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

Sunday 4th June Mid-Winter Roast and Film Show @ Ryders Junction, Avondale Sunday 2nd July Bent Rod Run; meet at Hootton Reserve, Albany @ 9-00am for 9-30 departure	June 2017
Celebrating 45 Years of Sunbeaming Fun	

Hello everyone,
I am even more back to normal this month than I was last month. This issue has information about the next couple of upcoming events, and a report on the Far North Tour in May.
Also most important I have to remind you that this year's subscriptions are due, and if you missed Suzanne's email, I have included the membership renewal form at the back of this issue. Just print it off, fill out the form, make your payment and either post or email the form to Suzanne.

Forthcoming Events

Sunday 4th June Mid-Winter Roast Lunch & Film Show @ Ryders, Avondale

Our traditional film show and roast lunch at Ryder's Junction is only a few days away on 4th June
This is just a reminder of the most important details, which are the same as before.
Ryders Junction is at 177 Riversdale Road, Avondale.
Please meet from 11-30 onwards, ready to sit down at 12 noon.
I am afraid to tell you that the kitchen at Ryders have increased their prices, after leaving them the same for a number of years, which means that adults' and teenagers' meals this year will be $30 per person, which is still quite reasonable compared to many other venues, especially considering that you get a film added to the menu.
The films shown in recent years have all been very enjoyable, so it will good to see what they have for us this year.
For children under the age of 12 years, the price will be $10.

Please bring your own drinks, and have a few coins available so you can buy an ice cream to lick during the film, as change for bank notes is always an issue!

Sunday 2nd July Bent Rod Run

Over the past few months Ken Howell has been out plotting this year's Bent Rod Run, though, back in February at the Ellerslie Concours, Ken confessed to me that he had got himself lost in the old Rodney District one day while he was out plotting.
But now he assures me the Run is nearly complete and will be ready for us all to attempt.
The date is Sunday 2nd July and the meet time is 9-00am for a 9-30 departure at the Hootton Reserve on Oteha Valley Road, Albany.
The run will be in the area of Riverhead and Coatesville finishing at the Riverhead Tavern.
Also Ken warns that there is a short distance on unsealed roads and that you should drive accordingly.

Please contact Suzanne if you have special dietary requirements which Ken can pass on the to the Tavern people

FAR NORTH TOUR FRIDAY 5th MAY to MONDAY 8th MAY 2017

In addition to a lengthy post on the Humber-Hillman Facebook page, Mike and Ann Dimoline sent me this extended report about and pictures from the Far North Run.

On a perfect morning we left the BP Service Centre Dairy Flat on State Highway 1 heading North picking up first Peter and Barbara Crawford in Orewa (being their first time in this part of N.Z. they had lost their way!); then

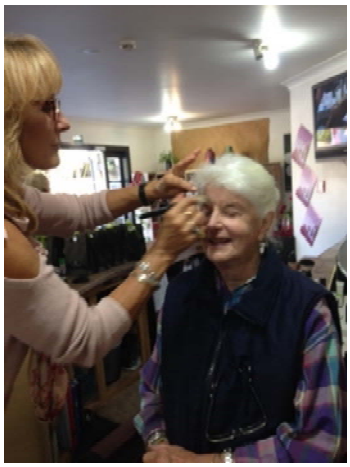
- Kevin and Gaylene Brown in Warkworth, and
- Peter and Helen Southee at Urutiti,

before turning left at Otaika, headed for Maungatapere and the Office Cafe for Lunch, followed by a tour of the wonderful Packard Museum there (pictures below).

Others on the Tour included our National President and our First Lady Peter and (Mrs Pres) Barbara Crawford, Ross and Bronwen Carroll from the Waikato, Peter and Gaynor Gill, Gill and Ray Sanders, and our newest member Phil Prior, while Matt and Bev Sharpe joined us for the Saturday and Sunday dinners.

What an amazing display of Packards plus English cars and motor bikes of all kinds! Leaving here we drove to Kerikeri via the Twin Bridges road and then to the Kerikeri Court Motel which was to be our headquarters for the weekend.

