

# The Auckland & Northern Branch of the Sunbeam Car Club of NZ (Inc)



## HIGHLIGHTS

PO Box 1412, Shortland Street, Auckland 1140 - Website: [www.sunbeamcarclubofnewzealand.org.nz](http://www.sunbeamcarclubofnewzealand.org.nz)

Sunday 4<sup>th</sup> December – Branch AGM and Christmas Lunch at Kevin & Gaylene Brown's Home; 24 Rosemount Road, Warkworth **December 2016**

**2017 events:**

Sunday 12 February - NZ Classic Car Show & Concours, Ellerslie Race Course;

Sun 5 March Brit Euro Car Show, - Lloyd Elsmore Park, Pakuranga

Weds 1 to Sun 5 March - National AGM & Hub Event, - Copthorne Hotel, Masterton

*Celebrating 44 Years of Sunbeaming Fun*

Hello everyone,

In this month's issue, there's information about the Branch AGM which as previously advised is on Sunday 4<sup>th</sup> December at Kevin and Gaylene Brown's home at 24 Rosemount Road, Warkworth, and the Far North Tour over the weekend of 5<sup>th</sup> to 8<sup>th</sup> May.

### **Auckland and Northern Branch Annual General Meeting 4<sup>th</sup> December**

The Official Papers for the AGM were included in the last issue.

Also just to repeat the following posts are up for either election, or appointment.

Branch Captain, Branch Secretary and Branch Treasurer, and also a number of "without portfolio" Committee positions are due to be elected or appointed as people can be appointed to some Committee posts without an election.

Therefore, on behalf of the Committee I ask you to consider if you would like to become more closely involved with the running of the Branch and submit yourself for election at the AGM.

Please arrive at Kevin and Gaylene's no later than 11-15 a.m. on Sunday 4<sup>th</sup> December. The AGM will begin at 11-30 and is expected to finish between 12-15 and 12-30, when all attendees will retire for the Branch Christmas Lunch.

Also, don't forget to pre-pay your tolls for the tunnel on SH1 North of Silverdale.

The Branch is funding Kevin and Gaylene to provide the lunch and there is no charge for members and their families to partake of the usual huge repast.

Please bring your own drinks and be sure to limit your consumption of Any alcoholic beverage to a safe level.

### **Welcome to Lee Moore and Gerald Wimmer, our two newest members**

I am pleased to welcome Lee Moore and Gerald Wimmer into our Branch and the NZ Club as a whole.

Lee is living in Mount Albert and has recently moved from Adelaide, South Australia, where he was a member of the Hillman Car Club of SA. He has a 1969 Sunbeam Imp, which is currently being shipped to NZ, and is expected to arrive in the New Year.

Perhaps this means that Brian Bayliss will not be alone in bringing an Imp on future Club Runs! "Lee, I hope we shall meet you at the Branch AGM and our events in the New Year," **ED**.

Gerald lives with his wife Alina and their 2 sons near Warkworth and since 2010 they have owned a 1970 Rapier Fastback Allegro 289 V8 Replica, which was built with its Ford V8 back in the early 1980's. They also have a handsome looking fluffy ginger cat, who has snuck sneakily into the picture below!



Apart from minor changes it is still as modified under the declaration papers back in 1992.

Gerald says that "We have put many miles on it over the last 6 years and both Alina and I have enjoyed using it as a daily driver. It has a C4 auto and 8 inch Ford differential fitted. I recently managed to squeeze a heater/ventilation system back into it and add a stereo to keep our sons happy (they are aged 7 and 9)."

"Gerald and Alina, I hope we will see you all at the Branch AGM." ED

## **REMINDER ABOUT THE FAR NORTH TOUR OVER THE WEEKEND OF FRIDAY 5th MAY to MONDAY 8th MAY 2017**

Just repeating the information included in last month's issue about this iconic Branch event.

Dennis Brassey has released this basic information well in advance of the 2017 Tour.

The dates are fixed for Friday 5<sup>th</sup> to Monday 8<sup>th</sup> May, so you can start planning now.

The base motel will be the Kerikeri Court Motel, 93 Kerikeri Rd, Kerikeri where a booking is being held for Sunbeam Car Club members and there is a special rate for the three nights Friday 5<sup>th</sup>, Saturday 6<sup>th</sup> and Sunday 7<sup>th</sup> May of \$120.00 per couple, per room, per night.

