

TALBOT OWNERS' CLUB

6-7 Mai 2017

4^e VINTAGE REVIVAL MONTLHERY

Venez revivre la
Légende !



Plus de 300 véhicules d'avant 1940
sur un circuit mythique !

Vintage Montlhéry—Maastricht tour May 2017

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LIST OF ENTRANTS

David Booth/Gillian Humberston	90 Sports Tourer	GX1320
Rowley Grindell/Janet Sparks	105 Ulster Saloon	TAS354
Roman/Helen Mohr	105 VdP Tourer	AGC386
Malcolm/ Vivien Fishwick	75 Foursome Coupe	LJ5854
Tom/Carole Whatton	105 VdP Tourer	AYE70
Clive Kent/Caroline Howard	90 Brooklands	PL3293
Richard/Shirley Newby	105 Coupe Des Alpes	ALA746
Darrell/Lynn Pickup	14/45 Tourer	RY6835
Sally/David Morris	14/45 saloon	GY5955
Quentin/Su Chases	Bentley 3 Litre	BS9231
Trevor/Chrissie Andrews	Sunbeam 20.9	PN3896



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.



Welcome to the TOC Vintage Montlhéry 2017/Maastricht Tour.

This is our third visit to this historic track, the scene of so many record attempts since it was built in 1924 in the South West fringes of Paris. We have 12 Talbots in our party, and we join either the track sessions or the vehicle displays according to our bookings. The whole weekend is a great chance to see many continental manufacturers we so rarely come across in the UK.. Your tickets will be issued at the hotel on Friday evening; these should be presented at the gate on entry, where you will be furnished with your specific track permits etc, where necessary.



For those who wish to join in, we are meeting for an early supper at "The George", Finchdean, PO8 0AV (near Horndean) from 6.00pm onwards. There is also a Morrisons nearby for a fuel fill-up before we hit the ferry. Certainly not compulsory, but there is plenty of time for a good chat and a bite to eat. The journey to the docks should only take 20 minutes, so an 8.45pm 'dash' should be fine; the ferry leaves at 23.30.

You will find details of your fellow-travellers on page 3, and in the light of our past experiences, no specific routes to our hotels, have been defined for you. You are free to choose direct routes, or a more relaxed one as you wish. It does make some sense to travel with two or three others, simply for peace of mind and mutual support, and enjoy their companionship for your day driving through the delights of Normandy to the Ile de France. I have, however, set out a few villages and towns which give a scenic and gentle run across country which may help you plan a route; this includes a break for coffee/croissant about an hour from the ferry in the morning, and a possible lunchtime halt at Ivry-la-Bataille (about an hour from the hotel).

Hotel au Bord du Lac is located in the Parc Naturel Regional de la Haute Vallee de Chevreuse. The quiet run to Montlhéry from the hotel will take about 35 minutes. We have arranged for accommodation on Dinner/Bed/Breakfast basis for Friday, Saturday and Sunday, so I don't think there is any danger of starvation setting in!

The hotel is very conveniently located at the end of the RER B line and the train from the station at Saint-Remy-les-Chevreuse takes you direct to the heart of Paris (station Saint-Michel Notre-Dame), with a journey time of 45 minutes (a bit of a 'stopper'). The hotel is only 5 minutes away from the station on foot. This may well attract some of our party for the Saturday and you are entirely free to make your choice of Montlhéry or Paris as you wish. We are also very conveniently located for Versailles, but expect crowds! You have tickets for both days at Montlhéry in any case, so one or two days there, is at your discretion. Our final Gala Dinner will be at the hotel on Sunday evening at 7:15pm for 8:00pm (subject to change on the day if we are kept at Montlhéry).



Monday sees our departure for the Ardennes and a fascinating section of the tour. Rich in the triumphs and tragedies of both WW1 and WW2 in the stunning forested hills there is ample opportunity to research and enjoy something of what the region has to offer. Our hotel (Hotel Chateau Fort) for 2 nights is in Sedan, the location of the first serious fighting as the Germans swept through the Ardennes in May 1940. Tuesday is entirely free for you to do your own thing.

On Wednesday we travel circuitously through the Ardennes on some delightful roads passing close to Spa Francorchamps (you could call for a look if you wish), as we head for Maastricht and our good TOC friends there. About 180 miles in total – we just need to be under way in good time so we can enjoy the drive to the full.

We arrive in Maastricht, and head for the secure parking to leave the car, then make our way to the hotel in old Maastricht (a few minutes walk). There is a parking fee which I will collect from you individually. Our hotel has been arranged by our friends in Maastricht, and they have also arranged for us to dine in two restaurants nearby (one each evening that is!). Your only cost on these evenings will relate to your drinks, which you should settle individually.

The cars will be held securely from our arrival to our departure on Friday morning; this allows us to explore the old town on foot and take a break from the open road. I am looking at arranging a walking tour for a couple of hours and will update the position before we arrive.

Our journey on Friday is a relaxed one and we are staying near Nijmegen for the night. The association with Operation Market Garden in WW2, and being the oldest town in the Netherlands make a diversion well worthwhile; perhaps spend some of the afternoon there.

Saturday is a free day for your own route to Hook of Holland; call in Ghent or Delft or perhaps visit the Louwman Museum in the Hague (world's oldest car collection containing more than 250 vehicles) all housed in a dramatic modern building. Louwman Museum

Leidsestraatweg 57

2594 BB The Hague, The Netherlands T +31 (0)70 - 304 7373

info@louvmanmuseum.nl



The O/N ferry leaves at 22.00 so plan to get there well before the check-in closes at 21.15



ITINERARY

THURSDAY 4 MayPORTSMOUTH FERRY DEP **23.30**O/N to Le Havre Arr. **08.30****FRIDAY 5 May**Suggested breakfast **Caudebec**Suggested Lunch **Ivry-la-Bataille**Drive to **ST REMY LES CHEVREUSE****Hotel au Bord du Lac**Dinner at hotel **7.30pm****SATURDAY 6 May**FULL DAY AT **MONTLHERY** including
ENTRY, and LAPS where appropriate.Optional day in Paris by train for the adventurous, or perhaps
sample VersaillesDinner at hotel **7.30pm****SUNDAY 7 May**FULL DAY AT **MONTLHERY**, including ENTRY, and LAPS where
appropriate.