Friday evening saw us at the Rock Salt cafe for a most enjoyable evening meal.



On Saturday morning the girls went to "Living Nature" for a "make-up" (left Ann's face being painted, and some of the ladies got some amazing hats!), while the boys to the "Mancave" at Waipapa after which we all returned to the Saturday Farmers market in Kerikeri for our lunch.

Also, across the road was the Makana Chocolate factory which was a great draw!!!

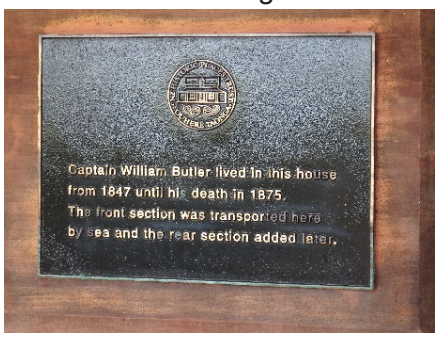
Last on Saturday evening we once again went to "Zeizo " Cafe for our meal and again we were not disappointed; it was excellent!

Our Sunday tour was arranged so we could visit the Butler Point Whaling Museum at Hihi just short of Mangonui for a one and a half hour tour of this extraordinary and historic place established by Captain William Butler in the mid-19th Century.

It is incredible and quite scary to think about the whalers trying to spear whales from such a small boat, with no explosive harpoons.

No matter what your own views are about whaling today at least in those days the whales had a fighting chance of escape!

This is a most interesting Museum with a great deal of old whaling equipment and memorabilia including much scrimshaw (ivory carvings; ED, thank you Antiques Roadshow!) and pictures.



This plaque commemorates Captain Butler and the history of the house.

The setting was very tranquil with enormous Pohutukawa trees everywhere, one of which had a girth of 11.9 metres, seen with some of the cars present from two angles below.

After this rewarding experience we drove into Mangonui for lunch and a wander around this quaint town.
That evening the final dinner was held at the Kerikeri Cruising Club, Opito Bay where I am sure almost all of us partook of a large quantity of shellfish and other seafood for our supper!!
This hilarious evening finished with the presentation of our awards which are listed below:-

- Furthest travelled: Pres and Mrs Pres Peter and Barbara Crawford,
- Most improved car: Peter and Helen Southee,
- Captain's choice: Ray and Gill Sanders.
- Crotchless Award: President and Mrs Pres Peter and Barbara Crawford for a gross misdemeanour earlier in the day whilst trying to start a member's car at our motel (enough said!!)

On Monday morning we all headed our various ways, at the end of another wonderful tour, made all the more enjoyable with perfect weather and fantastic company.
A great big thank-you must go to Pat and Dennis Brassey for their meticulous planning and preparation for this trip which I am sure everybody thoroughly enjoyed.
Also I must mention Dennis and Averley Retton who went out of their way to help us when necessary and invited us to tea at their new home in Kerikeri.
Thank you all.
Mike and Ann.

SUNBEAMS IN THE MOTORING PRESS

Articles relating to Sunbeams in the motoring press have a propensity to behave like London buses, because there are none for a while, until a lot arrive at once.
That's been the case in recent months with four appearing on the shelves in Book Stores and Supermarkets, and for ease, I'll tell you about them in chronological order.

1. Classic Driver (issue 71 for March/April this year) has a wide ranging article looking at British Touring Saloon Cars produced in the post war years from 1946 to 1956.
   The article dances around almost every make from AC and Alvis to Wolesley and buried amongst those are Humber and Sunbeam Talbot, with random period adverts for the early '50s Humber Hawk and Sunbeam Talbot saloon. For the latter the article mentions the fact that it used Humber Hawk components and summarises its rallying career and its progression into the Sunbeam Talbot MarkIII from 1954 to 1957, with a brief mention of the drophead models (as owned by both the Sharps and Browns) and the Alpine.
   I have taken the two photos below of a 1951 S-T saloon and a 1954 Humber Hawk from this article.

