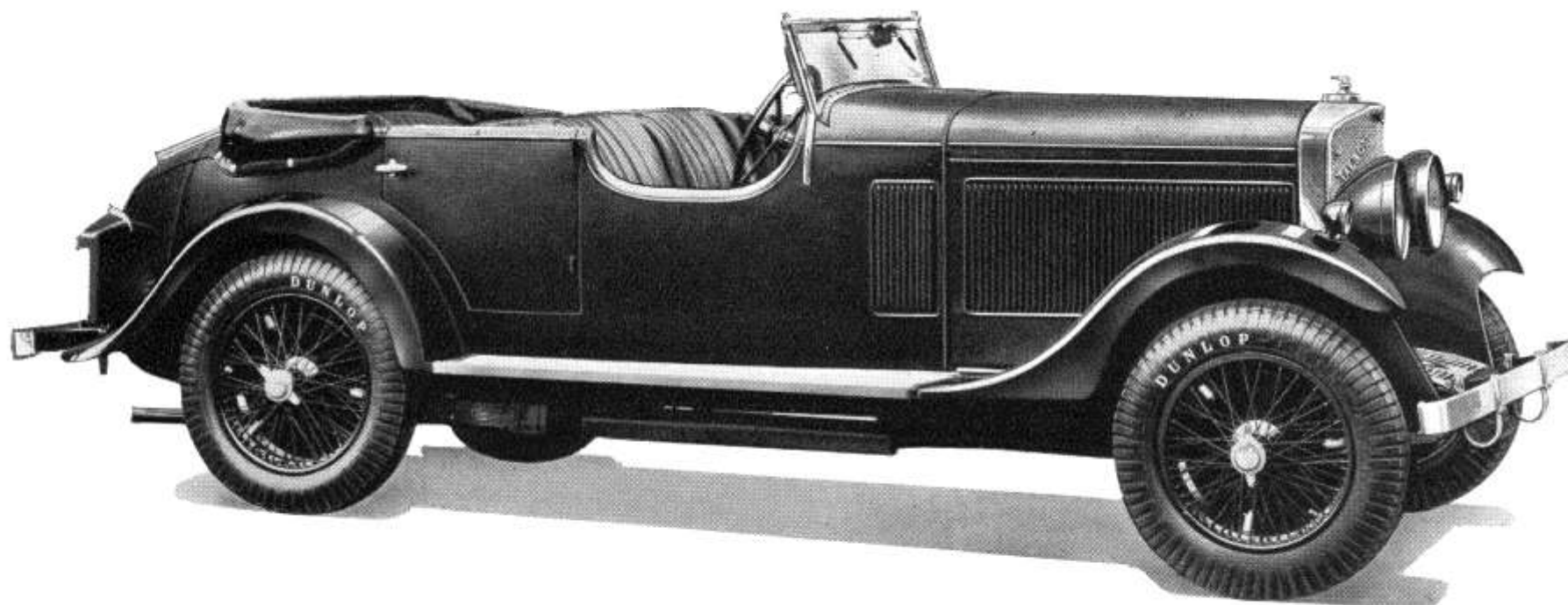
Price £635

TAX £18

Four-Seater touring body as illustrated. Fabric covered. Bucket seats front and rear. Tonneau cover of black waterproof material. Concealed hood. Wire mesh or one-piece screen, fitted with Acetex safety glass as standard, constructed to fold flat if necessary. Wells in floor at rear. Rear of body designed to take spare wheel. Semi-cycle type wings. No running boards.

Colour to choice. Upholstery: Black leather.

Width of front seats (each) ...	...	...	...	17½"
Reach from driver's squab to pedals (adjustable) ...	...	...	...	36¼" to 41¼"
Overall height (hood up) ...	...	...	...	5' 6"
Overall length ...	...	...	...	14' 2"
Overall width ...	...	...	...	5' 9"
Total weight ...	...	...	...	24½ cwt.



