

SUNBEAM TORQUE



Official Newsletter
of the
SUNBEAM CAR CLUB OF VICTORIA INC.

Established 1973

August
2025



Sunbeam Car Club of Victoria Inc.

Reg No A0003752G

ABN 32 446 103 408

CLUB CONTACT INFORMATION

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CLUB REGISTERED ADDRESS	C/- Secretary: Ross Nye Unit 193, 15 Fulham Road, Rowville 3178

COMMITTEE 2024 - 2025

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Club Meetings are held on the 4th Wednesday of each month at 8 PM (except December)

At Box Hill RSL Club, 26-28 Nelson Road, Box Hill

Members meet for dinner from 6.00 pm

Affiliated with The Association of Motoring Clubs Inc.



OPINIONS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE SUNBEAM CAR CLUB OF VICTORIA INC.

President's Message

August 2025

Greetings to all SCCV Members, and welcome to the August edition of Sunbeam Torque. I hope you enjoy the read.

As I sit to write my monthly message, Victoria is bathed in late winter sunshine, creating feelings more in line with late spring, and all that it offers classic car enthusiasts like us. Today, a clash of commitments prevented me from joining Club colleagues on a run through the Mornington Peninsula followed by lunch at the Flinders Pub. Pictures already circulating on Whatsapp indicate a great turnout of enthusiastic drivers in well prepared vehicles. I look forward to hearing favourable reports of another great day for SCCV.

For many members, today will also serve as a final hit out for those making the trip over to Victor Harbor SA for the 47th Sunbeam National hosted by the Sunbeam Car Owners Club of SA. This event is fully subscribed and promises to be a most enjoyable weekend of great cars, great camaraderie and great times. If you're preparing for the journey and not in touch with other members who are attending, let me, or someone else know, so we can support each other on the lengthy drive west. I just hope I can get through my lengthy list of jobs to complete on the Rapier before we set out on 11 September.

Before the National, we will have held our Annual General Meeting at the usual venue and on the regular meeting date, being the fourth Wednesday of the month. We will hear annual reports from the executive Committee, at the conclusion of which, all committee positions will be declared open and a new committee will be appointed for the 2025/2026 Club year. No committee means no Club; it is as simple as that, and I urge all members to consider whether now is the time to step up and serve SCCV, remembering that SCCV has been serving owners and enthusiasts of the Sunbeam marque for 51 years.

Perhaps you would like to see something in the Club change. If so, let me assure you, change comes from within, and all members are welcome to contribute in any way they can to the good running of this great and long-standing organisation. Oh, and did I mention, it's lots of fun, a source of new friends and a way to strengthen your connection to the classic car movement?

How are you going with the restoration and maintenance of your Sunbeam? Have you had a big year? Why am I asking? Well, the Club awards a trophy annually named in honour of Life-member, the late Cyril Guiver, a generous and enthusiastic Sunbeamer who always encouraged members to use their own means and skills to restore and maintain their Sunbeams. Noting that the Committee doesn't get to see every car every year, we'd like to hear from you if you think you might be in contention for this prestigious award. Get in touch, send a picture or two and let us know what's been going on in your shed that would have impressed Cyril. Who knows, maybe there will be something for the mantel piece to impress your friends for the coming year?

We've had another great year in the SCCV and I thank all members for their membership, friendship and enthusiasm. If you can't make it to the AGM, watch this space for announcements regarding the 2025/2026 Committee and above all else, while the sun is beaming, keep on Sunbeaming.

See you soon,

Ian



2025 Calendar of Events

MONTH	DATE	DAY	EVENT
August	27	Wednesday	Club Annual General Meeting at Box Hill RSL 6:00 pm Dinner in the RSL Bistro 8:00 pm <i>Club Meeting will be held in the RSL Sports Bar downstairs</i>
September	07	Sunday	<i>Happy Father's Day</i> 
September	12 13 14 15	Friday Saturday Sunday Monday	 * * * Club Event * * * 47th Sunbeam National Meeting Victor Harbor S A HOST CLUB Sunbeam Car Owners Club of S.A. Inc.
September	24	Wednesday	General Club Meeting at Box Hill RSL 6:00 pm Dinner in the RSL Bistro 8:00 pm <i>Club Meeting will be held in the RSL Sports Bar downstairs</i>
October	05	Sunday	DAYLIGHT SAVING STARTS 2am TURN CLOCKS FORWARD 1 HOUR
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS

2025 Calendar of Events

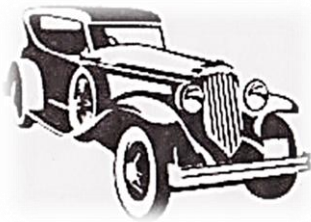
MONTH	DATE	DAY	EVENT
October	05	Sunday	DIAMOND CREEK CARFEST 2025 Coventry Oval, Diamond Creek TIME 9:00 am – 12:00 pm
October	12	Sunday	Singer Car Club Petanque & Pizza We are invited to join the Singer Car Club for a combined Rootes Group event. 236 Moorooduc Hwy, Mt Eliza TIME 10:00 am COST \$12 pp - Pizza Lunch : BYO Drinks Please bring cash See flyer in this Newsletter for further details
October	22	Wednesday	General Club Meeting at Box Hill RSL 6:00 pm Dinner in the RSL Bistro 8:00 pm <i>Club Meeting will be held in the RSL Sports Bar downstairs</i>
November	02	Sunday	* * * Club Event * * * Point Nepean Heritage MOTOR SHOW Held at Point Nepean Quarantine Station Coleman Road, Portsea TIME 8:00 am – 2:00 pm MEET 8:00 am at BP Garage, South Bound, Peninsular Link, Baxter COST \$30 / vehicle Pay and register online on the event website https://pointnepeanmotorshow.com.au
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS

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Mornington Club Day



*Saturday
23 August
2025*

Starts at one impressive car park

Spot of lunch



*Amazing how much trouble
such a tiny circlip can cause*



Sorted ?