FINAL DRIVE on circuit FOR ALL CARS inc.

Vintage Display at end of day.

GALA DINNER at hotel **7.15 for 8.00pm**

ITINERARY (cont.)

MONDAY 8 May	Head east towards Sedan where we relax for 2 nights. Dinner 7.30 pm Hotel Le Chateau Fort de Sedan
TUESDAY 9 May	Free Day to explore the Ardennes Dinner at Hotel 7.30pm
WEDNESDAY 10 May	Travel to Maastricht Suggested Lunch Trois Ponts Hotel Les Charmes Dinner at restaurant 7.30pm
THURSDAY 11 May	Free day in Maastricht Cars in garage for day Dinner at restaurant 7.30pm
FRIDAY 12 May	Travel to Niftrik Possible afternoon in Nijmegen Dinner at hotel 7.30pm
SATURDAY 13 May	Travel to Hook of Holland or Rotterdam for ferries on own routes Visit delights of Gouda/Delft/Louman Museum? Hook Ferry meet at 8.00pm at terminal (early boarding)

Do make sure that you bring a detailed map of the Netherlands; the main (and very busy) road network is ok to get to the port quickly, but to explore minor roads you do need more than a tourist map. I used an ANWB 1:200,000 map of Zuid Nederland for my own planning.



THE MONTLHERY STORY

L'age d'Or / The Golden Era

The man responsible for the creation in 1924 of this racetrack 24 kms from Paris close to the towns of Linas and Montlhéry, (the reason for its official title of "**Linas-Montlhéry's motor-racing track**") was an industrialist: Alexandre Lamblin. The owner of a factory producing radiators for cars and planes and of a sports magazine, "**l'Aero-sport**", he had the idea of providing France - and more particularly the Paris area which was at that time one of the principal centres of the French car industry - with a racetrack.

The early 1920s were a time of records and competitions of all kinds (car against plane...). In addition, Great Britain had already built the Brooklands track in 1907, the United States had a racetrack in Indianapolis since 1911 and Italy in Monza since 1922. In 1923, Alexandre LAMBLIN, after having made some projects for the acquisition of a hundred hectares on the plateau located between Montlhéry and Nozay, bought a field located on the Saint-Eutrope plateau, in Linas, close to Montlhéry. Two studies were undertaken and the least expensive, envisaging a 2,5 km length ring, possibly supplemented by an external road circuit, was chosen.

Engineer Raymond JAMIN was hired to design the track. It is oval with two short straight lines of 180 meters. In the turns, it has a concave profile in the shape of a cubic parabola with a vertical axis and connections are traced according to a spiral logarithmic curve, which constitutes one of the characteristics of the design. The ring is calculated so that cars of 1 000 kg can reach, in the top of the turns, speeds of approximately 220 km/h. Its development, measured in the middle of its projection on a horizontal level is 2 548.24 metres (centre line). Two thousand workmen, masons, metal workers, scrap merchants, carpenters and truckdrivers worked for six months on the construction of the track, using 1 000 tons of steel and 8 000 m³ of concrete. Many ready-made units were used, making it an avant-garde construction for that time.

Montlhéry soon attracted a great number of pioneers of speed and their monstrous record cars, coming over from England because of the many noise restrictions (assembly of silencers, prohibition of races at night) imposed by the neighbours of the Brooklands circuit. Over one hundred records, were established or beaten just two months after the opening. It was the make Rolland Pilain which was the first to do so, and the solo circuit record on the ring was to be held for a long time by Gwenda Stewart in a Derby-Miller with an average of 234,681 km/h.

Linas-Montlhéry was also a place where races were organized. The Automobile Club de France Grand Prix was held for the first time in 1925, after the addition of a road circuit built in record time (the complete circuit totals 12.500 kms). It attracted a considerable crowd including the President of the Republic himself. The cars went clockwise whereas the records were carried out in the opposite direction. Unfortunately, during the race, Antonio Ascari died while driving his Alfa Romeo P2 on the new portion of the circuit. Eventually, it was Robert Benoist in his Delage 12 cylinders who won. The ACF GP was held from 1931 to 1937 (except 1932) according to various formulas which always attracted many spectators, coming to attend the duels between Alfa Romeo and Bugatti and then, on the arrival of the Auto-union, Mercedes and Delage.



The war, the revival and decline

The increasingly high operating costs and the state of the concrete coating which made it impossible to turn single-seaters at high speed, led the administrators of the motor-racing track to sell the site in 1939 -consisting of 750 ha at that time - to the French government, who placed it at the disposal of the War Ministry. The motor-racing track seriously deteriorated during the war. In December 1946, the Technical Union of the Car, Motorbike and Bicycle (UTAC) took over management of the tracks and installations of the motor-racing track, its renovation and maintenance, and the organization of competitions from the War Ministry, under the terms of a long lease and against payment of an annual rent. The renovation lasted two years. It was accompanied by major adjustments such as the control tower, a stand with 1 000 places, a fuel station, tracks on special surfaces and the creation of laboratories.

Since that date, activities have never stopped, mainly technical and experimental trials but competitions have continued to be organized. Les Coupes du Salon during the Paris international motor show in October and since 1956 at irregular intervals, the 1 000 kilometers of Paris. However, the profile of the circuit is not really suitable for the great speeds reached from that moment.

