

# BROADSHEET WAIKATO BRANCH APRIL 2017



BRANCH CAPTAIN	SECRETARY	TREASURER
Ross Carroll 07 552 4585	Graham Jenner 07 357 4129	Ian Gerrard 07 549 2884

***From the Editor:*** *By the time you receive this it will be May so, if you haven't already, please send Ian Gerrard your completed subscription form and pay either by cheque or online.*

*April saw a tonne of rain arrive in parts of the North Island but thankfully the day of the Tirau wrecking day was fine enough to get parts stored away (read more about the event at the end of this newsletter).*

*One final reminder is to let Ian Gerrard know if you are able to join us for the Dawnbreaker breakfast on the 20<sup>th</sup> of May.*

## **NEXT EVENTS FOR YOUR CALENDAR**

- **5<sup>th</sup>- 8<sup>th</sup> May 2017 - Far north tour** - 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@kerikericourtotel.co.nz](mailto:info@kerikericourtotel.co.nz). **NOTE: PLEASE MENTION YOU ARE WITH THE SUNBEAM CAR CLUB WHEN BOOKING YOUR ROOM AT THE MOTEL.** After 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.
- **Thursday 11<sup>th</sup> May (Waikato run) – Waikato mid-week catch up and committee meeting at Okoroire.** Come along for a mid-week catch up over dinner at the Okoroire Hotel. This is a great chance to get your Sunbeam out for a run. Either head off afterwards or stay on for the committee meeting at 7pm. All welcome.
- **Saturday 20<sup>th</sup> May** – Dawnbreaker this year will be a **9am** breakfast event with a quiz rather than an early morning run looking for clues before sunrise. Breakfast will be at the **McLaren Falls Café** (140 McLaren Falls Road, McLaren falls Park, Omanawa; off SH29 on the Tauranga side of the Kaimai's). Contact Ian Gerard ([i.gerrard@xtra.co.nz](mailto:i.gerrard@xtra.co.nz); 07 5492884) if you would like to attend.
- **Before 31 May** - Pay your subs either on line or by cheque before the 31<sup>st</sup> of May.

## **UPCOMING WAIKATO EVENTS (Ross Carroll 07 5524585; [robroy@kinect.co.nz](mailto:robroy@kinect.co.nz))**

- **Saturday 24<sup>th</sup> June** – Next Working Bee at the Sutherlands near Tirau
- **Saturday 1 July** – Midwinter lunch (probably in the Waikato area)
- **20 August** - Lunch Run to Waihi Beach RSA (\$13.50 per head)
- **October-** STAR weekend (potentially in Wairoa area)

## UPCOMING AUCKLAND EVENTS (Kevin Brown 09 422 2128; brownkandg@xtra.co.nz)

- **4 June** - Mid Winter Roast and Film Show @ Ryders Junction (\$25 per head)
- **2 July** - Bent Rod Run
- **20 August** - Lunch Run to Waihi Beach RSA (\$13.50 per head)
- **10 September** - Phil Ornstien Run
- **3 December** - Branch AGM 2017.

## OTHER EVENTS

**6-8 Oct Brits at the Beach** – Whangamata (next year Brits at the Beach will be held on the 16<sup>th</sup> & 17<sup>th</sup> of February in the hope that the weather will be better).

### 1967 Sunbeam Alpine for still sale (Murray has passed away)

Car has had 3 owners and during that time it sat in the Te puke auto barn for 5 years.

Another of the previous owners also had the car in storage for a number of years.

It has done 84,927 miles to date. Has a current warrant and registration.

It comes with a toneau cover, and overdrive.

Offers around \$15,000

Contact - Vicki Graham 0277131493 (vikster@ihug.co.nz)

The car has:

- New mats
- New radiator core
- New alternator
- Work done on the power brake unit
- New timing chain and tensioner
- New frost plugs
- Second hand overdrive gearbox, fitted 2014
- Newly painted hard top
- Rust removed from around guards and boot
- Fitted a twin throat webber carburettor

There is also a box of parts and what not, to go with the car.



Prepared by Kim McGrouther 30<sup>th</sup> of April, 2017 (ph 07 345 5956; wk ph 07 533 1104)  
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If you'd like to see or print off the Broadsheet in colour go to the Newsletter section of the club website at [www.sunbeamcarclubofnewzealand.org.nz](http://www.sunbeamcarclubofnewzealand.org.nz)

## PAST EVENT

### **SPARES Working Bee - April 8th 2017 at TIRAU - John Pinfold (WAI)**

In the midst of cyclones..... lots of down-pours.....wind and flooding this first “Tirau Day” for 2017 had only several little spits of rain. It was a good day for us all and nobody was soaked. A great start!

We had 12 helpers from Auckland and Waikato Branches for the day.....with several others who popped in for parts and then stayed to help.

Ian Sutherland wished to empty his own (new) shed of Club parts..... and at least have them all inside the “red shed” by day’s end. And so we started..... Ross Carroll acting as “lead” in the new shed.... Ian Gerrard leading the “Red Team”..... and me taxiing the parts in the Sutherland ute. All others chose their task and we all started. As the transport man I was so impressed with what these teams achieved..... individually at first and then growing into strong teams.