And like all great days

*It ends
on a
golf
course ??*



Singer Car Club Of Australia

Invitation



We invite the Rootes Group Car Club, Humber Car Club of Victoria, Sunbeam Car Club of Victoria & The Orphans group to join us for a private viewing of an extensive MG car collection (around 40 cars) in Geelong.

Private MG Car Collection Belmont, Geelong

(Address to be provided in advance of the event)

Saturday 13 Sept. 2025 at 2pm

This is a SCCA event. Please advise if you are able to join us. **RSVP : 29 August 2025**

Graeme Martin, Club Captain. Singer Car Club of Australia Inc. Vic Branch. Ph: 0418 579 662 Email: sccagm@proton.me



ATTENTION ALL TIGER OWNERS

TAC Authentication Inspections will be available at the upcoming 2025 Sunbeam National Meeting

As in past years, Tiger Authentication Certification (TAC) inspection services will be available for interested owners at the upcoming Nationals in Victor Harbor, SA. The objective of the inspection is to determine whether the car in question was manufactured as a Tiger.

The cost of the inspection is \$75, and the process normally takes less than an hour.

A TAC inspection request form is included to help organize the scheduling.

Created by the Sunbeam Tiger Owners Association (STOA), the TAC process is widely regarded as amongst the most thorough authentication programs across all marques. Long term owners, new buyers and prospective sellers have benefitted from the assurance, and resulting accurate valuations, that the TAC certification provides.



TIGER TAC INSPECTION BOOKING FORM

INSPECTION FEE - \$75

NAME

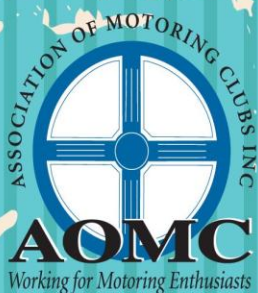
PHONE MOBILE

TIGER MK YEAR REGISTRATION No



Contact: Hobey Landreth (TAC Inspector)

E-mail: hobeyland@gmail.com



Association Of Motoring Clubs Inc.

2025 - 2026 Events

AOMC Club & Trade Expo

*Penrite Oil, 110/116 Greens Rd,
Dandenong South VIC*

Saturday 18th October 2025

A great facility for AOMC Member Clubs to have a display area to promote their club, the Expo is also focused on automotive suppliers and traders that provide products and services to motoring and restoration enthusiasts.

AOMC American Motoring Show

Manhattan Hotel, Ringwood

Sunday 26th October 2025

A change of venue and format, this all important American vehicle show is now a Cars & Coffee event. From iconic muscle cars that dominated the '60s and '70s to the groundbreaking designs that have defined the automotive landscape, our show brings together the finest examples of American engineering and design.

AOMC / RACV Festival of Motoring

Cruden Farm, Langwarrin

Sunday 18th January 2026

This annual event at Cruden Farm brings together a vibrant community of automotive enthusiasts set against a backdrop of breathtaking scenery and a lively atmosphere, for all ages and interests. At the heart of the festival is a rich display of motoring heritage, showcasing an impressive array of classic and vintage models that narrate the history of automotive evolution. The festival is a true paradise for car lovers.

AOMC / RACV British & European Motoring Show

Yarra Glen Racecourse

Sunday 15th February 2026

This event is open to all vehicles designed or manufactured in England and Europe. You do not have to be a club member to display your vehicle. Club displays welcome.

AOMC Aussie Classic Car Show

Manhattan Hotel, Ringwood

Sunday 29th March 2026

The AOMC is proud to celebrate the products of our great Australian motoring industry and heritage. This is a revival of Victoria's preeminent Motoring Event that will showcase our local industry and is open to any vehicle that was either manufactured or assembled in Australia. You do not need to be a club member to display your vehicle. Cars & Coffee format, arrive and leave when you like

Florence Thomson Tour

Victoria

Friday 1st May to

Sunday 3rd May, 2026

This annual event celebrates the pioneering spirit and contribution of women to Australian motoring; the Florence Thomson Tour was created as an annual event for women drivers.

National Motoring Heritage Day

*Manhattan Hotel, Ringwood and
various country locations*

Sunday 17th May, 2026

The aim of the National Motoring Heritage Day (NMHD) is to promote and display Australia's strong motoring heritage and to show the community, business and government the strength of the Australian motoring movement.



For more information and updates on events: www.aomc.asn.au



From left: Rosemary Smith and co-driver Margaret Lowrey on the 1968 International Circuit of Ireland Rally; Rosemary and co-driver Valerie Morley (left) at the 1966 International Alpine Rally; press cutting of the International Scottish Rally with Susan Seigal-Morris

ROSEMARY SMITH of Exeter, just back from her outstanding performance in the Canadian Winter Rally, makes light work of the rough going on the special stage of the International Scottish Rally at Twicken, Southampton. Coming a Sunbeam leap with Susan Seigal-Morris of London, she is favourite for the Ladies Prize and Scottish Trophy.



ROSEMARY'S

BABY

This is no ordinary Imp: it took class wins in Sixties rallying with Rosemary Smith behind the wheel. Here we reunite them

WORDS: JOHN SIMISTER
PHOTOGRAPHY: MALCOLM GRIFFITHS



JUST BEYOND the far side of a Northumberland valley, there's the urgent howl of a small four-cylinder engine being revved to death. It's the only sound in the valley, so everyone gets to hear it. The sound is getting louder as a small blue car appears over the ridge and blasts down the twisting road towards us, still a good mile-and-a-half away.

Soon the exhaust note is joined by the swish of a fan and the scrabbling of tyres, and suddenly that small blue car with the white side-stripes is braking to a stop right next to where we're standing. Rosemary Smith is back in her Sunbeam Imp, the self-same car that took her to class wins and the Coupe des Dames in the 1967 Scottish Rally and that year's Circuit of Ireland. (FRW 308C came fourth and seventh overall respectively, too.)