2. Next up was the next issue of Classic Driver, number 72 covering April & May this year, in which Mark Holman gives an illustrated review of the Club's National AGM earlier this year. I won't summarise this article, because I have reported about the AGM in the past two issues, and it was reported in Sunbeamania, but Mark has used some of Fred Alvrez' photos from the weekend, and he chose Earl and Ellen Otway's 1953 Alpine as his pick of the entrants.
   According to the price tag on my copy, this issue may still be available until 24th June, so if you'd like a copy for yourself, watch out for it in your local newsagents or supermarket
3. A very detailed article about Sunbeam Alpines and Tigers written by long standing Kiwi journalist Donn Anderson appeared in the April issue of NZ Classic Car magazine, under the title **"Sunbeam Alpine and Tiger; 1960s Forgotten Gems"**.

It follows the history of the Series Alpine and its transition into the Tiger V8, looking at the styling, its handling, comparisons with its competitors from MG and other marques and its sporting heritage, linked to the author's exploits in an Alpine.

He's shown in this picture from the magazine competing in an autocross run by the MG Car Club at Tuakau in the early 1960s.

The late Phil Ornstein is mentioned because of his sporting activities in various Rootes products, particularly his Humber 80. By a natural progression the article arrives at the Harrington Alpine and John Barley (custodian of the only one in NZ) gets a mention, and so do Jack Brabham and Carroll Shelby.

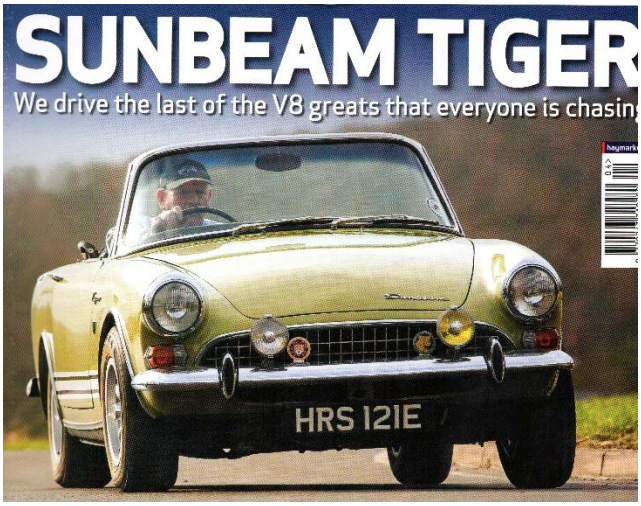
The article includes a brief price guide in case you are looking to buy either an Alpine or a Tiger, and it finishes with a fairly comprehensive description of the genesis and development of the Sunbeam Tiger, quotes and impressions from period magazines.

Don Anderson clearly loved the Alpine based on his early experience of the car and he concluded "clearly the Tiger is a car that can bite, but it is a great sounding machine and like the Alpine is still fine looking. They are both rare and desirable classics with a '60s point of difference.

4. The last magazine in this review is the April 2007 issue of UK mag Classic & Sports Car. It almost leapt off its shelf in the Takanini Countdown supermarket, shouting "Buy me! buy me! buy me!" which I did as the front cover had a big headline and the picture shown here.

The car in question is the last of seven right hand drive Mk2 Tigers (chassis number B382100633) to leave the Jensen Assembly Plant, and was delivered to Roy Thompson Ltd in Aberdeen on 27 June 1962.

Apparently of the 534 Mark 2s built, the great majority were left hand drive for export markets. Six cars were made to special order for the Metropolitan Police to complement the four Mark 1A models they owned already as pursuit cars on the growing motorway network near and around London.



The article takes the reader through the genesis of the Tiger and also goes through the updates made for the Mark 2 model.

The ownership history of the featured car HRS 121E is presented in detail, and it has been owned by Graham Vickery, Vice Chairman of the UK STOC since 1991, and his experiences with Tigers, of which he has owned four are quoted through the article. There is too much for me to include here, but one quote that I liked was from Country Life magazine (the Toffs' magazine ED) in 1965, "it could be driven in town in the manner of a ceremonial limousine."