Participants should make their own bookings directly to the owner/managers, Kerry and Garry Dickson, either by phone on either 0800 5374 5374 or 09 407 8867, or by email [info@kerikericourt motel.co.nz](mailto:info@kerikericourt motel.co.nz)

**NOTE: PLEASE REMEMBER TO MENTION YOU ARE WITH THE SUNBEAM CAR CLUB WHEN BOOKING YOUR ROOM AT THE MOTEL**

In addition to booking your room at the Motel, please contact Dennis or Pat Brassey

at 09 534 6751 or email [denandpat@xtra.co.nz](mailto:denandpat@xtra.co.nz) to confirm you will be on the

Tour and to give them your details so any further information regarding this trip can be sent directly to you.

## **Peking to Paris Motor Race 1907 and Challenge 2016**

One of the biggest motoring adventures in the pioneering days of the motor car and motoring was the 1907 Peking to Paris Motor Race.

While in those days the idea of such an adventure was almost beyond imagination, it came from a challenge published in the Paris newspaper *Le Matin* on 31 January 1907, reading:

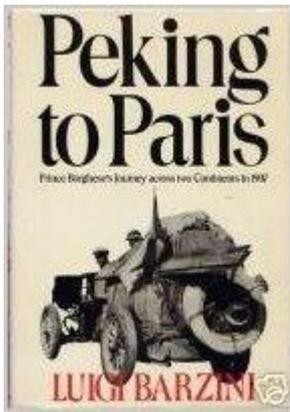
*"What needs to be proved today is that as long as a man has a car, he can do anything and go anywhere. Is there anyone who will undertake to travel this summer from Peking to Paris by automobile?"*

There were forty entrants in the race, but only five teams ended up going ahead with shipping the cars to Peking, to start the race. The race went ahead despite the race committee cancelling the race.

The race started from the French embassy in Peking on 10 June 1907, and finished in Paris on 10 August 1907, a total of 51 days.

The car and team which emerged the winner, a 7-litre Itala driven by Prince Scipione Borghese and co-driven by Ettore Giuzzardi and also co-driven by journalist Luigi Barzzi, has become a staple subject of motoring quizzes, and the participants finished in the following order:

1. Itala (Italy), driven by Prince Scipione Borghese and Ettore Guizzardi
2. Spyker (Netherlands) driven by Charles Godard with Jean du Taillis
3. De Dion (France), driven by Georges Cormier
4. De Dion, (France), driven by Victor Collignon
5. Contal Tricar, (France), did not finish, three-wheeler Cyclecar, driven by Auguste Pons



The story of the race is a tale of bravery, fighting against adverse terrain and conditions and desperate hardship as the participants fought their way, with admittedly some native assistance along unmade roads and uncharted territory across Mongolia and the Gobi Desert, before reaching Europe and railways and metalled roads which helped to ease the passage to Paris. Auguste Pons in particular was particularly misguided in choosing to run his Contal tri-car as it was no more robust than the motor cycles of the period, and he particularly suffered severely as he found his way to Paris.

So far behind was he that the organisers just about gave him up for lost and dead and in any case he was not classified a finisher.

The story of this amazing endeavour is related in detail in the book on the left about the race written by Italian journalist Luigi Barzini, who, if my memory, is right covered the race for *Le Matin*.

I recall reading this book in the mid 1960s, when it was published in 1965 as “*The Mad Motorists*” by Harrap and re-written in English by Allen Andrews and I was about 11 or 12 years old, as it was available at my local library in Crawley, Sussex.

The book was serialised in four parts from February to May 1965 by *Small Car* magazine which grew up and became *Car* in April. There are at least 4 pages in each issue and if you would like to read these extracts, I will scan them and send them to you as a Pdf document. Please bear in mind, if you were to print them, all four would come to at least 16 pages. Alternatively I recommend you try to find and read the book about this early motoring adventure.

Bringing us to modern times, in recent years, starting in 1997 (on the 90<sup>th</sup> Anniversary of the original), due to the inspiration of Phillip Young, the main force behind the Endurance Rally Association (ERA), a triennial retrospective of The 8,500 mile (13,600 Kms) Peking Paris Challenge, lasting 36 days, has been organised by ERA.

In my reading during November though I found nothing much to report about Sunbeams or Rootes models, I saw a small picture in October’s *Octane*, of a Sunbeam Talbot Alpine being unpacked for servicing in Budapest in readiness for its servicing during the 2016 Peking to Paris Endurance Rally, which was the 6<sup>th</sup> running of the event

Thus encouraged, I found the website for the Rally and copied these 3 pictures of the aforesaid Alpine, which was driven on the rally by David and Jo Roberts from the UK.