The car is back from the dead. As for the driver, dressed in black, it's like she's never been away. Why black? You'll see.

THIS WORKS rally Imp ended its first life after 1968's Monte Carlo rally. A Frenchman had bought it from the works to do that event, it retired with a blown bottom end and it lay dormant, exposed to Alpine elements, for the next three decades. It seemed FRW 308C had disappeared without trace.

Then Alain Barbou, a French member of the Imp Club, heard from his friend Michel Branchard, who had bought a derelict rally Imp in the Alps. Alain thought there might be more to this car than first impressions suggested: it was right-hand drive despite its French registration, it had most of the parts typical of the works Rootes cars and the colours were right. But which one could it be?

David Walters, a British Imp enthusiast, was intrigued. He called in to see it on his way to Nice, took in all those works modifications and – a vital piece of good luck – fished out a faded 1968 tax disc from behind the scuttle. FRW 309C, it seemed to say... but that number was never issued to an Imp. Look again... was that 9 actually an 8? It was.

Walters dug deeper. He discovered that FRW 308C was built as a Hillman, and took part in two major rallies in 1966: the Tulip, crewed by Tiny Lewis and Tim Bossence (winning the class and coming sixth in the GT category), and the Alpine from which Peter Harper and Robin Turvey retired. It then became a rally test car at Bagshot, a venue so violently rough that FRW had to be reshelled. It now became a Sunbeam, the name used for all export Imps, and rejoined the rally team for Rosemary Smith (winner of the 1965 Tulip Rally in

an Imp) and Susan Seigel-Morris to use. It also ran as a recce car for the Alpine Rally.

Rootes sold FRW 308C in October 1967 to a Frenchman who rallied, as was the French fashion, under a pseudonym. 'Melville' entered the 1968 Monte Carlo Rally... and there the story ended.

CLARK DAWSON has the sort of car-restoration skills most of us can only dream about. If he says a restoration will take just six months, then that's how long it will take: 'Work, home, feed the cat, in the garage to one in the morning'. If something needs repairing he'll just get on and repair it; if he needs an unobtainable part, he'll make it in his garage in Blyth, near Newcastle. He's not a professional, but he surely should be.

Dawson loves Imps, has restored several and knows them down to the last molecule. And the lure of FRW 308C was so hard to resist that he bought it sight unseen at the end of 2001, drove to the Alps with a trailer, brought it back and pledged to have it finished in time for August 2002's Imp National Weekend. Which he did: dismantled on February 4, MOT'd in July.

What did he find after clearing away the cobwebs and the birds' nests? A lot of rust, that's for sure.



'THE YEARS JUST ROLL AWAY, SHE LAUGHS WITH A SLIGHTLY WORRYING GLINT IN HER EYES, 'AND IT NEVER FEELS ANY DIFFERENT'

ROSEMARY SMITH'S HILLMAN IMP



Few Imps feel as unburstable as this works rally car. The engine will happily rev to 8000

HARDLY ANYTHING – NOT EVEN A MINI – IS AS AGILE AS AN IMP; THINK PORSCHE 911 WITHOUT THE INERTIA

He had to replace the front panel, all the wings, the passenger door, the bonnet and the inner and outer sills, but he kept as much of the original floor as possible because the dents tell a story. (The structure shouldn't rust again; Dawson's mates at Romec in Newcastle powder-coated it.)

That's the theme throughout. If the original part is salvageable, do so because it's historically important. All over this Imp are tweaks that make it a rally car: extra relays, banks of switches, bigger pedal pads, seats from a Sunbeam Tiger, a navigator's footrest, a bump in the roof from squeezing in the roll-cage. There are extra welds and reinforcements, no undersealing, no soundproofing.

OK, from the front. Four fabulous auxiliary lights, powered by a hefty alternator whose outsize pulley stops it over-revving as the engine sails past 7000rpm. 'The outer ones came off Andrew Cowan's car,' says Dawson. 'A friend of his had them in his garage, and gave them to me.'

Under the bonnet is an outsize fuel tank with a piece of wood clipped on top to use as a dipstick, and a heater matrix fitted inside the front airbox plumbed in as an extra radiator. (The heater itself is an outsize export item.) Rivets on the bonnet mark the outline of a rally plate, and the heated windscreen is pure 1966 Triplex.

Now the back, where an Imp's main treasures are to be found. The servo and oil cooler brackets are fabricated; the pressed production ones wouldn't appear until later. The air filter has clean, cool air ducted from the driver's-side B-pillar, or would have if Dawson wasn't currently using K&Ns. The carburettors are twin Stromberg CD150s, the head has big inlet valves and an R17 cam (power from 3500 to 8000rpm), the block has a wet-liner conversion to give 998cc.

Both block and head of this all-aluminium, Climax-inspired engine are new, because the originals haven't yet been mended after the 1968 blow-up. They will be, but today's spec is near

enough the same: about 85bhp, funnelled via a transaxle with a higher first gear and lower third and top. A long, tough sumpguard protects it and the engine; longer, stiffer springs make the ride-height comically tall but give lots of ground clearance.

ROSEMARY'S REUNITED with her baby. Tall and blonde as ever she was, she's wearing the same black top and trousers she wore for a Sixties Imp ad in which she stood on the rally car's scuttle, and we've just re-created the shot in mirror image. I'm sitting where Susan Siegel-Morris used to sit, next to a door pocket remodelled to hold an extra panel of vital switches, and Rosemary is giving the Imp some grief.

We're blaring past an Audi A4, and I wonder if its driver knows the significance of what he's seeing. 'Did the noise ever wear you down?' I yell. 'We got immune to it,' she shouts back, 'we didn't notice it after a while. You had to rev this car to 6000 all the time on a rally, but it went well downhill. Soon as you went uphill, it died. And sometimes even the downhill was up.' Said in a Dublin accent, this makes more sense than you might think.