Mr Vickery is quoted near the end of the article as saying, “it was a car of its era and had done its job.”
The author says too that “the Sunbeam bowed out as an unsullied design (a reference to what safety and emission regulations had done to the MGB and Midget), with its head held high, an unqualified success of which its maker could be justifiably proud”……”it’s hard not to lament its short life and relatively short production numbers. Long Live the Tiger!”

The article finishes with this picture of the featured car, the colour of which is described as Orchid Green though it is nicknamed ‘Goose Poop’’ by many STOC members!
It also has four side bars in which Rosemary Smith and CSCC’s two contributors Mick Walsh and Julian Balme give their memories and thoughts about competing in Sunbeam Tigers over the years. Lastly there’s a brief review of the Tiger 50th Anniversary Tour to Monte Carlo in 2014.

On a later page C&SC also has a brief market appraisal of Sunbeam Tiger values, which no matter what the condition of the car seem to be heading skywards. Graham Vickery is quoted as saying that finding an interesting or an exceptionally original car is difficult and these are the cars for which people are going mad.
There is a picture of an immaculate 1965 Mark 1 Tiger (FYC 714C) which is on offer at Bicester Heritage in Oxfordshire at 55,000 pounds!
Cars with a sporting heritage can go for at least 70,000 quid!!

In conclusion all of the magazines I have reviewed will be absorbed into my Sunbeam Archive and I can lend you any if you want to read them. Alternatively if you want to read any of the articles on their own, I could scan them and send you a pdf copy if you prefer, just call me or email me.

2018 AGM UPDATE TUESDAY 20TH TO SUNDAY 25TH FEBRUARY 2018

The Committee met on Sunday May 22nd to confirm an outline for the 2018 AGM which the Auckland and Northern branch is hosting.
The main details so far are given below.

Venue and tentative timetable of events:

The venue is Waipuna Hotel and Conference Centre in Mount Wellington, which has rooms put aside for Sunbeamers for Tuesday night (20th Feb) through to Saturday night (24th Feb). Attendees are expected to start arriving on Tuesday afternoon, and there will be activities on the Thursday and Friday only. Attendees may decide which they want to do.

- **Thursday 22nd** will have a bus trip to North Head in Devonport (with Ray Sanders acting as tour guide), and lunch at the Naval Museum Café.
  There will be some free time in the City and Devonport before an evening meal at the Sky Tower, (the cheaper restaurant in the tower), so that both day, sunset and night views can be seen as the evening progresses. The rotating restaurant is still to be booked and transport organised for the day.

- **Friday 23rd** will involve a drive to Brookby to visit Richard Langridge's Rolls Royce museum followed by a trip to Ardmore Aerodrome for lunch at the Café and a visit to the Warbirds Museum, returning to Waipuna for 4.00 pm for evening activities and to avoid Rush Hour traffic.
- **Saturday 24th** will be free for attendees to do their own thing and to prepare their cars for Concours judging and also for judging to begin.
  The AGM Dinner will be held during the evening with presentation of the Jack Brabham award and perhaps some other awards.
- **Sunday 25th ;** the morning will be set aside for the Summer Run**,** which Keith Martin and I will start plotting in the coming months.
  The AGM will conclude with the Sunday Lunch and the presentation of awards for the Concours and the Summer Run.

Note that lunches and dinners during the week, except the Saturday AGM Dinner and Sunday Lunch are at individuals' own cost.