## “NINETY” DE LUXE SPORTS TOURER

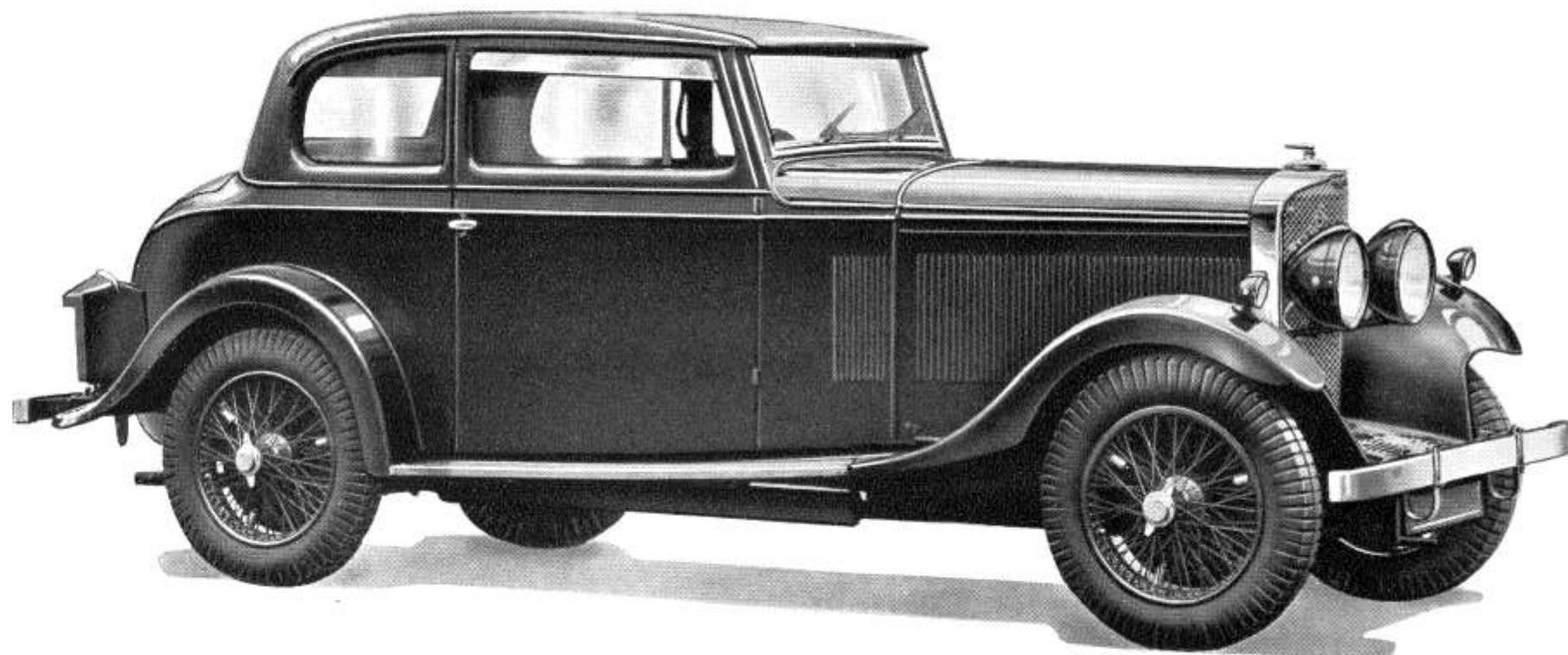
SIX CYLINDER

Price £675

TAX £18

Four-Seater Touring Body, bucket seats to front with separate adjustment and backs made to fold. Hood and hood cover of black waterproof material, plug-in type curtains. Provision for storing side curtains behind rear squab. Wells in floor at rear for passengers' feet. Rear of body designed to take spare wheel and luggage, tonneau cover to rear. One-piece windscreen, with dual electric wiper. Finished black exterior material with red antique leather and red wire wheels. Acetex safety glass fitted to windscreen as standard.

