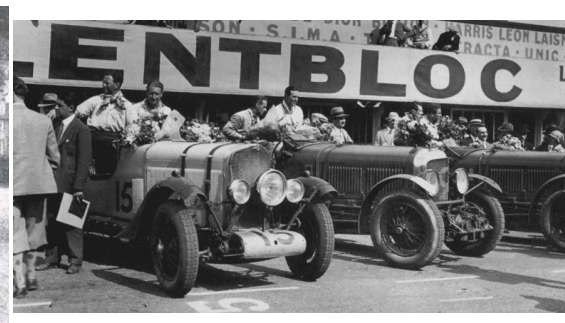
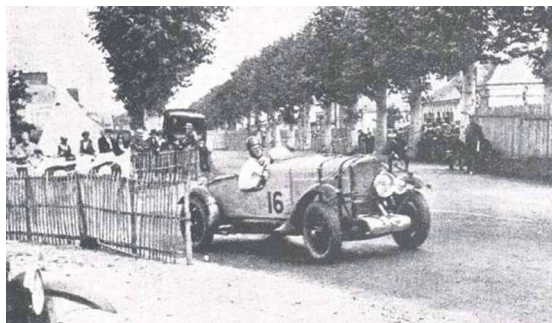


# LE MANS SUCCESS

Competition was in Clement Talbot's blood from the start, Talbots earned their nickname "Invincible" in the years before WW1 when they won consistently on the hills, beaches and tracks of Britain.

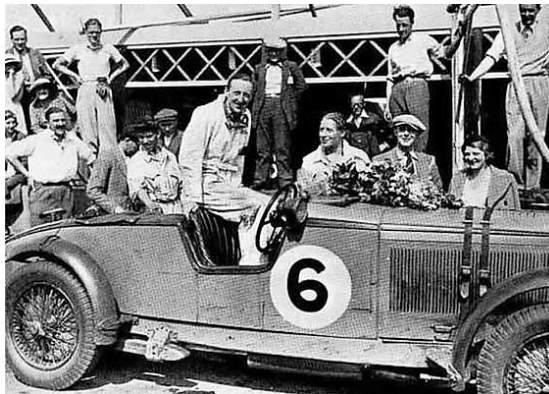
In the late 1920s their inventive Swiss born Chief Engineer, Georges Roesch, developed an advanced, high revving six cylinder engine. In 1930 the British racing promoter Arthur Fox alighted on this understated masterpiece and the ground breaking Talbot 90 was born. The factory backed his race plans and in only 3 weeks the smallest, lightest four seater body to meet the Le Mans regulations was built and fitted to the 9' 3" Talbot Scout chassis. Compression was upped to an unheard of 10:1 and revving to 5000rpm allowed the 2.3 litre engines to produce a reliable 93bhp. In June 1930 at Le Mans the three white Talbot 90s (registered PL2,PL3,PL4) caused a sensation. Looking diminutive beside the giant 6.5 litre Bentleys the harried these "fastest lorries" in almost complete silence. When the flag fell after 24 hours of racing the two little Talbots amazed onlookers by finishing third and fourth overall, behind the two Bentleys. They won the 3 litre class by a mile and headed the Index of Performance – the real measure of success at Le Mans. Not a bad debut, only four months after the idea of developing a race team was even mooted.





In 1931 Georges Roesch substantially redesigned his engine to bring it up to the full 3 litres allowed under the regulations. Thus was born the immortal Talbot 105. His proven tuning formula of high compression and high revs allowed the race engine to develop an amazing 150bhp. Now dressed in apple green the Talbot 105s circulated with their characteristic speed and silence. At the end of the race it took the superchargers of Mercedes and Alfa Romeo to best them - Talbot taking third place overall, first in class and second on Index of Performance.

In 1932 the Talbot 105s were back and again took an overall third place - this time behind two supercharged Alfa Romeos- and first in class.



By the following year the factory policy moved away from racing and the partnership with Fox and Nicholl ended. It was not quite the end for the famous racers though. In the hands of privateer Mike Couper a Talbot 105 (BGH 23) remained a regular winner at and in October 1938 at Brooklands set the fastest lap ever recorded by a four seater car - 129.7 mph.

Today these magnificent cars are still racing and in Plateau 1, doing what they do best - going fast!







# THE BROOKLANDS SOCIETY

## 1930 Talbot 90 'PL 2'

One of three 1930 Fox & Nicholl team cars which competed at Brooklands from 1930 to 1933. During the Easter 1930 Double Twelve Hour Race this car, which had been running fourth in Max Aitken's hands, was withdrawn after the other two team cars of Rabaglia and Hebler collided at 6.57 p.m. on the first day. Rabaglia was seriously injured and his mechanic and eleven spectators died what was one of Brooklands' worst accidents.

At Le Mans, PL2 was used as the practice car and at the Irish Grand Prix achieved 1st in Class at 75.83 mph driven by the Hon Brian Lewis. Another 1st in Class was achieved by Lewis in PL 2 in the Tourist Trophy with Hindmarsh and Eaton taking 2nd and 3rd Class at the same average speed of 67.01 mph.