A lot of related things are in planning and preparation stages, including:

1. **Raffle** - we have 2 x Meguiars gift packs (winnings from Concours, currently in the possession of John Barley), which can be given as a kit, or split up to create smaller individual prizes. If you have anything you could donate as a raffle prize please contact Suzanne;
2. **Cotton bags for registration bag packs with Commorative Images**– Carol Henry is investigating the options in terms of supply of the bags.
   John Barley is to create the artwork to form the theme image for the AGM, the bags and documents.
   - Each car will receive 1 bag (i.e. 1 bag per couple / 1 bag if attending alone). Ideas for goodies include snack bars, while Barley Insurance has a supply of Smith & Smith windscreen patch kits. Again if you have any more ideas and/or donations to make for the registration bags, please contact Suzanne.
3. **AGM themed Regalia** – Mike Dimoline has offered to produce branded AGM bookmarks and key fobs, and he is liaising with Suzanne about the cost.
4. There are still a number of other things to sort out such as
   - Concours judging and the selection of experienced judges, and there has been a proposal for a Masters Class for previous winners, so the same people do not receive a second, third, or fourth concours award;
   - The vintage Sunbeamers will be advised about our plans and they will be invited to attend specific events.
   - The registration fee and other costs to attendees will be advised once the costs of the event are known and an accurate budget is finalised.

As you can see a lot has been discussed and the bulk of the AGM planning is well under way. I will keep you up to date as more information comes to hand.

Closing Remarks

Well that's all for this month, except for the usual back page items (before and beyond).

So happy quizzing and Sunbeaming and I hope to see soon you at Ryders for their terrific roast lunch.

Yours in Sunbeaming

Charles

BEFORE THE BACK PAGE ANSWERS TO LAST MONTH'S QUIZ

Question		Answer
1	French maker of small sports cars, with 6 cylinder twin cam engines, built between 1925 & '27.	AMILCAR
2	Model name of Reliant's 4 wheeled sub-Mini sized saloon car built and sold in the 1970s and '80s.	KITTEN
3	Model name for Fairthorpe's small sports cars built after 1956 in various versions.	ELECTRON
4	Model name of British Leyland's rebadged version of a Honda Ballade saloon sold as a Triumph between 1981 & '84.	ACCLAIM
5	Name ascribed to Bugatti's enormous luxury car, with a large tram car engine, in the 1920s, of which only a small number were made and survive.	ROYALE
6	Built and sold after 1955, this extended version of Fiat's tiny 600 baby saloon could hold 6 people.	MULTIPLAS
7	British manufacturer of racing and sports cars in the 1950s, whose major international success came with a win in the 1955 Syracuse Grand Prix in 1955.	CONNAUGHT
8	Model middle name of Ford's 1960s pre-Cortina Consul 315, with 1340cc & 1498cc engines.	CLASSIC
9	Name of a Biblical giant used between 1928 and 1961 by the German Borgward group for a variety of small saloons and Commercial vehicles.	GOLIATH
10	Austrian manufacturer notable for its high performance version of baby Fiats, called the Puch TR650, which were rallied successfully in Europe in the 1960s.	STEYR
11	**** First name of Mr Railton who was responsible for many British racing cars both pre and post WW2, and notably the first car to take the LSR over 400mph (640kph)	REID
12	A Rootes Group model name used for Singer variants of the Hillman Super Minx or Hunter which has since been used by Range Rover	VOGUE
13	British manufacturer in Bradford, Yorkshire, between 1906 and 1954, its last products were a flat-4 sports car and a streamlined saloon.	JOWETT
14	Rootes/Chrysler's 1970s mid-sized 2 & 4 door saloon with various engines between 1250cc and 1600cc; the last version was badged as a Sunbeam ******* Tiger!	AVENGER
15	French manufacturer from 1891 to 1967/8 whose tiny sports cars (750cc & 850cc) were successful at Le Mans in the 1950s & '60s in the Index of Thermal Efficiency and Index of Performance.	PANHARD

THE BACK PAGE BRANCH CALENDAR 2017 & KEY CONTACTS

DATE	EVENT	LOCATION
Sun 4 June	Winter Roast & Film Show	Ryders Junction Avondale
Sat 24 June	Spare Parts Day	Ian and Debbie Sutherland's Tirau
Sun 2 July	Bent Rod Run	Hootton Reserve Albany
Sun 6 August	Nog 'n' Natter	Doolan Brothers Lynfield
Sun 20 August	Waihi Beach Lunch run	Waihi Beach RSA
Sat 26 August	Spare Parts Day	Ian and Debbie Sutherland's Tirau
Sun 10 September	Phil Ornstein Run	To be advised
Sun 1 October	Nog 'n' Natter	Doolan Brothers Lynfield
Sat 28 October	Spare Parts Day	Ian and Debbie Sutherland's Tirau
Sun 3 December	Branch AGM & Christmas Lunch	To be advised
Tue 20 to Sun 25 February 2018	National AGM hosted by Auckland and Northern Branch	Waipuna Hotel & Conference Centre, Mount Wellington

