

# BROADSHEET WAIKATO BRANCH MAY 2017



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

***From the Editor:*** Thank you to everyone who has paid their subs, there are only 9 left to pay. Please either pay by the end of May or let me or Ian Gerrard know that you have decided not to re-join. If you can't remember if you've paid your subs check in with Ian Gerrard.

*The only activities we have on the books for June are the Okoroire get-together and the Working Bee at the Sutherlands; the next event will be the Midwinter luncheon.*

I've had some feedback on the Rapier article in the last Broadsheet; in response to: "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.

From John Pinfold's memory...and 3 years of owning a Series 1 in his family...Vauxhall's had "3 on the tree", Wolseley had "3 on the tree plus OD"(working only on 3rd/top gear)..... but Rapier 1's had "4 on the tree"...plus OD on 3rd and 4th...unless you have an NZ "Griffiths Conversion" which put it on the floor.

## **NEXT EVENTS FOR YOUR CALENDAR**

- **4 June (Auckland event)** - Mid Winter Roast and Film Show @ Ryders Junction (\$25 per head)
- **Thursday 8<sup>th</sup> June (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 24<sup>th</sup> June** – Next Working Bee at the Sutherlands near Tirau
- **Saturday 1st July** -11.30am for 12pm Mid-winter lunch at Mamaku Blue. We will be having a set menu \$16.50. If you have special dietary requirements, please let Ross Carroll know when you contact him to book in for the event.
- **2 July (Auckland event)** - Bent Rod Run

## **NATIONAL EVENTS**

**Executive Meeting dates and venues:** Mike Todd's place, Taupo on the 5<sup>th</sup> of August; and at the hall at Duddings Lake on the 11<sup>th</sup> of November.

**23-25 Feb 2018 – National AGM 2018** - the venue has been changed to the Waipuna hotel and Conference centre, Mt. Wellington 23 – 25<sup>th</sup> February. Peter Henry is chief organiser. They are currently negotiating the room rate. There will be a week of events happening beforehand, car runs and bus tours to points of interest will be organised. Car use in the city will be minimised and routes to the venue will be advised so you can avoid the traffic.

Prepared by Kim McGrouther 26<sup>th</sup> of May, 2017 (ph 07 345 5956; wk ph 07 533 1104)  
**Postal address: 2 Parkcliff Rd, RD4, Rotorua 3074 E-mail: ruffry6600@gmail.com**

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)

## UPCOMING WAIKATO EVENTS (Ross Carroll 07 5524585; robro@kinect.co.nz)

- **12 August** – Taupo Track Day
- **20 August** - Lunch Run to Waihi Beach RSA (\$13.50 per head)
- **13-15 October - Star Weekend – Wairoa.** This year's run is based in Wairoa and will explore the northern Hawkes Bay area, including Lake Waikaremoana and Mahia Peninsula. Think you know these places? Well what about Te Reinga Falls, or Putere lakes, or Hackfalls Arboretum. We have many runs to cater for all tastes, some unsealed, some sealed (mostly). You can choose the route you prefer. Just be back for dinner in Wairoa. Accommodation is reserved at Vista Lodge Motel, Wairoa, 0800 284 782. Please make your own booking and mention the Sunbeam Car Club. There is also a camping ground not far from the motel for those who prefer. It is the Riverside Motor Camp, 06 838 6301. Let Ian Gerrard know (i.gerrard@xtra.co.nz) once you have booked and we will email you advanced information.

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

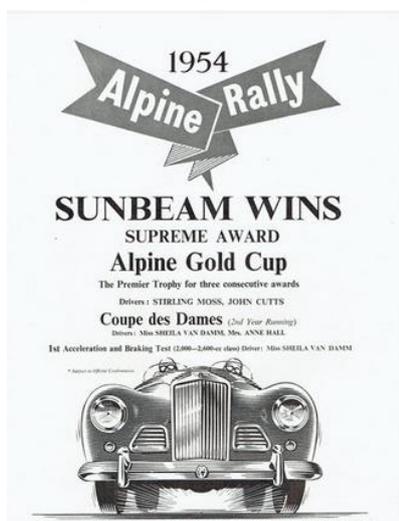
- **20 August** - Lunch Run to Waihi Beach RSA (\$13.50 per head)
- **10 September** - Phil Ornstien Run
- **3 December** - Branch AGM 2017.

## 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).

### A winning legacy...

The Sunbeam-Talbot Company is an amalgamation of the technical skill and manufacturing experience of two famous British sports and racing car concerns. The Clement-Talbot Company was established in London in 1902. By 1914 the company had won more than 100 first awards. The two distinguished names were merged under the Rootes banner in the mid-1930s and the post-war years saw Sunbeams pioneering the return by manufacturers to competitive work in the rally field. A steady run of successes soon won Sunbeam Talbot cars - the "Talbot" was later dropped to avoid confusion with a French model - a new reputation in competition motoring. Since the war major Sunbeam victories included: First place, acceleration and braking tests, International Alpine Trial (1948, 1949, 1950); second place Monte Carlo Rally (1952); three Coupe des Alpes and manufacturer's team prize, Alpine Trial (1952); four Coupe des Alpes,