Width of front seats (each) ... ..	17"
Width of rear seat between elbows ... ..	44½"
Interior height with hood raised ... ..	42¼"
Reach from driver's squab to pedals (adjustable)...	36¼" to 41¼"
Overall height (hood up) ... ..	5' 6"
Overall length ... ..	15' 2"
Overall width ... ..	5' 9"
Total weight ... ..	24½ cwt.



## “NINETY” DE LUXE SPORTS SALOON

SIX CYLINDER

Price £695

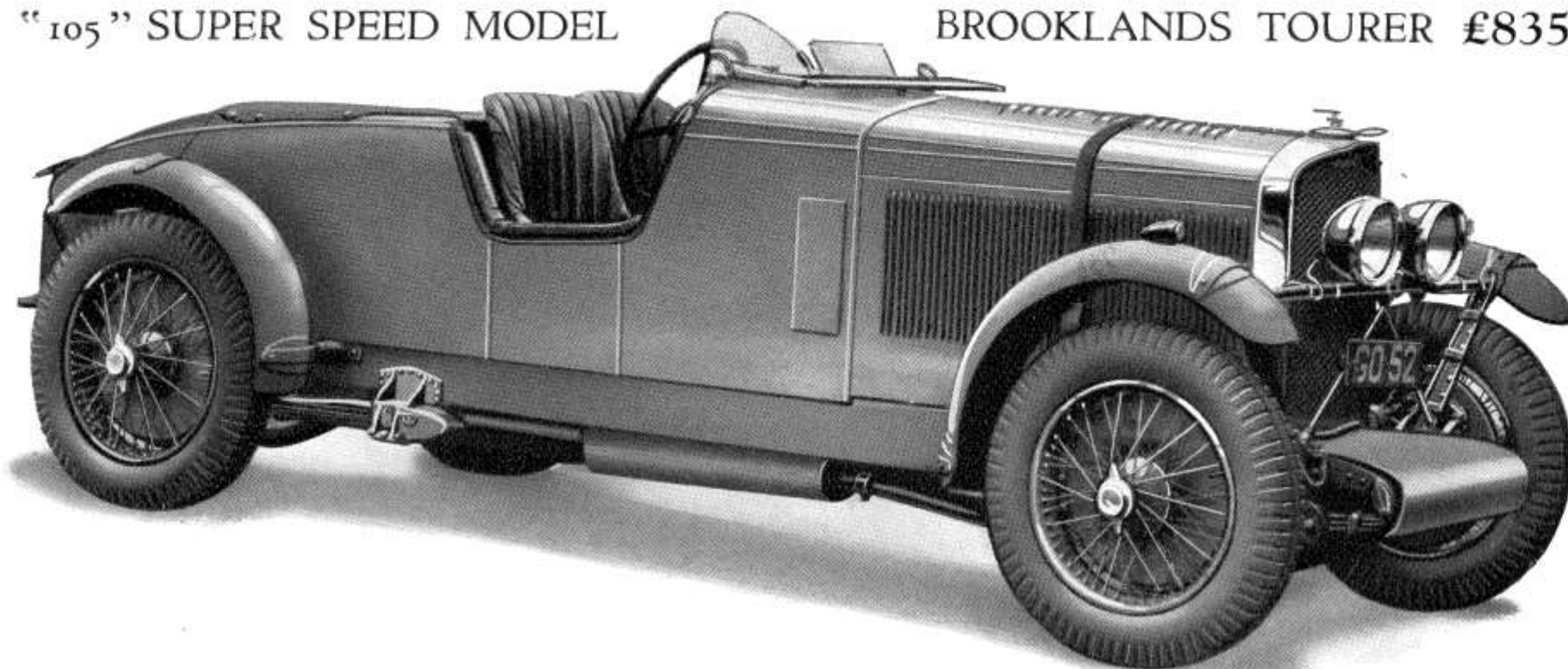
TAX £18

Four-Seater Saloon Body with sliding roof, two doors, quarter lights and back light, glass louvre ventilators to tops of doors. Bucket seats to front with separate adjustment and backs made to fold for access to rear seats. Spring blind to back light operated from driver's seat. Wells in floor at rear for passengers' feet, rear of body designed to take spare wheel and luggage. One-piece windscreen with dual electric wiper. Acetex safety glass fitted to windscreen as standard. Finished black with brown furniture hide.