By lunch-time we could all see the goal appearing: Ross’ team picked up, identified the part, whether it was ours or Ian’s.....and then helped move it to the ute. Ian Gerrard’s team, a bit small at first..... but growing..... helped unload..... re-identified..... and then shelved it. This last was a monstrous aspect but they all got it together well by lunch-time.

In the next 2 hours it was a well oiled machine.....and we finished with the heavy machinery placed where Ian Sutherland wanted it (Look Mum.....no tractor!) while Ian Gerrard’s team did such a great job that Ian Sutherland could even put his “ride-ons” back in the red shed. Much jubilation... and quite some surprise from us all. Ross’s team even found the floor in the new shed!!!

We started just after 10.00am and finished around 3 pm. Auckland’s new Captain provided the van, drove from Warkworth and brought most of Branch Helpers down.

Thanks Kevin.....a great start thank-you. Glenn Burmester, down from Morrinsville for parts stayed and did much great lifting until leaving to get back for his own work that afternoon. Vic, with his eagle eyes, very carefully identified Talbot parts for us..... simplifying the later “filing” so much with his knowledge.

It was great to be back with these folk again.....a good day of friendship.....and I travelled by Rapier! The Team: Morris Walters, Ross Carroll, Kevin Brown, John Barley, Brian Baylis, Ian Gerrard, Earle Otway, Vic. Rosser, Bruce Gerring, Glenn Burmester, Dennis Brassey, Ian Sutherland and myself. All vehicles of our Sunbeam Club are owned within this group I’ve just noticed. Thank you fellows.



## **The Rapier Evolution - 50th Anniversary Year for the Rapier Fastback Coupe**

*(Article from [http://www.uniquecarsandparts.com.au/car\\_info\\_sunbeam\\_rapier\\_fastback](http://www.uniquecarsandparts.com.au/car_info_sunbeam_rapier_fastback))*

The Sunbeam Rapier had been an attractive car at launch in 1955, and in many respects it was also an innovative leader. The original sedan featured attractive two-tone duco, leather upholstery and overdrive to the 3-On-The-Tree column change transmission all as standard kit.

Over the ensuing years the car was to slowly evolve, the main improvements being made to the mechanicals to allow the car better performance. But nearly a decade on the car still closely resembled the original.

Things changed radically in 1967 when the Fastback Coupe (or Arrow Rapier, and for US markets the Sunbeam Alpine GT) was launched. The all new and radically different styling, penned by Rapier stylist Roy Axe, looked more American than British. A clean-sheet design from the ground up, Rootes only dipped into their existing parts bin to source the rear tail lamps and valance, in this case sourcing them from the Hunter Estate.

Under the hood, the familiar Rootes 5 bearing 1724cc engine used in other Arrow models was fitted, although to ensure the bonnet line remained as low as possible the engineers had to incline the engine slightly. The engine was fed by twin Stromberg 150CD carburettors, helping it develop 88 bhp @ 5200 rpm.

The Fastback Rapier was fitted with a 4 speed manual transmission with overdrive as standard, although a 3 speed Borg-Warner automatic could be optioned. Manufacture of the Fastback began at Ryton-on-Dunsmore, with the beautiful body shell being manufactured, painted and trimmed by Pressed Steel Fisher at Cowley, Oxford. From 1969 manufacture swapped to Rootes Imp factory at Linwood in Scotland.

From 1970 the Alpine Fastback was introduced, a lower specification model that filled the gap between the Coupe and Vogue. The 1725cc Hillman Hunter engine was used, it in turn being fed by a single Stromberg 150CD carby. To help keep costs down, the overdrive was no longer standard kit, although it could still be optioned. Inside the Alpine was rather more luxurious than sporty, having fewer instruments than the Rapier, and using timber on the dash instead of the latter's cowed plastic version. Gone too were the aluminium sill surrounds, and the Rapiers attractive wheel trims were replaced by rather bland chrome hub caps. Top speed was around 95 mph, and 0-60 miles per hour took a leisurely 15 seconds. The lack of performance had a knock-on effect at the showrooms, and the Alpine was dropped from the line-up in 1975, a year before the Rapier.

While any Fastback is today highly collectable and much sought after, there is one particular model that is the pick of the bunch, the Rapier H120. This iteration was tuned by Holbay Engineering, who amongst other things replaced the Strombergs with twin Weber 40DCOE carburettors, fitted a tuned four branch exhaust manifold, special cylinder head and high lift camshaft. These modifications blessed the engine with an additional 20 bhp (108bhp @ 5200rpm).

Given the sporting nature of the H120, Holbay fitted a close-ratio manual gearbox, a heavy duty overdrive and high ratio rear axle (naturally the automatic transmission was not an option). Making the H120 look the goods were polished sill covers, a matt black radiator grille, Rostyle wheels, side stripes and new boot lid that featured a faired in spoiler. H120 badges were then fitted to the front guards and centre of the grille. Maximum speed of the H120 was 109 mph (175 km/h) and it could reach 60 mph (97 km/h) from standstill in a shade over 10 seconds.