Alpine Trial (1953); manufacturer's team prize, Great American Mountain Rally (1953, 1954); first place and Coupe des Dames, Monte Carlo Rally (1955). In the 1956 Monte Carlo Rally Sunbeams made history by taking the manufacturer's team prize for the third time, so winning the Charles Faroux Challenge Trophy outright - the first time this had been done in the history of the arduous Rally. The name of Sheila van Dam: will always be associated with Sunbeam, for she won more than 56 trophies driving cars of the famous marque, Miss van Dam won the title of Champion European Woman's Driver in 1954 and 1955. She retired in January but returned to the wheel in the spring of 1956 when a brand new Sunbeam made its competition debut. The new Sunbeam Rapier won its class in the Mille Miglia road race and since then has gained an outstanding reputation as a rally car: winning the 1958 R.A.C. International rally outright, gaining a

Coupe des Alpes in the Alpine Rally that year and gaining the unique distinction of being highest placed British car in the Monte Carlo Rallies of 1958, 1959 and 1960.

## PAST EVENT

### **Dawnbreaker (after Dawn broke) Event on Saturday the 20<sup>th</sup> of May**

We had a great turn out to this 9am Breakfast event, which this year broke with the normal clue searching rally format to allow for changing needs in our club. To provide Ian and Sue Gerrard put together an interesting set of Rootes Group questions (see the end of this article for a list of the questions and answers).

Andrew was busy fixing up kiwifruit cool stores in Opotiki, so Reg Blomfield very graciously said that he could come the long way round to pick me up for the breakfast. Hence, I was able to have a trip to the McLaren Falls Café in the yellow Rapier “Tweety”. What a lovely way to travel!

The Jenner Alpine, Gerrard Tiger and Carroll Imp also turned up to fly the Sunbeam flag. These cars gathered some public attention while the rest of the Sunbeam members enjoyed a lovely breakfast and a short quiz in the warmth of the café.



Ross Carroll won the Dawnbreaker Trophy this year by getting 10 of the 15 questions correct. The Rossers won the furthest travelled trophy (closely followed by Reg Blomfield, who drove via Rotorua to pick me up before heading to McLaren Falls). The Otway’s won the Dipstick award for their choice of name for a new Sunbeam model called the ‘Sunbeam Hotway’. Other name suggestions were “Sunbeam Supreme”; “Sunbeam P76”; “Sunbeam Asp” and “Sunbeam Brilliant”.

Thank you to the Gerrards for organising this event and to all of the members who joined us for the breakfast get-together. Also, a big thanks to Reg Blomfield who made the day so memorable for me. On the way home we even managed to find a “road less travelled” to see some new countryside and get away from the tail-gating traffic.



## Dawnbreaker Questions and Answers

- 1 A Sunbeam Talbot 90 MkII came second overall in the 1952 Monte Carlo Rally. Name one of the drivers. Answer: Stirling Moss, Desmond Scammell or John Cooper.
- 2 In what year did Rootes achieve their highest car production? Answer: 1964 – 228,562 (1970 came close with 219,235).
- 3 Rootes car bodies came mainly from the Pressed Steel Co, with factories in Cowley, Oxfordshire and Linwood, Scotland. Name another source of car bodies for Rootes. Answer: Thrupp & Maberley, British Light Steel Pressings, Mulliners, Joseph Rankey, Car Bodies of Coventry
- 4 The fundamental difference between a Mk I Tiger and a Mk II Tiger was engine size. What size engine does a Mk II have? Answer: 4.7 litres or 289 cu in
- 5 Rootes bought Sunbeam in 1935, but the first Rootes car to bear the Sunbeam name (rather than Sunbeam-Talbot) appeared in 1953. What was it? Answer: The Sunbeam Alpine (i.e. the 2 door derivative of the Talbot 90)
- 6 Rootes applied code names to their body styles. The Series Rapiers were Audax, the Fastback Rapiers were Arrow. What name applied to the Imp body? Answer: Apex
- 7 What was the name of the Italian company who built Rootes cars under licence in the 1960s and also produced a car based on the Humber Sceptre? Answer: Carrozzeria Touring Super leggera
- 8 Which Series Rapiers were available in convertible form? Answer: Series II, III, IIIA
- 9 Which model Sunbeam, in the 1960s, was available with automatic transmission? Answer: Sunbeam Alpine IV (also Fastback Rapier from 1967)
- 10 In what way did the Mk I Tiger brakes differ from the contemporary Alpine IV and V, on which the car was modelled? Answer: They were the same
- 11 About how many Harrington Le Mans were built? Answer: 250
- 12 What is the most fundamental difference between the Sunbeam Talbot 90 Mk I and MkII? Answer: The MkII had independent front suspension (also bigger engine, hypoid diff, recirculating ball steering)
- 13 Which was the first Rapier to have a factory claimed top speed in excess of 100mph? Answer: The 1967 Arrow (fastback) Rapier claimed 103mph
- 14 We all know that Tigers were assembled by Jensen Motors in West Bromwich but the termination of which car assembly gave them the capacity to take on the Tiger? Answer: The Volvo P1800 sports coupe
- 15 Early 60s Hillman Minx's were available with automatic transmission but it was not Borg Warner. What was it? Answer: Smiths Easidrive (Borg Warner from 1963)