Width of front seats (each) ... ..	17½"
Width of rear seat between elbows ... ..	48"
Interior height ... ..	42¾"
Reach from driver's squab to pedals (adjustable) ... ..	36¼" to 41¼"
Overall height ... ..	5' 6"
Overall length ... ..	15' 2"
Overall width ... ..	5' 9"
Total weight ... ..	26 cwt.

"105" SUPER SPEED MODEL

BROOKLANDS TOURER £835



DE LUXE SPORTS TOURER £875

DE LUXE SPORTS SALOON £895

(BODIES SIMILAR TO "NINETY" MODEL)

SIX CYLINDER

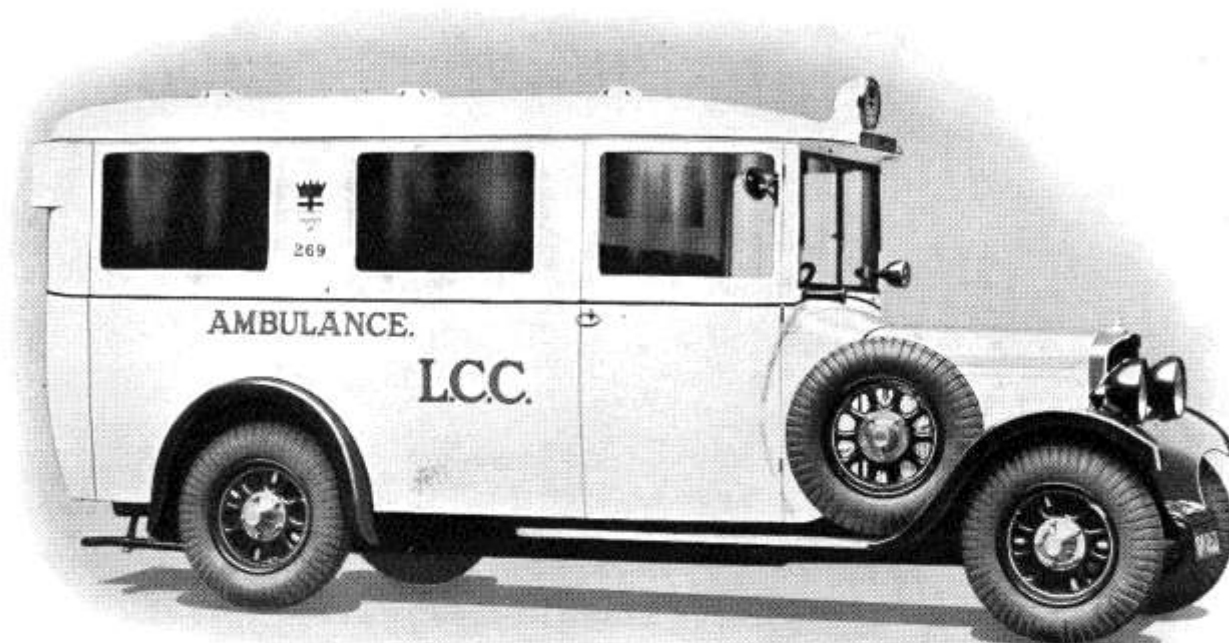
**Chassis Price £695**

TAX £21

*The General Chassis Specifications are given on pp. 4 to 8.*

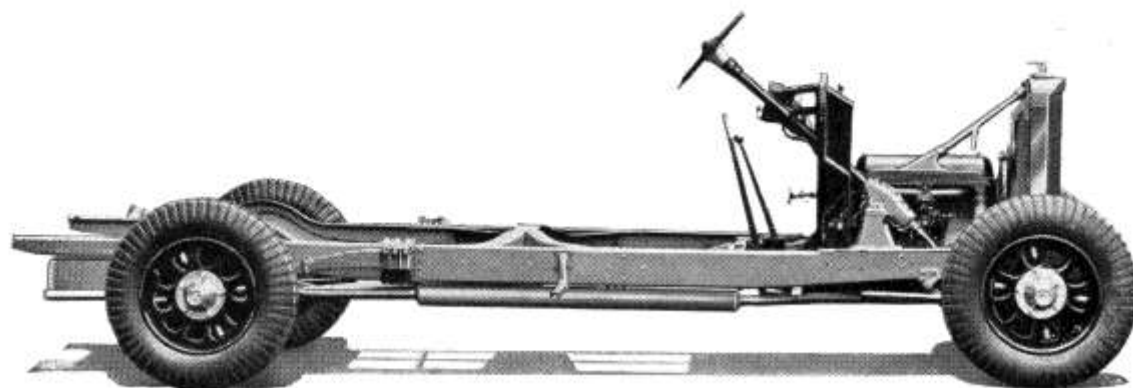
TYRES	...	...	...	...	...	29" x 5.25"	WHEEL BASE	...	...	...	...	...	9' 6"
GEAR RATIOS	...	...	...	...	...	1st = 14.674 to 1	TRACK	...	...	...	...	...	4' 7½"
						2nd = 8.110 to 1	TURNING CIRCLE	...	...	...	...	...	37'
						3rd = 5.946 to 1	GROUND CLEARANCE	...	...	...	...	...	7"
						4th = 4.363 to 1	OVERALL LENGTH	...	...	...	...	...	15' 2"
						Reverse = 18.128 to 1	OVERALL WIDTH	...	...	...	...	...	5' 9"
							CHASSIS WEIGHT	...	...	...	...	...	19½ cwt.





*Talbot Ambulance as  
supplied to  
London County Council.*

*Talbot  
Ambulance Chassis.*



## TALBOT MOTOR AMBULANCES

Talbot Cars have won many friends among the medical profession and Local Government Officials, who require before all a dependable car. We call their attention to the Motor Ambulances produced by the Talbot Company. They represent the summit of safety, comfort and reliability ; and have won the approval of the London County Council and other public authorities.