Later that year on October 4th, PL 2, driven by Hindmarsh and Wolfe finished 2nd in class behind the Talbot Single Seater driven by Lewis and Howe in the B.R.D.C. 500 Mile outer circuit race at an average speed of 103.52 mph. The overall race winner was Freddie March, the present Earl of March's grandfather, partnered by Sammy Davis driving a tiny Austin Seven which trounced all of the larger cars after a handicap start. Talbot 90 PL2 ran in three Brooklands Club meetings that year, winning the Middlesex Handicap in September, going on to win a handicap race in 1932 and achieving two second places in 1933.

### The Fox & Nicholl Talbot 90s 1930 Results

Event	Car	Drivers	Placing			Speed m.p.h.
			Handicap	Overall	Class	
Double Twelve	→ PL 2	Hindmarsh/Aitken	Withdrawn after first day			
	PL 3	Hebler/Ellison	Crashed at 6.57 p.m first day			
	PL 4	Wolfe/Rabaglia	Crashed at 6.57 p.m first day			
Le Mans	→ PL 2	Practice car				
	PL 3	Lewis/Eaton	1st	3rd	1st	68.66
	PL 4	Hindmarsh/ Rose Richards	3rd	4th	2nd	67.96
Irish Grand Prix	→ PL 2	Lewis	6th	6th	1st	75.83
	PL 3	Eaton	7th	8th	2nd	74.72
	PL 4	Rose Richards	8th	9th	3rd	74.12
Tourist Trophy	→ PL 2	Lewis	9th	8th	1st	68.34
	PL 3	Hindmarsh	13th	11th	2nd	67.01
	PL 4	Eaton	14th	12th	3rd	67.01
Brooklands 500	S/seater	Lewis/Howe	4th	3rd	1st	104.26
	→ PL 2	Hindmarsh/Wolfe	6th	4th	2nd	103.52
	PL 3	Rose Richards/ Saunders Davies	7th	6th	3rd	100.40
	PL 4	Eaton/Craig			Retired	

### International Class and British Records:

S/seater	Lewis/Hindmarsh	200 kilometres	104.76
		500 kilometres	105.62
		500 miles	105.17
		1,000 kilometres	104.76
		3 hours	105.64
		6 hours	104.77

Talbot 90 PL 2 ran at Brooklands in Club meetings between 1932 and 1934 driven by W.M. Lloyd Roberts. It was bought by P. Stephenson during the Second World War and ran at the first post-war Grandson Lodge race meeting. Since restored, it is now owned by Luc Slijpen.

PL 3 was rebodied as a standard touring four seater after being sold by Fox and Nicholl. PL 4 ran at Brooklands in Club meeting between 1932 and 1934 driven by the Misses McOstrich and Hedges. It was converted to a 105 engine and running gear during the Second World War and subsequently re-bodied as a two seater.

The Single Seater was re-bodied as a four seater by Hebler and Hepburn in 1932, registered as OX 68 and ran in Brooklands meeting during the 1932 season. In 1934 it was re-bodied by Hebler as a very smart sports two seater.

After the Second World War it was raced by Wilks and Mackie and then by John Rowley in VSCC events.

Talbot 90 PL 2 has kindly been loaned to the Brooklands Society by Luc Slijpen Esq.





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ONTVANGEN - 1 03.01

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SPECIALIZING IN

VINTAGE **Vauxhall's**  
&  
ROESCH **TALBOT**

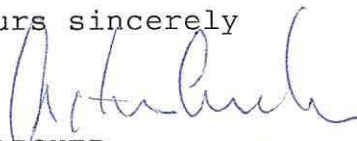
L Slijpen Esq  
Slijpen Textiles BV  
Rijksweg 45  
6247 AA Gronsveld  
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19 February 2001

Dear Mr Slijpen

In response to your fax of the 16 February, please find herewith such notes as I can put together on PL2.

Yours sincerely



A. ARCHER

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SPECIALIZING IN

VINTAGE   
&  
ROESCH 

## NOTES ON TALBOT PL2

I think this is now the only complete survivor of the 1930 work-supported team of Talbot 90's. These were raced by Messrs Fox & Nicholl who were Talbot distributors in South London (Kingston). The vehicle's record as a work's car is recorded in "Georges Roesch and the Invincible Talbot", by Anthony Blight, published by Grenville Publishing Co Ltd, Standard House, Bonhill Street, London, E.C.2.

After it's works career it went through various hands, sometimes competing at Club events at Brooklands. W. M. Lloyd Roberts was a name associated with it at this time. Somewhere about the War time period it was acquired by Professor P. Stephenson who kept it for many years.

In approximately 1988 it was acquired by Mr Philip Mann, who brought it to us for restoration. It was almost complete, with all the original parts, except perhaps the headlamps. There was, however, extensive wood rot in the body and most of the wood body frame was replaced using all the old brackets, hinges, locks, fittings etc. Bearing in mind that photographs of the car, taken when it was new, showed it to have a fairly rough appearance, no attempt was made to bring it up to what is nowadays considered to be concours condition. The original colouring was adhered to.

On the mechanical side all units were overhauled. Undoubtedly the saving of the car was the long period of ownership by Professor Stephenson. I don't think he ever did a high mileage in it, hence the survival of the original mechanical elements in reasonable order. This must be one of the most authentic Brooklands cars extant today.

Mr Mann used the car for a few years for long distance touring.

Signed



Date

21.2.01