The accident which cost the lives of Peter Lindner, Franco Patria and 3 flag marshalls in 1964 are a sad demonstration of that problem. The 1 000 kms was only held again in 1966 and, more recently, in 1994. The Coupes du Salon and the Grand Prix de l'Age d'Or constitute the two last sporting events on the ring. In 1996, the Grand Prix de l'Age d'Or was the third French automobile demonstration after the 24h of Mans and the France F1 GP but, for lack of volunteers, the Coupes du Salon could not be held.



SUGGESTED ROUTE FROM LE HAVRE TO ST REMY LES CHEVREUSE

Take A131/D782 along the north bank of La Seine to **Caudebec-en-Caux**.

Through a roundabout and then join La Seine again, continue until the road begins to bend slightly left and you approach another roundabout; there are a number of cafes on the left and lots of parking on each side of the road. **Time for a coffee and croissant!**

Continue to Duclair and look for the parking on the right for the fascinating little ferry which will take us across La Seine – not many opportunities to take your Talbot ON La Seine! Turn into the parking area and get your ticket before boarding the ferry. We should be close together after our coffee stop, but the ferries operate a continuous service anyway.

Take the D64 to **Bardouville, La Bouille**, then look for the D132 off to the right (just after the Mairie). Enjoy the fast twisting drive up the wooded hill – on a left-hand corner (house on inside) keep left SP A13. At the top take care, going SO at the crossroads SP A13.

Stay on D438 (crossing under A13), then D6138 to **Bourgheroulde-Infreville**, TL on D313 then D913 to **Elbeuf, Louviers**

D71 **Acquigny, Neuilly** (following the Eure)

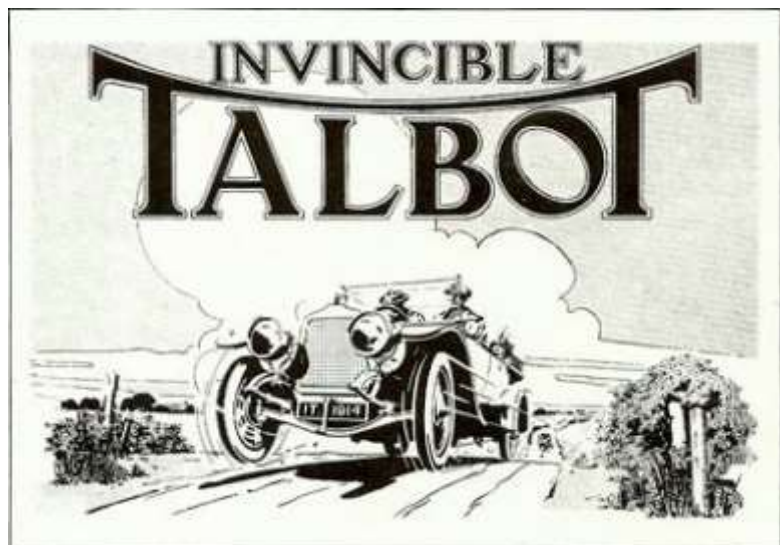
D836 **Ivry-la-Bataille** TL (Rue Henry 4) and cross the Eure. Lovely shops cafes.
Possible Lunch halt (about an hour to the hotel from here)

D933 **Bercheres sur Visgre Houdan**
St Leger en Yvelles

D61 **Le Perray en Yvelines**
Cernay la Ville (nearby Abbaye des Vaux de Cernay)

D906 **Chevreuse, St Remy Les Chevreuse**

AU BORD DU LAC – HÔTEL RESTAURANT - 2, Rue de la Digue 78470 Saint-Rémy-lès-Chevreuse



ROUTE TO SEDAN

We need to make good progress out of the busy roads of the south of Paris, so I think it better to make use of the major roads, avoid slow routes and get away from the area as quickly as possible. Merely a suggestion of course, as ever the choice is yours.

D938, D838, D40 and D35 to join the N118 near **Les Ulis**.

Join the A10 briefly, then turn onto the N104 until you join the south-bound E15 at **Evry**.

Onto the N104 again and pass round **Lieusaint**, then join the A5b heading south; leave at junction 12b and take the D619 to

Guignes D402

Coulommiers **Possible coffee halt – Place du Marche**
D934 to

La Ferte-Gaucher D215/D41 to

Montmirail D933 then TL on D9 to **Vertus** and

Le Mesnil-sur Oger **Possible lunch halt at the very well reviewed La Gare**
Continue on D9 turning R on D19 to

Athis

Tours-sur-Marne

Mourmelan-le-Grand

Souain-Perthes-les-Hurlus TL onto D977 then TR onto D20/D6/D306 to

Monthois TL onto D982 to

Vouziers D977 to

Le Chesne

Sedan

Hotel Le Chateau Fort, Porte des Princes, 08200 SEDAN +33 (0)3 24 26 11 00



ROUTE TO MAASTRICHT

Florenville

Neufchateau

Wellin

Rochefort

Possible coffee halt about 2 hrs from hotel

Marche-en-Famenne

Hotton

take N86 to

Barvaux-sur-Ourthe, Bomal, My then TR ONTO N66 to

Trois-Ponts

Possible lunchtime halt and good weather possible picnic site.
TR OPPOSITE FORD GARAGE UNDER TUNNEL,

ONTO N68

(Diversion to SPA-Francorchamps if you wish)

Stavelot

Malmedy

T R INTO TOWN ONTO N62, THEN BACK ONTO N68

Mont

Eupen

S O N67 PASSING UNDER E40

TL ONTO N3.