Did it ever overheat, as Imps are prone to do? 'No, but the Tigers did,' she says of her later, faster Rootes rally cars. We pile on down a hill, there's a series of tight bends coming up quickly and I'm glad of that footrest.

'The steering was always good,' Rosemary declares as the Imp's nose darts towards the first bend's apex and the tail hunkers down for a touch of oversteer, 'but I like a pedal you can feel on the

brakes. A little bit on the brakes and a blip on the throttle. This is too heavy.' With that she executes a perfect downshift and the Imp is gunned once again to stratospheric revs.

How is it feeling? 'Ah, the years just roll away,' she laughs with a slightly worrying glint in her eyes, 'and it never feels any different.' Clearly, she's right back home. 'It's great to get into the way of old cars again. I think youngsters should be taught to drive in old cars.' Nowadays Rosemary runs a driving course in Dublin called Think Awareness, teaching new drivers how to drive intelligently. She uses a Skoda Fabia, but maybe she should add a hot Imp.

As we howl along, she tells how she and Val Domleo won that Tulip Rally because the Imp could get up hills other cars couldn't. That was the biggest win. Val was sitting on the boot as we slithered up the Col de Faucille in the snow. Her hands were frozen solid.'

MY TURN. I, too, have a much-tuned Imp, and I'm dying to try this historic setter of tuning templates. In front of me are two tachometers, one in the works rally instrument binnacle, another (connected) on top of the dashboard where it's easier to see. 'Use 8000rpm if you like,' suggests Dawson, 'because I do.'

So I do. Which is very easy, given the revviness of the engine and the shortness both of the gears and of the lever's movements. Hardly anything – not even a Mini – is as agile as an Imp; think Porsche 911 without the inertia. This one's high stance makes it extra-pointy if a touch wayward, but the brakes are hard work because the servo is disconnected. No wonder Rosemary thought they didn't feel right.

I've never driven an Imp which feels as unbreakable as this one. Dawson drives it with much gusto – he just can't help it. 'I wasn't going to use it much because of its history, but I keep going out at night to chase Subarus.' His next project? A replica of this one. Commissioned by Rosemary.

1965-REGISTERED WORKS RALLY SUNBEAM IMP
Engine 998cc, in-line four-cylinder, ohc, twin Stromberg CD150 carburettors **Power and torque** 85bhp @ 6500rpm; 80lb ft @ 5000rpm (approx) **Transmission** Four-speed manual, rear-wheel drive **Brakes** Drums front and rear, servo-assisted (usually) **Steering** Rack and pinion **Suspension** Front: centre-pivot swing axles, coil springs, telescopic dampers. Rear: semi-trailing arms, coil springs, telescopic dampers **Weight** 1575lb (715kg) **Performance** Top speed: 100mph; 0-60mph: 10.5sec (approx) **Cost new** n/a **Value now** £10,000



Clockwise from top left: Imp was Rootes' response to the Mini; glamour at the 1963 London Motor Show; showing a more technical side at the 1963 Frankfurt Show; proving that there is room enough for two girls in the back at the 1963 London Motor Show; the Hillman Imp de luxe; in action at the Scottish Rally

still with the flat-twin engine. The drawings have an uncanny resemblance to those in *CAR* magazine's first-ever scoop story, suggesting they may have been leaked by a Rootes or ad-agency insider.

13 Tim Fry was determined to give the Imp bigger brakes than a Mini. They were still drums, but the low weight over the front wheels distributed braking forces more evenly than in a front-engined car. Given the choice, though, he'd have used discs if they had been available at the right cost.

14 The one-off prototype Asp sports car, a rival for Fiat's 850 Spider and styled like a modernized Sunbeam Alpine, used a bigger-bore engine in which the pistons ran directly in aluminium bores. Another one-off prototype, the Gillie, was a Mini Moke rival but with better off-road ability. It had reduction gearing in the rear hubs to improve low-speed pull and raise the ground clearance, and a 20ft turning circle.

15 The very first prototype of the four-cylinder car, by now known under the code name Apex, was finished. Who was going to try it out? 'You made it, so you'd better drive it,' his colleagues told Tim Fry. On the return downhill-run on a public road, Tim was overtaken by a rear wheel. 'That proved we did, after all, need two

rear wheel bearings and not just one.' That car also had a shorter wheelbase. Another prototype performed the first Imp crash test by colliding head-on with a steamroller.

16 The prototypes were much quicker than the first production cars, and had to be detuned with smaller valve sizes. Test drivers used to burn Jaguars off at the lights. One truck driver gave a lift to a test driver, not knowing the man's occupation. 'Have you seen those Hillman Imps?' he asked. 'One tried to pass me when another truck was coming towards us, and I just shut my eyes. When I opened them, four had gone past.'

17 Fry and Parkes were determined that the Imp should be the first small car that big people could fit into. Fry weighed 18 stone at the time, and Parkes was 6ft 4in tall. Later, Britain's tallest man (7ft 4in) bought an Imp.

18 The prototypes handled very well, but the first production cars had a comically knock-kneed appearance with lots of positive camber on the front wheels. A policeman outside BMC's Longbridge factory happened to measure the height of the sidelight's centre above the road surface, and discovered it was

illegally low. It was cheaper to lengthen the front springs than to reposition the sidelight, though that was done later. 'Half an inch of masking tape on the bottom of the light would have made it legal,' recalls a still-exasperated Fry.

19 The Imp van and Husky estate car version had an almost ridiculously high roof. Why? So they could carry an upright milk churn, apparently a vital requirement among farmer customers. A prototype sleeker Imp estate was built, but never made production. It still exists.

20 The Danish importer got fed up with all the problems in the early cars, and built a sculpture out of the offending parts to present to Rootes in England.