*Octane* says that the event was enjoyed and endured by 107 entrants who left Beijing near the Great Wall of China, with the oldest car being two 1915 American La Frances, neither of which finished, and the newest a 1977 Mercedes 280E.

The Rally made its way from Beijing, through Inner Mongolia and the Gobi Desert to Mongolia itself, where Peking to Paris legends have been made due to the long and very rough sections which despite the encroachment of tarmac in modern times, remain a tough test of endurance.

Conditions in 2016 were made more difficult than in earlier events, as the weather was cool and damp with rain and mist replacing the scorching blue skies and dry winds of 2013. Consequently the desert bloomed, the grassy steppes were filled by thousands of grazing animals, the unmade roads were very muddy and there were many more difficult water crossings than expected.

Octane says that the stages in Russia and Belarus were very entertaining, helped by the hospitality of both nations' motoring organisations who worked with the organisers to seek out long gravel farm-land sections for Time Trials and make an exciting new route across Europe with closed-road mountain climbs in the Alps.

The cars were divided into two age categories:

- a) the Vintageant category for pre 1941 model types, and
- b) the Classic category for models of a type in production before 1975.

Out of the 107 starters only 10 retired, so 97 cars rolled in the Place Vendome in Paris on 17<sup>th</sup> July after 36 days on the road.

A Kiwi dimension was added to the results by the winners overall and in the Vintageant Category who were Timaru based Father and Son team Bruce and Harry Washington in a 1929 Chrysler 75 Roadster, which is pictured below.



David and Jo Roberts were placed 20<sup>th</sup> overall and 1<sup>st</sup> in their class in the Pre-1975 Category, winning a Gold Medal. Looking down the results I found a Hillman Hunter had been driven to 51<sup>st</sup> Overall and 15<sup>th</sup> in class by a couple of blokes called Tony Sowerby and Dean Parsons, but I saw no pictures on the rally's website.

It was about here that I ran out of steam in my Internet searching about the Peking Paris Challenge and finding information about other endurance rallies being organised by ERA as far ahead as 2018 and 2019, and I found this delightful picture of David and Jo's car promoting the 2018 Drive from Singapore to Saigon, though I am not sure when or where it was taken.



## Round Up of my motor race marshalling from September to November

I have not written recently about my marshalling at local race meetings so far in the 2016/17 season. The real highlights of the season so far were the visit of the Australian Grand Touring Championship to Hampton Downs over the weekend of 28<sup>th</sup> to 30<sup>th</sup> October, followed a week later by the Australian V8 Supercars.

### **Hampton Downs 101 for Australian Grand Touring Cars**

I arrived late on the Friday practice and qualifying day of the GT weekend, and was immediately struck by the sight and the sound of such a field of brilliant cars. My face developed a huge grin, and I felt that either I was a boy again at my first ever race meeting or that I had gone to Motor Racing Heaven.

Run on the newly extended circuit at Hampton Downs there was a single race lasting 101 laps for a huge variety of fantastic cars, each with 2 drivers, from Aston Martin, Audi, BMW, Ferrari, Lamborghini, McLaren, Mercedes, Nissan and Porsche. I was based on Flag Point 9 just past the start/finish line which did not give a view of the extended track, which looked brilliant in the short breaks I got to leave the point as well as on TV. For me it did not matter about the limited view, it was sufficient for me just to be there.



If you saw the race on TV you will have seen the Lamborghini R-EX of Roger Lago and David Russell (left) take the chequered flag first, by a bare 4 seconds from the Porsche 911 GT3-R of John Martin and Duvashin Padayache, who in turn were 1.9 seconds ahead of Garth Tander and Stephen McLaughlin in an Audi R8 LMS.

All in all for me it was fantastic to see such a huge field of terrific cars racing so closely together for over 2 hours and 48 minutes, and to see so many top drivers from Australia not racing in Supercars.

One highlight which did not miss the TV commentators' notice was the partnership of Kiwi racing great Greg Murphy and Hampton Downs' supremo Tony Quinn in an Aston Martin Vantage GT3, who were tenth overall.

### **Australian V8 Supercars ITM Super Sprints 4<sup>th</sup> to 6<sup>th</sup> November Pukekohe**

A new element was added to this year's visit by the Aussie Supercars to Pukekohe by running four 100km races, two each on Saturday and Sunday and added to which was the increased possibility of Shane van Gisbergen securing the Championship or at least maintaining his lead over his arch rival Jamie Whincup before the final round in Sydney over the weekend of 3<sup>rd</sup> and 4<sup>th</sup> December.