Full particulars regarding the chassis and coachwork of these motor ambulances will be forwarded on receipt of your inquiry at the Company's Works : Barlby Road, London, W.10 ; or at the London Showrooms : 12, Princes Street, Hanover Square, London, W.1.

The chassis represents a triumph of adaptation of the world-famous Talbot construction to the special needs of ambulance service—comfort, safety and extraordinarily low loading frame. The rear axle is of the spiral bevel type with double helical gear reduction for each wheel, enabling a dropped axle to be used and a very low chassis frame. Special attention has been given to the springing, the brakes and the steering gear.

The coachwork is designed to give the greatest degree of strength and comfort. All framing is of prime English ash, free from knots. Steel flitch plates are fitted for support where necessary. All joints tenoned and mortised, made with white lead and screwed. All panels of steel. Roof rigidly supported on transverse hoops and covered with weather-resisting fabric. Driving cabin partitioned off. Partition has two sliding windows for communication and ventilation.

Two doors are fitted to driver's cab. One or two doors at rear. Easy access to both near and off-side stretchers. One drop and one fixed window on each side of body, with easy-winding type mechanism. All windows of the patient-carrying compartment glazed with frosted glass. The interior of the body is heated by hot water from the engine, and is controlled from inside the patient-carrying compartment.

The driver's and attendant's seats are constructed to provide maximum comfort for long journeys. Upholstery : leather on spring case.