TR in **Henri-Chapelle** onto **Rue du Memorial Americain**

Join N608 to

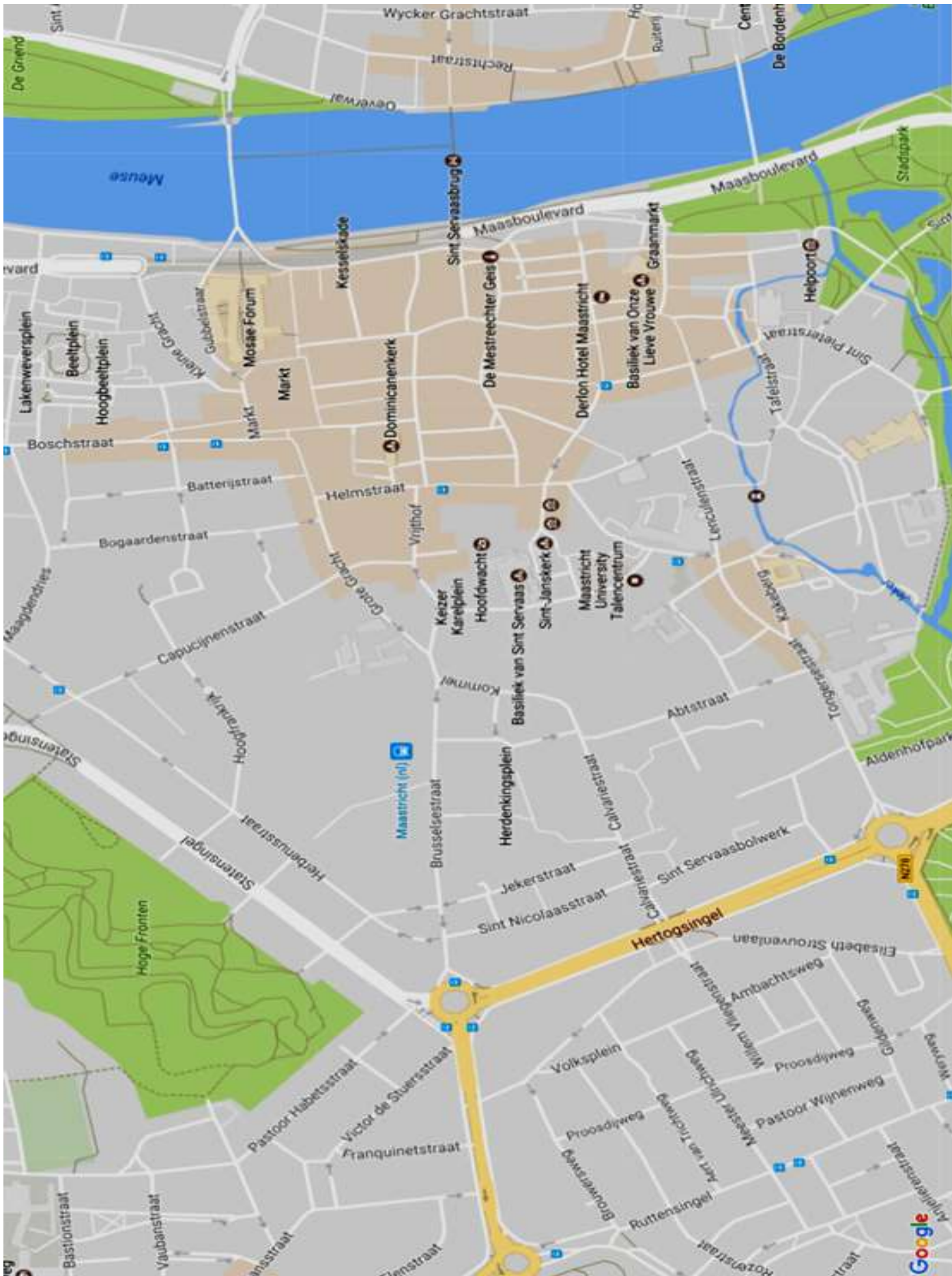
Vise

Join E25/A25 heading N towards **Maastricht**

Take N278 to Maastricht Central. Take first R over the river and sweep round to Tr Lights. SO and take first R onto **Sint Pieterskade** (park on R) Through city wall onto **Begijnenstraat**, R at end onto **Sint Pieterstraat**. TL (opp red-brick offices) onto **Witmakerstraat**. TR at end onto **Kapoenenstraat**, then first L onto **Lenculenstraat**. Hotel on R. Take care unloading – narrow street.

Go straight on **Tongerstraat**, **Tongerseweg** bear R on slip at r'about, then TR at tr lights onto **Calveriestraat**, **Kommel**, then bear R and R again onto **Vrijtof**. TL at Macdonalds onto **Helmstraat** –parking 100 yds on R (Q Park). 6 min walk to hotel. You will have a large-scale map of Maastricht issued which to help navigation.





Maastricht Route Friday to Niftrik

Take A2 north from the city, and leave at Junction 41, turning **Right** onto the N273

TURN **Left** onto N279 to **ROGGEL**

MEIJEL

DUERNE

RIPS then N277 Towards **ZEELAND**,

Turning **Right** through **LANGENBOOM** to **GRAVE**

N234 to **NEDERRASSELT**

We are close to **NIJMEGEN** at this point - The oldest city in the Netherlands. It was the focus of operation Market Garden in WW2, with fierce fighting by British forces and Nijmegen was finally liberated by the Guards Armoured Division (and elements of the 82nd Airbourne Division) in 1944. Why not spend a few hours there? Just follow the signs from this point. Otherwise.