I was posted to Flag Point one which is past the main grandstands and just before the race horse stables and the fast right hand sweeper at Turn One. From here I had views of the cars coming down the straight towards me and going away from me into the Turn. This has always been a great place to be the yellow flag marshal as you have a marvellous impression of the cars as they go away from you and into the corner at high speed. One appreciated the pressure on the left rear tyre as the cars take Turn One.

As always for me, the Supercars presented a moving tapestry of a multi coloured snake of cars jostling for position, which has always been one of reasons for my love of motor racing.

The Championship battle swung back and forth as Jamie Whincup won the first race on Saturday with SvG 2<sup>nd</sup>, and this order was reversed later on Saturday.

Sunday's first race might have had the biggest effect on the championship in which Mark Winterbottom made a meteoric start shooting through to the lead from the third row of the grid, and continuing to take the win.

The defining point of the race was when "as seen on TV" Whincup locked up his brakes going into the hairpin and tapped SvG into a spin, which, though it was not a deliberate hit, earned Whincup a drive through penalty. This dropped him to the back of the field while Shane finished 3<sup>rd</sup>.

The final race on Sunday went to Whincup with Svg 2<sup>nd</sup> and the pair head to Sydney where the Championship will be decided.

The support races for each class were all very entertaining as is always the case with classes like the BNT NZ Touring Cars, Central Muscle Cars, New Zealand GTs, Toyota 86s, V8 Utes and San Yong Utes. I have been unable to find the results on the Internet so I can't tell you who came out on top in each class.

### ***Club Race meetings and about my experience with Zambian assembled Fiats***

My other race meetings so far the season have been 3 of Auckland Car Club's own well run meetings in September at Hampton Downs and in October and November at Pukekohe. With 5 or 6 classes racing each time, there were 15 or 18 races each day, which makes it hard to pick out many highlights.

One new initiative ACC have shown is the introduction of a Production Race Series, which has so far brought out around 40 cars each time. The cars come from many of the classes for production based cars, like the 2K Cup, BMW E30 series, and AES Classics.

My favourite representative of this last class has been Darren Curphy in his lovely Fiat 131 Abarth, and it is good to see it mixing it with many Japanese cars and the E30s.

On reflection, by a strange twist of my memory, I recall driving a Fiat 131 back in 1984/85 when I was working for Coopers & Lybrand on a short secondment in Zambia, which a colleague of mine and I shared to drive around Lusaka. It was owned by C&L and had been built in Livingstone (near the Victoria Falls) where Fiat had a factory funded by Italian aid money, but sadly it lacked the terrific 1.6 litre twin cam engine of the cars available in Europe and only had a sluggish pushrod engine, probably from the much earlier (late '50s) Fiat 1500.

Many of the cars in Lusaka were locally assembled Fiat 127 hatchbacks, which could be seen struggling along the roads as they were crammed full with African families.

Also I noticed many very early models of Japanese cars in Lusaka, which had been dumped by there by Japanese motor traders, this being my introduction to Used Japanese Imports!

After Christmas 1984 the 131 was passed on to someone else on the local staff, and I was pleased to be lent a Fiat 132 which had the 2-litre twin cam engine and went like stink.

Sadly I only had this for a week or so as it was stolen while parked at Lusaka Airport, where I had dropped some people off for them to catch flights overseas to spend the New Year period in the UK, USA, South Africa or anywhere else that appeared to them to be more civilised than Lusaka! In the 1980s, car theft was a National Pastime in Zambia, and very few were ever recovered, and there were stories and urban myths of Zambian registered cars being seen driving in Lubumbashi Zaire and other places over the border.

One of the C&L partners even saw his own car, a Peugeot 504, in Zaire, but it was gone for ever as neither the local police nor the border guards had either the power or resources to prevent the cars leaving Zambia or to catch the thieves.

As for my 132, I can't be sure that it was my car but I saw the bare shell of a 132 with no doors, wheels or engine on the side of a road near my guarded and fenced accommodation compound in a suburb of Lusaka called Kabulonga.

The next issue will be a double issue covering both January and February, and it will include details about the Ellerslie Classic Car Show on 12<sup>th</sup> February and also about classic motor race meetings in the New Year, especially the New Zealand Festival of Motoring which in 2017 celebrates the life and racing career of Kiwi legend Kenny Smith, and also features a field of Formula One cars from overseas, which on their own should be worth the entry price.