So, with the benefit of 40 years' hindsight, would Tim Fry have done anything differently? 'I'd have made the body stiffer,' he says, 'and the engine would be transverse with a much smaller flywheel. Then the bell-housing could be smaller and the fuel tank could be under the back seat. Trouble is, the cylinder head is the wrong way round for a transverse engine.' **CC**



Sunbeam Car Club of Victoria Inc.

Registration No. A00037552G

ABN 32 466 103 408

2024

Draft Minutes of the Annual General Meeting Wednesday 25 September 2024 Held at the Box Hill RSL Club

- 1. President:** Ian Andrew opened the meeting at 8:55 pm
and thanked the members for attending.

Present: As per the attendance record

Proxies: The secretary has no proxies to hand.

Apologies: Beryl McConachy

2. Minutes of the 2023 Annual General Meeting

The draft minutes of the Annual General Meeting held on Wednesday 25th October 2023 were published in September 2024 edition of Torque.

Ross Nye moved that the Minutes be accepted as an accurate record of that meeting. Motion seconded by Brett Ritchie
The motion was then put to the vote and the motion was carried.

3. President's Report - Ian Andrew

It was 26 October 2023 when I last reported for the Annual General Meeting. I spoke of the fiftieth year of the SCCV and thanked members for their support, friendship and dedication to the Sunbeam marque. Now, 11 months later, I am delighted to report continued momentum for the Club and a clear strategy aimed at supporting all members in their classic car endeavours.

This time last year, spirits were high after our fiftieth year and the successful running of the 45th Sunbeam National in the Yarra Valley. My reflection is that your Committee gained much confidence in its ability to organise big events and in the enthusiasm of the membership to show its support. This propelled us into 2024 with gusto.

After the National, the Club enjoyed a large gathering for the Christmas Lunch where Bernie Bisseling was awarded Life Membership. After Christmas members turned out for the Humber Car Club's annual Picnic at Jells Park, an event enjoying a period of post-pandemic regrowth. An all makes gathering at picturesque Cruden Farm in the south eastern suburbs, the AOMC's British and European Motoring Show back at Yarra Glen Racecourse and a pleasant, sunny day at the Rotary Club of Leongatha Show and Shine followed during the warmer months. Highlight of the Club year was the weekend trip to Deniliquin via Shepparton from 19 to 21 April. It was clear that both the members and their cars are keen for more challenging events and exploring the Victorian countryside. Adding much fun and comradeship made for a highly enjoyable and successful event. I strongly encourage the incoming Committee to aim for a similar event in 2025.

On 19 May the Club arranged a drive through the Yarra Valley, with lunch at the Launching Place Home Hotel. While the weather threatened, participants enjoyed a great day. A break in June seemed appropriate given the high frequency of activity, but in July we were on the road again, enjoying a winter Christmas at the Panton Hill Hotel with other Rootes Group Clubs. Thanks must go to the Singer Car Club and I am proud that SCCV outnumbered the other Clubs.

On 28 July, our Technical Day was as successful as it has ever been at Theo Miritis's workshop in Melbourne's east. 'Technical' may be a misnomer however, as this day has clearly become a family day with food, friendship and fun adding to the opportunity for members to assess the state of their vehicles in a safe and friendly environment.

On 17 August we enjoyed a most pleasant run through the Mornington Peninsula including lunch at the Flinders Hotel, where it was great to catch up with some local members. This brought us around to the 46th Sunbeam National in Montville QLD and a journey by six members and three Sunbeams to join what, by all accounts, was a highly successful national gathering.

Monthly meetings in Box Hill are still very well attended, at times straining the capacity of the bistro and meeting rooms. We look forward to the completion of renovations in 2025, but for now, your Committee is supportive of remaining at this venue. We also offer a high quality monthly newsletter, Sunbeam Torque, which reports on all events as well as providing articles of interest from the era of production of our vehicles and news of the classic car movement in this State.

www.sunbeamcarclubvictoria.com.au is now the pillar of our communication strategy, largely thanks to the work of Webmaster, Philip Livingston, whom I thank on the Club's behalf. Facebook is still growing and providing a platform for general interest information and more specific Club matters. I note however, that Facebook will not become the primary means of communication due to the relatively low uptake combined with its public accessibility. Discussion was held this year on the use of Whatsapp and it is likely that members will be invited to Club specific group(s) in the coming year. This is not to create a single, or dominant, communication platform, but to broaden the communication base and to ensure all members are in a position to receive timely information when needed, if they so choose.

SCCV is in great shape. Membership is high and creeping upwards and the Club offers a range of opportunities that enhance our Sunbeam experience. We hold a wealth of technical expertise, access to spares and tradespeople, a stock of high quality and well-priced regalia, and Sunbeam ownership would be all the more challenging without membership.

Last year I spoke of impediments to the Club's future, some within our control, and some not. I am disappointed that the two club model still exists and I look forward to any opportunity that might arise during the coming year to move back to a single club and stronger SCCV.

Looking forward to 2025, I encourage members to consider a stint on the Committee. Consistency is good, but so is change, and succession planning is essential. In the event that someone is nominated for the President's position, I will not challenge; however, if no nominations are received, I will happily and proudly continue as your President. Thank you.

Ian Andrew. moved that the President's report be accepted.

Motion seconded by Dean Stewart.

The motion was then put to the vote and the motion was carried.

4. Secretary's Report - Ross Nye

Once again Beryl McConachy, even though hampered by mobility issues has been of great assistance in the carrying out my duties. This assistance is greatly appreciated. Her record keeping is outstanding. Lance Boyd has continued to be a great help, in keeping up with the Club Permit Scheme. With the assistance of Brett Ritchie (Treasurer), the 2023- 24 Annual Return with Consumer Affairs Victoria will be submitted ASAP after this meeting.

2024 has been a busy year. With plenty of events on the Calendar. With Club membership growing slowly.

Each month, except December, the correspondence and the emails were received and dispatched. Copies of the Minutes of the General and Committee Meetings have been filed electronically and members are welcome to inspect these documents at a mutually acceptable time.