Turn **Left** onto N845, then **Left** onto **RAVENSTEINSEWEG**, which becomes **MAASBANDIJK**

THE HOOGEERD HOTEL IS OUR DESTINATION FOR THE NIGHT

The Hoogeerd Hotel
Maasbandijk 10
6606 KB Niftrik
Tel: 024 6414032

Saturday

A free day for your own route to Hook of Holland; call in Ghent or Delft or perhaps visit the Louwman Museum in the Hague (world's oldest car collection containing more than 250 vehicles) all housed in a dramatic modern building.

Louwman Museum
Leidsestraatweg 57
2594 BB The Hague, The Netherlands T +31 (0)70 - 304 7373 info@louvmanmuseum.nl



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25/50 h.p. **ARMoured** CARS
ON ACTIVE SERVICE

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First to travel
100 Miles
in 1 hour.

TALBOT CARS for the WAR OFFICE

72 Highest Awards
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AU BORD DU LAC – HOTEL RESTURANT 2, Rue de la Digue – 78470 Saint-Rémy-lès-Chevreuse



May 2017

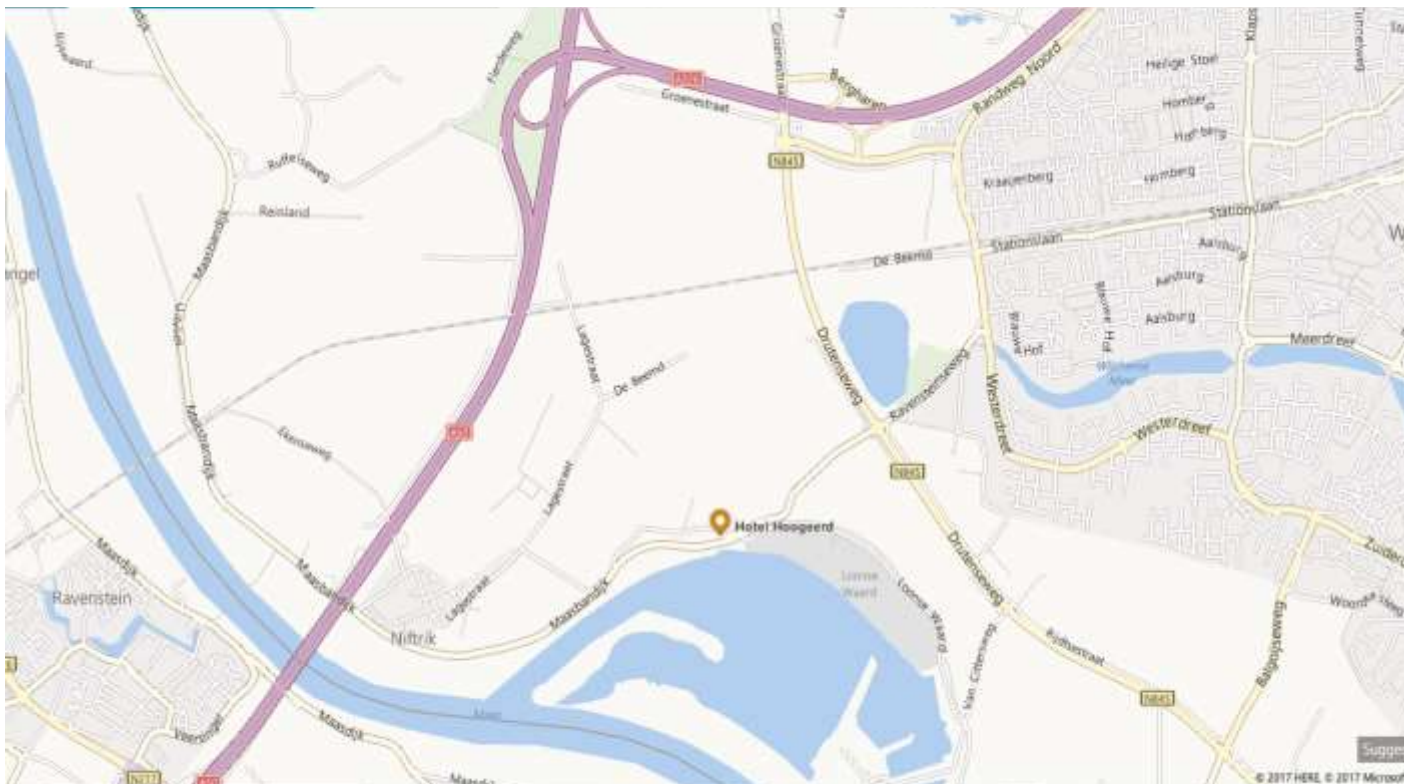
HOTEL LE CHATEAU FORT

Porte des Princes 08200 SEDAN +33 (0)3 24 26 11 00



THE HOOGEERD HOTEL

Maasbandijk 10 6606 KB Niftrik Tel: 024 6414032



Lenculenstraat 18 6211 KR Maastricht Tel: 0031 (0) 43 321 2521

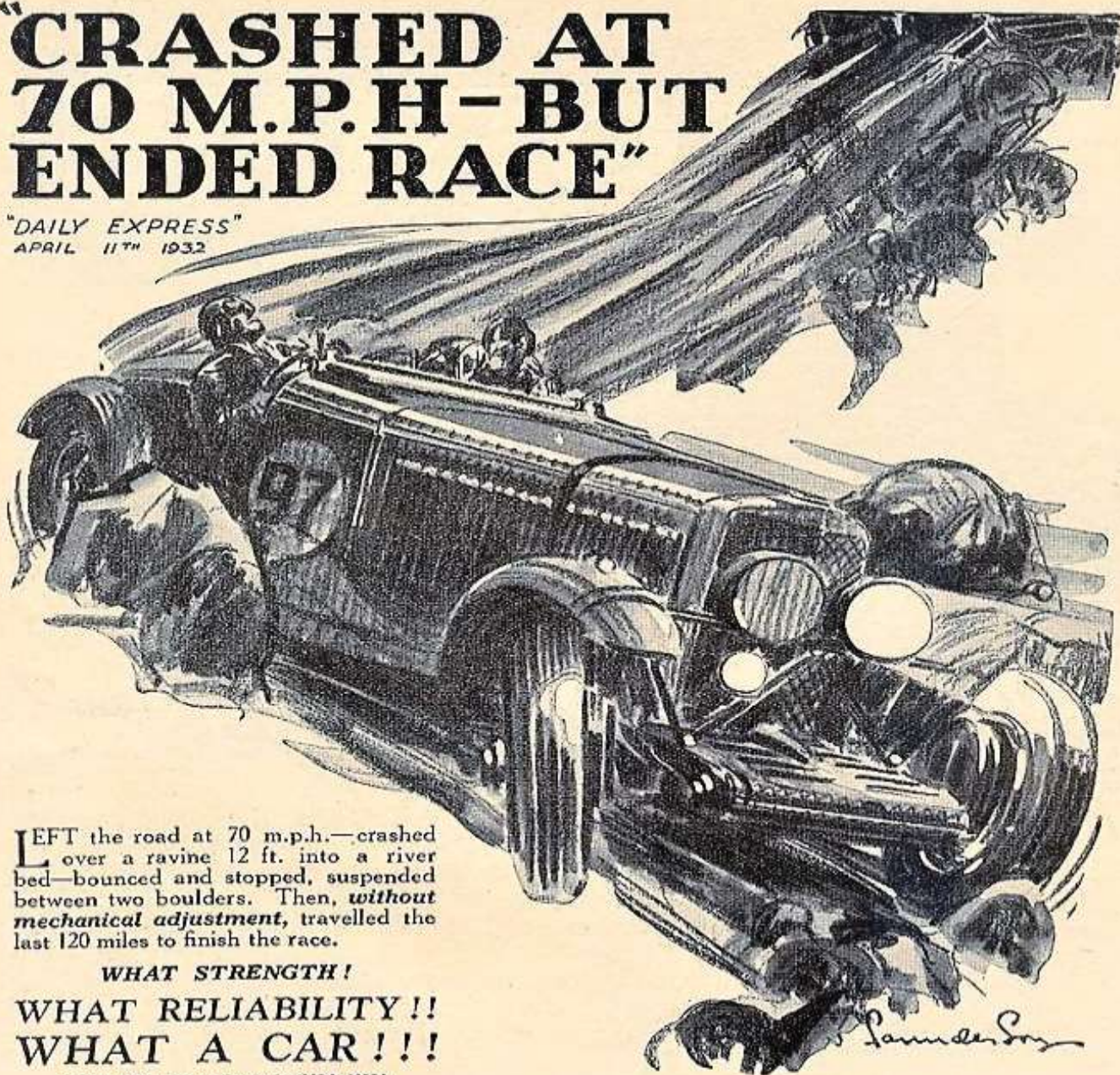


May 10, 1932.

The Motor 43

"CRASHED AT 70 M.P.H.—BUT ENDED RACE"

"DAILY EXPRESS"
APRIL 11TH 1932



LEFT the road at 70 m.p.h.—crashed over a ravine 12 ft. into a river bed—bounced and stopped, suspended between two boulders. Then, *without mechanical adjustment*, travelled the last 120 miles to finish the race.

WHAT STRENGTH!

WHAT RELIABILITY!!

WHAT A CAR!!!

(Italian 1,000 miles road race, April 10th, 1932.)

YOU CAN'T STOP

"YOU CAN IF YOU WANT TO"

The "AUTOCAR," April 29th, 1932.

CLEMENT TALBOT, LTD.

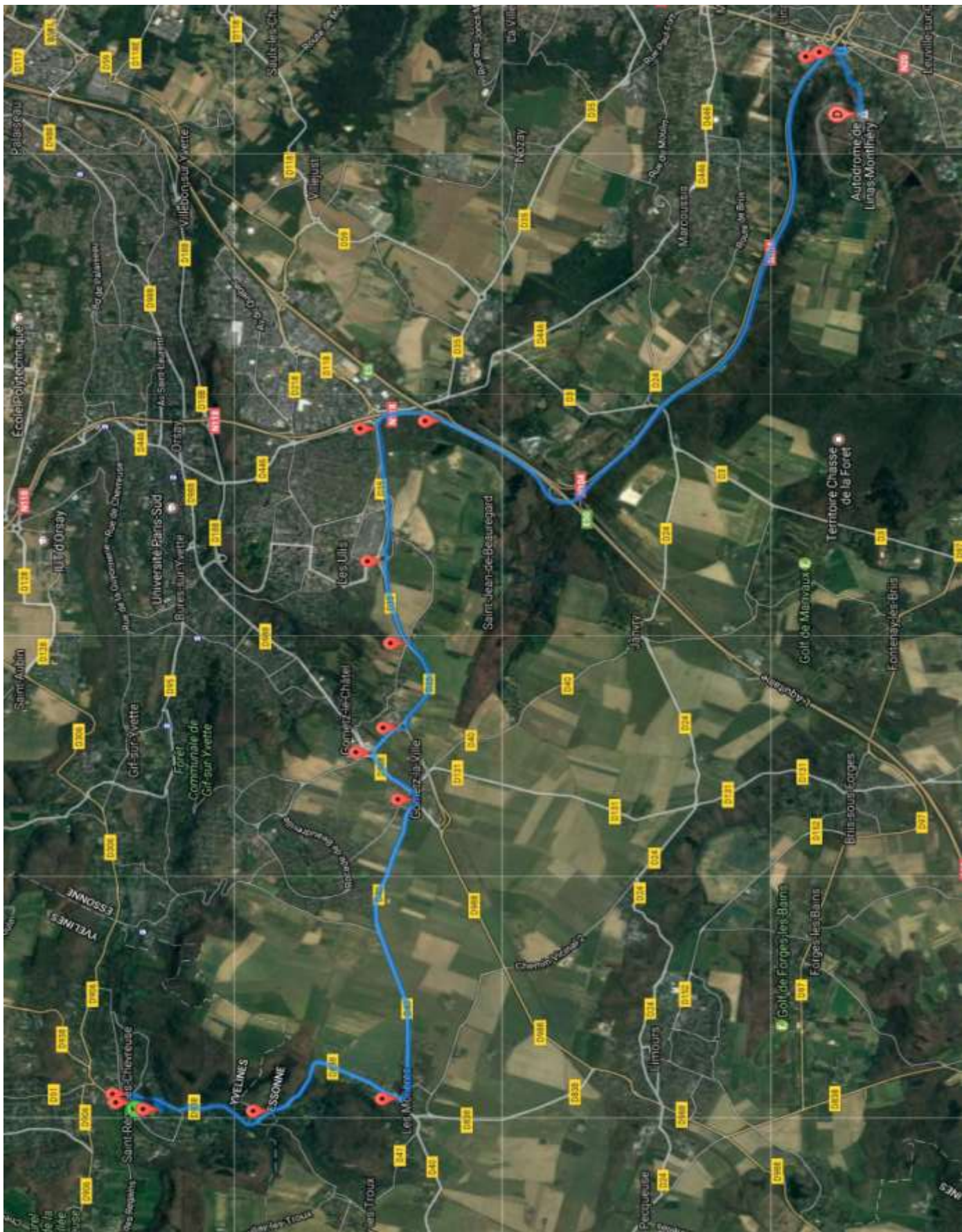
London Showrooms:—12, PRINCES ST., HANOVER SQUARE, W.1.
Works and Service:—BARLBY RD., LADBROKE GROVE, LONDON, W.1.