The price of the chassis is £475 and of the ambulance complete, as supplied to the L.C.C., £795.

## TERMS OF BUSINESS

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.—Ten 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 twelve 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 twelve 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.



## EXPORT

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

CLEMENT TALBOT LTD.

BARLBY ROAD, LADBROKE GROVE, LONDON, W.10

*and*

12, PRINCES STREET, HANOVER SQUARE, W.1.



## COMPETITION RECORD OF TALBOT CARS, 1930, 1931

*(Entered and run by Messrs. Fox & Nicholl, Tolworth Service Station, near Surbiton, Surrey.)*

### 1930, "LE MANS" 24-HOUR INTERNATIONAL ENDURANCE RACE.

**3rd and 4th in the Grand Prix d'Endurance.** Driven by Messrs. Brian Lewis and Hugh Eaton, and J. Hindmarsh and Rose Richards, beating all cars up to 6-litres, without handicap. Distance covered, 1,647.3 miles at an average speed of 68.63 m.p.h.

1st and 2nd in their class, winning the Rudge Whitworth Eliminating Race.

### 1930, SECOND IRISH INTERNATIONAL GRAND PRIX, DUBLIN.

**1st, 2nd and 3rd in their class.** Driven by Messrs. Brian Lewis, Hugh Eaton and Rose Richards, all three cars making a **non-stop run** at an average speed of 75.83 m.p.h., 74.72 m.p.h. and 74.12 m.p.h. for 66 laps, covering 283.3 miles.

### 1930, R.A.C. TOURIST TROPHY RACE, ULSTER.

**1st, 2nd and 3rd in their class.** Driven by Messrs. Brian Lewis, John Hindmarsh and Rose Richards, all three cars making a **non-stop run**. Average speed 68 m.p.h.

### 1930, 500 MILES RACE, BROOKLANDS.

**1st, 2nd and 3rd in their class.** Driven by Lord Howe, Messrs. Brian Lewis, John Hindmarsh and Rose Richards. **Mr. Hindmarsh's car made the only non-stop run in the race and is the only car in the world to cover 500 miles without a stop at such a high average speed.** Average speeds 104.26 m.p.h., 103.52 m.p.h. and 100.4 m.p.h.

### 1931, DOUBLE TWELVE-HOUR RACE, BROOKLANDS.

**1st 2nd and 3rd in their class.** Longest distance and highest average speed of any car in the race, 1,902.9 miles at 79.29 m.p.h. Driven by Messrs. Rose Richards and J. R. Cobb, Brian Lewis and John Hindmarsh, A. O. Saunders Davies and W. Y. Craig, and E. and S. J. Burt. **All Talbot cars that entered finished.**

### 1931, "LE MANS" 24-HOUR INTERNATIONAL ENDURANCE RACE.

**3rd in the Grand Prix d'Endurance, and 2nd in their class.** Driven by Messrs. Rose Richards and Saunders Davies, covering 1,763 miles, at an average speed of 73.46 m.p.h. **2nd in the 8th BIENNIAL CUP.**

### 1931, 3rd IRISH INTERNATIONAL GRAND PRIX RACE, DUBLIN.

*Second Day's Race.*—**3rd, driven by Brian Lewis, the only non-stop car.** Average speed 79.92 m.p.h. The only Talbot entered.

### 1931, THE INTERNATIONAL ALPINE TRIAL.

105 Talbot, driven by H. E. Symons, **awarded the Coupe des Glaciers**, having completed the six-days trial without any penalisations and without having effected any adjustment whatever or touched any tool or spare part.

### 1931, R.A.C. TOURIST TROPHY RACE, ULSTER.

4th and 15th in the race, 4th and 5th in their class. Driven by Messrs. Brian Lewis and John Hindmarsh, **Mr. Lewis driving 410 miles non-stop, averaged 77.13 m.p.h.** The only car to complete the entire course without a stop.