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Committee	Dennis & Pat Brassey	09-534-6751
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Committee	Ray & Gill Sanders	021-632-563
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BEYOND THE BACK PAGE; THIS MONTH'S QUIZ

Yes, here is a new quiz made up of many crossword clues used in recent issues of Classic Driver and Classic Car magazines.

Question		Answer
1	This race track in New South Wales was used continuously from 1967 to its closure in 1998.	
2	A British bicycle maker whose cars in the 1930s could have been the inspiration for Reliant's 3-wheelers. It shares its name with a Tudor sea captain known for discovering tobacco and the potato, who also is supposed to have laid his coat in a puddle so the Queen could cross it.	
3	A name used in the UK for luxury rail carriages which was also used for Humber's luxury models in the 1930s and early '50s	
4	Austin's 4wd vehicle built to compete with the Land Rover in the late 1950s and '60s.	
5	French word, meaning Forward used to denote front wheel drive, as in the Citroen Light and Big 15 models, Traction *****	
6	Familiar name of VW's vans, mini buses and motor caravans, used and loved by many Kiwis and Aussies on their Overseas Experiences.	
7	Vauxhall's small saloon car model, built in 3 series with 1156cc, 1300cc, 1600cc and 2 litre GT versions; the last used successfully in competition.	
8	Sounds like a British river, this British rubber products and tyre manufacturer has been in business for nearly a century,	
9	Model name of Opel's mid-sized saloon in the 1950s and '60s, until replaced by the Vauxhall Cavalier's twin the Ascona.	
10	Highly thought of British marque, whose best known model was its handsome low slung 4.5-litre sports car built between 1932 and 1935; also the moto for the county of Kent in England.	
11	Using the American name for motorways, this car was an Australian version of the Farina bodied Austin A60 Cambridge.	
12	This British maker of stationary pumping engines produced engines for many types of successful racing car and sports racing car between the mid-1950s to the early 1970s.	
13	This British sports car engineer raced Morgans successfully in the UK in the 1950s and '60s, especially powered by Triumph engines. He was also involved with the Deep Sanderson sports and racing cars in the same period.	
14	Model name of the badge engineered Pontiac version of the Chevrolet Camaro.	
15	Model name for the smaller sized Grand Tourer little sister to the well-loved Vega, produced by the French Facel company.	

SUNBEAM
CAR CLUB
OF NEW ZEALAND INC

www.sunbeamcarclubofnewzealand.org.nz

AUCKLAND BRANCH ANNUAL MEMBERSHIP RENEWAL 2016

Name.....Spouse/Partner.....
.....

Address.....
.....

Email.....
.....

Phone:
Home.....Bus.....

Mobile.....Partner's
Mobile.....

Please update the Sunbeam or Sunbeam's you own. (If you require more space please use reverse of sheet)

Model	Chassis Number	Year	Colour	Registration

The Membership Renewal fee is unchanged for 2017 and remains at $45.00 ($55 for Overseas Members)

Payment is now due and can be made by either, please tick appropriate box.

Internet Banking	ANZ **060287-0102767-00** Sunbeam Owners Club of NZ (Inc) – Auckland Branch **Please enter your name in the details.**
Cheque	Please make Cheques payable to Sunbeam Owners Club of New Zealand (Inc) – Auckland Branch. **Please send with completed form.**

PLEASE RETURN YOUR COMPLETED FORM TO:

Post : Sunbeam Car Club of NZ Inc – Auckland Branch, PO Box 1412, Shortland Street, Auckland 1140
OR
Email: Suzanne Barley at suzanne@barley.co.nz