THE INVINCIBLE
TALBOT


c5



Route To Circuit



THE INVINCIBLE TALBOT



V.B.

CROWNED KING OF CARS

For Town and Tour.


Catalogue and Specifications from

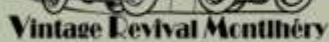
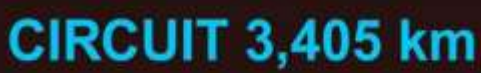
CLEMENT TALBOT, Ltd., *Automobile Engineers,*

Barlby Road, Ladbroke Grove, LONDON, W.

Telephone: 5006 Paddington. Telegrams: "Clemtal, London."

Hyde Park Corner.







EXPOSITION INTERNATIONALE DES ARTS ET TECHNIQUES-PARIS 1937

JOURNÉE INTERNATIONALE AUTOMOBILE

**3 COURSES - SPORTS - VITESSE
ARRIVÉE DU TOUR DE FRANCE**

AUTODROME DE MONTLHERY

2 MAI 1937



AGACI



FONDÉE EN 1903



Vintage Revival Montlhery

TOURING TIPS

The Automobile Association Limited for France.

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

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

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

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

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

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

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

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

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

Other rules/requirements in France:

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

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

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

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

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

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



TALBOT PREPARATION

Advice by Ian Potts

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

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

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

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

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

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

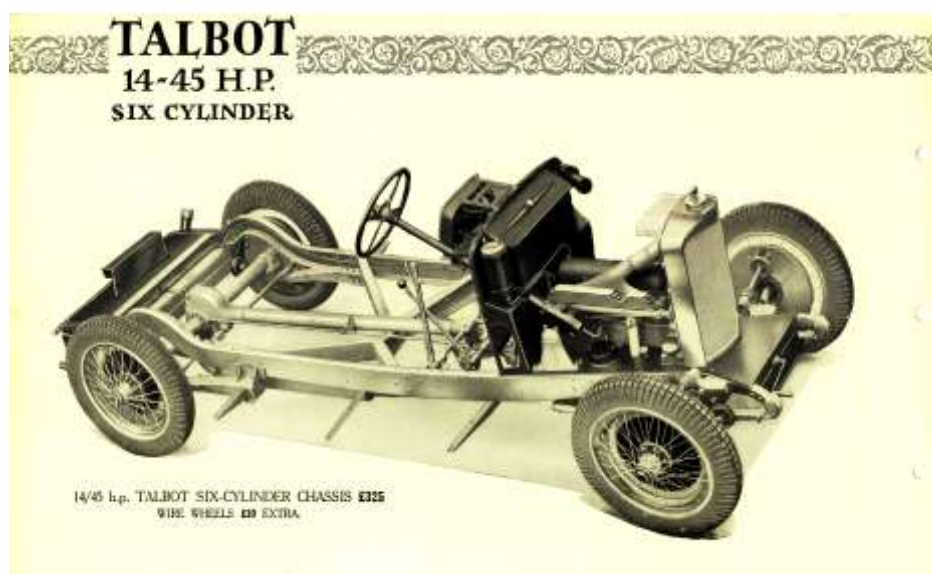
Jack, block of wood to go under jack, wheel nut spanner or hammer for spinners.

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

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

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

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



TALBOT

LUBRICATION GUIDE

For 65, 75, 90 and 105 Models

On these Talbot models lubrication attention has been reduced to a minimum, and every important point with exception of front wheel hubs and rear axle can be attended to whilst replenishing the engine. This is made possible by an oil pump incorporated in the engine filling orifice which is connected by pipe lines to the various points on the chassis which require lubrication. The pump chamber is automatically filled with oil whenever oil is poured into the engine filler. At regular intervals the pump handle should be drawn up to its full extent. This will permit oil in the pump chamber to flow into the delivery chamber.

The return of the pump handle under spring pressure will force oil through the pipe lines to the lubrication points.