Ross Nye advised the meeting that he would like to step back from the Secretary's position. But is willing to be part of the Committee.

Ross Nye moved that the Secretary's report be accepted.
Motion seconded by Steven Brown.
The motion was then put to the vote and the motion was carried.

5. FINANCIAL REPORT - Brett Ritchie

Financial report 1/7/2023 to 30/6/2024

Opening Position 1/7/2023

Cash Book Balance	\$19,384.34
Term deposit	\$5,119.42
Inventory	\$4,589.29
<u>Total Assets</u>	<u>\$29,093.05</u>

Income	
memberships	\$3,980.00
sales	\$994.29
permit fees	\$100.00
advertising	\$20.00
other	\$15.00
donations	\$260.00
events	\$5,705.00
<u>total income</u>	<u>\$11,074.29</u>

outgoings	
Printing and stationary	\$340.51
Postage	\$174.00
Website	\$199.00
Events	\$14,192.52
Room Hire	\$750.00
Raffle Prizes	\$159.11
Trophies	\$316.61
Insurance	\$727.32
AOMC registration	\$179.00

Other	\$78.60
Donation	\$197.77
<u>Total outgoings</u>	<u>\$17,314.44</u>
Term deposit interest	\$206.79
Stock purchases	\$457.69
Closing Position as at 30/6/24	
Cash Book Balance	\$5,736.50
Term Deposit Balance	\$12,276.21
Inventory	\$4,397.18
<u>Total Assets</u>	<u>\$22,409.89</u>

Brett Ritchie. moved that the Treasurer's report be accepted.
Motion seconded by Philip Livingston.
The motion was then put to the vote and the motion was carried.

6. **Election of Officers Bearers and Ordinary Committee Members**

The President, Ian Andrew, declared all Office Bearer positions vacant
Ian was requested to Chair the Election of Office Bearers

President: Ian Andrew.

Nominated by: Steven Brown
Seconded by: Philip Livingston

Ian Andrew. said he was willing to accept the nomination.

As there were no other nominations

Ian Andrew. was elected President until the 2025 AGM.

Secretary: Ross Nye.

Nominated by: Michael Ziccone
Seconded by: Ian Andrew

Ross Nye. said he was willing to accept the nomination.

(With a succession plan to be developed)

As there were no other nominations

Ross Nye. was elected Secretary until the 2025 AGM.

Treasurer: Brett Ritchie.

Nominated by: David Baldock
Seconded by: Dean Stewart

Brett Ritchie. said he was willing to accept the nomination.

As there were no other nominations

Brett Ritchie. was elected Treasurer until the 2025 AGM.

Vice President: Michael Ziccone.

Nominated by: Steven Brown
Seconded by: Ian Andrew

Michael Ziccone. said he was willing to accept the nomination.

As there were no other nominations

Michael Ziccone. was elected Vice President until the 2025 AGM.

Committee:

Rule 53 of the Sunbeam Car Club of Victoria Inc. requires this meeting to determine the number of ordinary Committee members who are to hold office until the next Annual General Meeting.

Ian Andrew moved a motion that up to 5 members be elected to the Committee and that the Committee is authorised to co-opt an additional 2 members at any time after this meeting but before the notice is issued for next year's Annual General Meeting.

The motion was seconded by Ross Nye.

The motion was then put to the vote and was carried.

The following members were nominated:

Philip Livingston Nominated: Dean Stewart. Seconded: Ian Andrew.

Beryl McConachy Nominated: Ross Nye. Seconded: Graham Gilbert

Dean Stewart Nominated: Ian Andrew. Seconded: Ross Nye

Steven Brown Nominated: Michael Ziccone. Seconded: Ian Andrew

Lance Boyd Nominated: Ross Nye. Seconded: David Baldock

Hobey Landreth Nominated: Steven Brown Seconded: Philip Livingston

These nominees have advised that they are willing to accept the nomination. As there are 6 nominations it was decided that Hobey Landreth would be co-opted to the Committee under rule 53.

As there were no other nominations the persons nominated were elected members of the Committee until the 2025 AGM.

Ian Andrew thanked the members of the incoming Committee for offering their services

7. Annual Subscription & Joining Fee as per Rule 12

Ian Andrew moved a motion, as per the Committee's decision, that the annual subscription stay at \$55 for the following financial year and the date of payment remains at 30 June 2025.

The motion was seconded by Brett Ritchie

The motion was then put to the vote and was carried.

8. General Business

Hobey Landreth suggested that the Club have more touring events, such as the Deniliquin run this year. And possibly invite other clubs.

As there was no further business to be transacted, the Annual General

Meeting closed at 9:30 pm.



SUNBEAM CAR CLUB OF VICTORIA INC.

2025-2026 COMMITTEE NOMINATION FORM

I hereby nominate
for the position of
Proposed by
Seconded by
Nominee's Consent: Date consent given:
Date sent to Secretary:

**This form should be emailed to the Secoder, Printed, Signed, Scanned
and emailed to the Club Secretary, Ross Nye: rossnye49@gmail.com**

Note: At the Annual General Meeting, prior to the Election of Officers and Ordinary Members of the Committee, the Chairman will declare all positions vacant. Prior to the election he will call for nominations and all persons nominated, either prior to or at the Meeting, will be eligible for election.

APPOINTMENT BY PROXY

I _____ of _____
(Name) (Address)

Being a member of the Sunbeam Car Club of Victoria Inc., appoint,

_____ of _____
(Name) (Address)

being a member of the Club, as my proxy to vote for me on my behalf at the Annual General Meeting to be held on Wednesday 27 August 2025 or any adjournment of that meeting.