In closing, I hope I will see you at Kevin and Gaylene's for the Branch AGM and Christmas Lunch, but in the meantime I wish you all a Merry Christmas and a Happy and Properous New Year

Yours in Sunbeaming

Charles



## THE BACK PAGE



### BRANCH CALENDAR 2016

DATE	EVENT	LOCATION
Sun 4 December	Branch Annual General Meeting & Christmas Lunch	Home of Kevin & Gaylene Brown, 24 Rosemount Road, Warkworth

### BRANCH CALENDAR 2017

Sun 12 February	NZ Classic Car Show & Concours	Ellerslie Race Course
Sun 5 March	Brit Euro Car Show	Lloyd Elsmore Park, Pakuranga
Weds 1 to Sun 5 March	National AGM & Hub Event	Copthorne Hotel, Masterton

### SUNBEAM CAR CLUB AUCKLAND & NORTHERN BRANCH OFFICERS & KEY CONTACTS

Officer	Name	Phone/ Email
Captain	Peter Henry	09-239-2302
Treasurer	Don Willan	021-949-634 and <a href="mailto:donald.willan@gmail.com">donald.willan@gmail.com</a>
Secretary	Suzanne Barley	09-827-7266
Committee	Rhian Rowlands	09-536-5766
Committee	John Barley	027-289-3162
Committee	Dennis Brassey	09-534-6751
Highlights Editor	Charles Lloyd	09-267-6098 (h) 021-671-177 (m) <a href="mailto:cqlloyd@hotmail.co.uk">cqlloyd@hotmail.co.uk</a>
New Parts	Brian or Marie Atkins,	Phone; 04 562 7424 <a href="mailto:spares@sunbeamcarclubofnewzealand.org">spares@sunbeamcarclubofnewzealand.org</a>
Second Hand Spares	Ian Sutherland	Phone: 07-883-1710 <a href="mailto:kiwicamaro@xtra.co.nz">kiwicamaro@xtra.co.nz</a> 1428 State Highway 1, RD 2, Tirau
Web-Site Guru	Fred Alvrez	<a href="mailto:FredAlvrez@gmail.com">FredAlvrez@gmail.com</a>



## BEYOND THE BACK PAGE; THE RETURN OF THE ICONIC QUIZ

After a month off, here is a fresh quiz, which you can attempt as you relax in the sun over Christmas and the Summer; answers will be provided next month. As all the crosswords in recent magazines are asking the same questions I have used before, most of the questions are my own!!

Question		Answer
1	Alexandre -----?; surname of a French racing driver who drove for France in the former A1GP series and also in Australian V8 Supercars	
2	?-----? Sylvestro; first name of female driver in Indycars and recent participant in the Bathurst 1000 kms for V8 Supercars	
3	SvG; fill in the initials for the name of the top Kiwi in the 2016 V8 Supercars Series	
4	Name used for the style of upward opening doors on the Mercedes 300 SL introduced in 1954	
5	First name shared by current F1 drivers Hulkenberg and Rosberg.	
6	Springs and dampers are part of this part of a car, essential for keeping the body and chassis off the ground.	
7	Make and model of Touring Car raced by Jason Plato and Colin Turkington in the 2016 British Touring Car Championship.	
8	Mr Paddon, first name of Kiwi driver performing wonders in the 2016 World Rally Championship driving for the Hyundai Rally Team.	
9	Iconic British marque whose Continental GT3 is competing in Grand Touring races and series around the world.	
10	Irish racing car manufacturer which made several types of racing and sports racing cars for a number of the UK Junior Formulae from 1957 to the early years of the 21 <sup>st</sup> Century, one of which was raced by Nigel Mansell in his formative years in motor racing.	
11	Often called "Muddly Talker," by his viewers this advertising executive became a much loved and derided commentator about motor races for TV and Radio broadcasts in the UK and around the World.	
12	She was a German aviatrix in the 1930s who married Germany's "Wunderkind" Bernd Rosemeyer, who was European Champion driver in the 1930s, and he raced the difficult to control Auto Union in Grands Prix and other leading races.	
13	Genus of European goat-antelope cross the hide of which is often used in washing cars and the name of which was used by Rootes for their Singer badged version of the Hillman Imp	
14	Name of the original fastback Hillman Imp, which echoes the earlier coupe versions of the Hillman Minx.	
15	She is currently one of Formula One's leading ladies and was the first female Team Principal in the F1 pitlane	