A further feature of the Talbot is the manner in which both engine and gearbox are kept replenished with oil through the same filler. This is made possible by a pipe which connects the engine sump with the gearbox so that oil is free to flow between these two units. Draining of the engine sump is carried out by the simple expedient of pressing down the oil level dip stick instead of withdrawing this for a reading. This action opens a valve in the base of the crankcase and permits all the oil to drain off.

Supplementary to the dipstick is an oil level gauge situated conveniently on the dash. This indicates by means of a coloured fluid the amount of oil present in the crankcase.

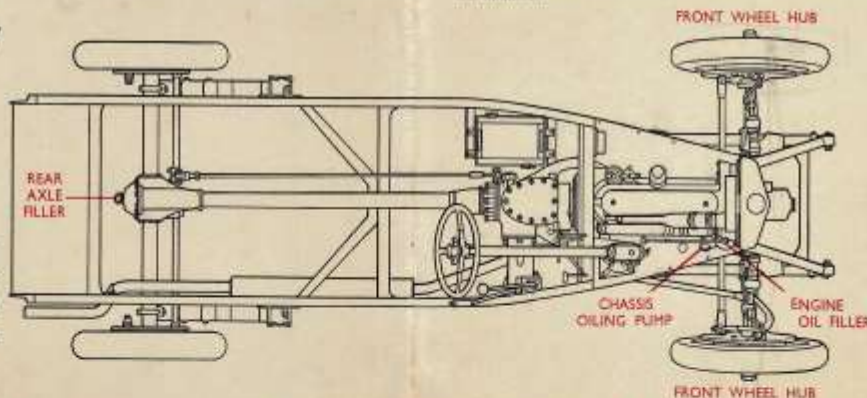
The TALBOT Chassis — showing the Lubrication Points.

Oil Capacities

Engine & Gear Box—
65 Model,
approx. 1½ gallons.

75, 90 & 105 Models,
approx. 2 gallons.

Rear Axle—1 quart.



DAILY, OR EVERY 200 MILES

Engine

If found necessary, replenish the engine sump with oil to engine correct level in the dipstick with CASTROL XXI or (in cold weather) CASTROL XL. It is advisable to wipe the dipstick with a clean cloth before inserting for a reading.

EVERY 300 MILES

Steering Box, Brake Universal Brackets, Brake Shoe Carriers, Front Axle Swivel Pin, Cross Coupling Tube, Pull and Push Rod (Steering)

These joints are all lubricated by drawing up the pump handle situated just inside the engine oil filler (Fig. 1). This permits lubricant to enter the pump delivery chamber, whence it is forced through pipe lines to the parts concerned. The pump is replenished every time you pour oil into the engine filler.



Fig. 1.

Oil Gauges

In order to gauge the amount of oil present in the sump a dipstick is provided which indicates the oil level when withdrawn. This dipstick is supplemented by a level oil gauge situated on the dash. This gauge indicates by means of coloured fluid the level of the oil in the sump. On "65" and 14/45 h.p. models the ordinary oil pressure gauge is fitted to register the pressure of oil in circulation when the engine is running. The other models are provided with a special diaphragm plug which indicates by means of a blue light on the dash when pressure has fallen too low for effective lubrication. This blue light is always visible when the ignition is switched on, and before the engine is started but is extinguished as soon as oil commences to circulate.

LUBRICATION INSTRUCTIONS

EVERY 2,000 MILES

Engine

Draw off all the oil from the engine sump. To do this press down the dipstick instead of withdrawing it for a reading and give this a turn. This will open a valve at the base of the crankcase and permit oil to drain off. Afterwards flush out with light oil, drain this off, close the drain cock and refill with fresh oil of correct grade.

Rear Axle

Remove the drain plug (Fig. 2) beneath the unit and allow all oil to drain off. This should be done whilst oil is warm, and therefore more fluid. Then replace the drain plug and replenish with oil reaching the lip of the filler. Use CASTROL D for this purpose always.



Brake Linkage

Apply the oil gun to joints in the brake system. There are few in number and this attention will take but a few moments.

EVERY 5,000 MILES

Front Wheel Hubs

Unscrew the hub caps and refill them with CASTROL D Gear Oil. One of these caps is shown removed in Fig. 3, and the required amount of grease indicated.



EVERY 8,000 MILES

Central Lubrication System

The tank should be drained by sucking the little valve holding the hand pump plunger underneath. The pump should then be withdrawn from underneath the crankcase just sufficiently to draw any dirt or water which through condensation might have found its way in. There is no necessity to disconnect the pipes for this purpose.

EVERY 10,000 MILES

Spring Leaves

Take the weight from the spring leaves by jacking up each axle in turn. Then separate the spring leaves and apply CASTROL LEAS G between them.

Upper Cylinder Lubrication

In order to lubricate more effectively the piston, piston rings, valve stems and guides, especially while the engine is being "run in" or when starting from cold, Wakefield CASTROLLO should be used.

Use the cup of the CASTROLLO tin as a measure, and add one cup full to every 2 gallons of fuel you put in your tank. CASTROLLO can also be obtained loose in small quantities at most filling stations, i.e., sufficient to treat the amount of fuel purchased.

RECOMMENDED LUBRICANTS

Wakefield CASTROL XXI
or CASTROL XL (in cold weather)

High quality modern-baked oil used and recommended by Clever Talbot Ltd. for the engine, gearbox, and the central lubrication system.



Wakefield
CASTROL D GEAR OIL

A dark coloured pure gear oil specially suitable for the Talbot rear axle and for applying to the wheel hubs in order to lubricate the bearings.

C. C. WAKEFIELD & CO., LTD.

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WAKEFIELD HOUSE, CHEAPSIDE, LONDON, E.C.2.