Proxies must be lodged prior to 6.00 pm on Monday 25 August 2025 with the Club Secretary, Ross Nye P O Box 38, Ferntree Gully VIC 3156
Email: sunbeamclubvictoria.secretary@gmail.com

FOR SALE **SUNBEAM TIGER JACKET**

\$95



SUNBEAM TIGER LAT ACCESSORIES



Small Patch: \$15
Large Patch: \$25
Logo Cap \$25
Package \$60

PREFERRED PAYMENT: ELECTRONIC TRANSFER
BSB 083-125 Account No. 51-517-0199

Please note your name on the payment instructions

E-mail Club Stock order and date of your payment to:

Treasurer: Brett Ritchie: babrahw@bigpond.net.au

POSTAGE / PACKAGE / HANDLING FEE - \$16.00

CLUB REGALIA OFFICER Dean Stewart MOBILE: 0434 349 766

E-MAIL: deansuestew@gmail.com

Sunbeam Car Club of Victoria Inc.

Registration No A0003752G

ABN 32 446 103 408

Draft MINUTES OF THE GENERAL MEETING

Held at the Box Hill RSL

23 JULY 2025

- 1. President:** Ian Andrew opened the meeting at 8.07 pm
He welcomed members to the July General Meeting, and introduced New Member Graeme Ellis, who has purchased a previous members Series 1 Alpine. Graeme also owns various MGs
Life Member Beryl McConachy was welcomed to the meeting.

Present: As per the attendance sheet

Apologies: Ross Nye, Steve & Carmel Brown, Graham Gilbert

Minutes of the General Meeting – 25th JUNE 2025

Minutes of the June 2025 General Meeting were confirmed as published in the July 2025 “Torque” Newsletter with following corrections using capitalisation – THE SUNBEAM TIGER A few history highlights, and Point Nepean Car Show.
Whilst Peter Swan expressed his intention to go to Auto Classico, he is no longer going.

Moved: Peter Swan

Seconded: David Baldock

Carried

2. PRESIDENT’S REPORT - Ian Andrew

The President’s report can be read in the July 2025 issue of “Torque”

3. SECRETARY’S REPORT. –

Correspondence sent and received as listed below

Date	Sent Received	Sent / Received after 25 June 2025
02/07/25	R	Email: AOMC Bulletin
03/07/25	R	Email: Box Hill RSL confirming new meeting room rate of \$100
03/07/25	R	Email: AOMC Weekend Events
03/07/25	R	Email: Ross Johnson 2 Series 3 Alpines for Sale

03/07/25	R	Email: Graeme Ellis wishing to Join the SCCV
05/07/25	R/S	Email: Malcolm from the UK. Visiting Melbourne 25/26 th Dec. Will try to catch up. See more in G.B.
07/07/25	R	Email: Consumer Affairs – CAV Statement due
08/07/25	R	Email: Paul Heuer Re: Special Screening of “Le-man’s Movie” about the Tigers and Carroll Shelby
10/07/25	R	Email: AOMC Bulletin
15/07/25	R	Email: Colac Car Club “FJ Holden for Sale”
16/07/25	R	Email: AOMC reminder Affiliation fees due
16/07/25	R	Email: Ian Andrew National Presidents’ meeting minutes
19/07/25	R	Email: AOMC Country Delegates meeting 16 th August 2025
19/07/25	R	Email: Colac Car Club “FJ Holden for Sale”

Note: Each month **Sunbeam Torque** is sent to the car clubs who send SCCV a copy of their Club newsletters and to the newsletter advertisers.

Secretary’s Report accepted:

Moved: Brett Ritchie

Seconded: Dean Stewart

Carried

4. TREASURER’S REPORT.

Financial report for June 2025

Opening Cash book balance brought forward from 31 May 2025 \$4,088.93

Income:

Total Income \$1,390.00

Expenditure:

Total Expenditure \$75.00

Closing Cash book balance as at 30 June 2025 \$5,403.93

Term deposit \$14,000.00

Inventory \$4,892.62

PAYMENTS approved by the Committee–

July 23 meeting RSL room hire
Website hosting fee 6/25 to 6/26
Technical Day BBQ cost

Postage 50 stamps post membership packs
Stationary 200 Laminated Pouches and Laminated Membership Cards
AOMC membership 12 months 7/2025 – 7/2026
Chocolates for Raffle 3 boxes

Beryl McConachy advised website hosting fee of \$199.00 has been in effect since 2005, and Eltham Web Design had agreed not to increase the fee.

Acceptance of the Financial Report

Moved by: Brett Ritchie Seconded by: Hobey Landreth Carried.

5. MEMBERSHIP –

There are. **74** memberships (**131** members)

For your CPS vehicle to be legal, remember you need a current financial membership.

20 unfinancial and 5 club permit cars currently unfinancial. Reminders being sent with newsletters. 2 members have indicated they may not renew.

6. CLUB PERMIT SCHEME –

Currently there are **63** Club Permit Cars listed:

46 Sunbeams & **17** Non-Sunbeam vehicles

Richard Gunn's Morris Minor is now on CPS.

Peter Swan has transferred the Tiger (ex-Allan Wilson) into his name

7. AOMC – Ross Nye

Have been receiving Bulletins and Weekend events notices

For all the details you can log onto the AOMC website.

The August Delegates meeting will be held at Maldon 16th August 2025

8. SOCIAL REPORT

PAST EVENTS

July 06 Sun **CLUB EVENT - SCCV Technical Day**

At Theo Miritis's factory.

Michael Ziccone reported we had a great day with around 15 cars, He thanked Brett Ritchie & David Baldock for cooking the BBQ, And Theo for hosting and for the use of his factory, and thanked Lance Boyd for his technical advice.

The Event will continue to be held in July, being a suitable event for winter and being prior to the National.

July 20 Sun **SINGER Car Club ‘Christmas in July’ Lunch
At the PANTON HILL Hotel**
Philip Livingston reported the event was well attended with people from various Rootes Group Clubs attending.
The car park being gravel was not great.
There were mixed reports on the meals. Peter Swan advised that the service was good, considering how busy they were, The separate function room will be good for our Christmas function.

FUTURE EVENTS

Aug 27 Wed **SCCV General Meeting followed by the AGM
at the Box Hill RSL**
Ian reported all Committee positions will be open for election.

Aug 23 Sat **CLUB EVENT - Peninsula Tour**
Leaving from Hobey Landreth’s property in Mt Eliza.
More information in “Torque”
Hobey, reported the Tour will visit the Flinders hotel for lunch, and is working on the route, considering going to Charlie’s Auto Museum. Cost \$15. We will use WhatsApp to confirm attendees. Confirmed meeting time is 9.30am (not 9.00 am as on the advertising flyer).

Sept 12-15 **CLUB EVENT Sunbeam National Meeting
Fri-Mon Victor Harbor S A**

Oct 17 Sun **Maling Road Auto Classico**
“ The Auto Classico event was discussed and if SCCV was attending, Dean Stewart advised we did not get invited by the Organizers. Concerns were raised that cars are not roped off and could be damaged by members of the public. Beryl McConachy added that SCCV normally only has 1 Club event per month.

9. NEWSLETTER – Michael Ziccone

Michael Ziccone asked for content and thanked Hobey Landreth for sending through content.

Also thanked Beryl McConachy for her help with the newsletter.

10. LIBRARY –

Will Phillips donated 2 Tiger manuals and TIGER The Making of a Sports Car by Mike Taylor. These books will be added into the library. Andy Guenther advised that Will is OK if a book is already in the library, that the Club can sell it.

11. REGALIA – Dean Stewart

Sales made at the Technical Day were 3 tea towels and an Esso Service Chart. Dean showed a sample of a Tiger jacket. He is taking orders. \$95 cost with cut off for orders 25/7/25 and production to start the following week. There is a 4 week production lead time. Members of other clubs can also order and jackets can be delivered at the National.

The 2 umbrellas donated by John Usher will be raffled.

12. WEBSITE – Philip Livingston

Visits up 23%. Torque to be uploaded 24/7/25. Updates made to calendar, regalia, and the media section with footage of Hobey Landreth's lap of Laguna Seca.

13. TIGER AUTHENTICATION – Hobey Landreth

A flyer has been sent to the Sunbeam Car Owners Club of South Australia Inc. advertising TAC is available at the 2025 Sunbeam National. Reservations for TAC may not be required with low requests to date.

14. TIGER REGISTER – Hobey Landreth

No report

15. ALPINE REGISTER – Ian Andrew

In progress of adding cars to the Register. It will be a state-by-state Register, not a National Register.

16. GENERAL BUSINESS –

Hobey Landreth advised the Screening of "The Sunbeam Tiger 60th" documentary at the Sunbeam National 2025.

35 people have indicated that they are attending. The organizers are seeking 50. Please let Hobey know if you are attending. Phil Livingston advised he is attending. SCCV are seeking rights for screening the same documentary and is likely to be in October.

Norm Austin advised George Spanos may be putting his Tiger up for sale. Not yet advertised.

Dean Stewart presented a slide show of his visit to Pendine Museum of Speed in Pendine Sands, Wales, including some of the land speed record cars from the 1920s era, including Sunbeams of that era.

Dean Stewart also spoke of his visit to the Rootes Archive Centre, where he donated Club tea towels. Dean gave an update, that archiving was still in progress. And some history of the Rootes Archive Centre Trust. Lance Boyd, shared how helpful the Rootes Archive Centre Trust has been when researching a radiator modification.

Beryl McConachy advised that the Rootes Archive Centre Trust seeks donations from clubs, and has used that money to purchase the premises and cover ongoing costs.

Hobey Landreth spoke of his visit to the annual Tigers United event in the US. His lap of Laguna Seca in the #55 racecar, history of the car and will submit an article for the newsletter.

Beryl McConachy raised the current VicRoads problem of selling a Sunbeam car to another financial Club member, and not able to retain the CPS registration plates. There was a discussion about VicRoads not transferring the plates within the rules. Beryl was asked to inquire which VicRoads offices refused to transfer the CPS plates. The Club will follow up this discussion with the AOMC.

Ian Andrew thanked David & Manu Baldock for the cake provided at the meeting.

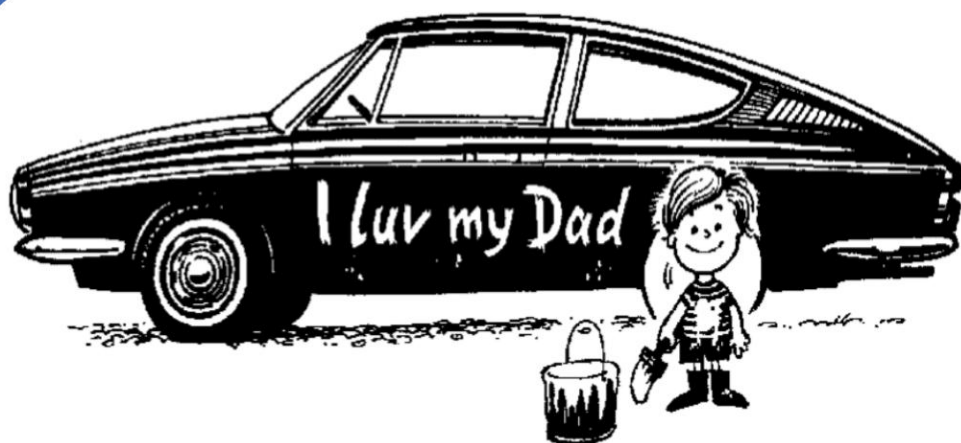
Andy Guenther is looking for a mechanic that would help him with restoring a TR6. It is in mint condition, just not finished.

17. RAFFLE WINNERS – 2 Bottles of wine donated by David Baldock
2 Umbrellas donated by John Usher

Red Wine	Peter Swan
White Wine	Brett Ritchie
Chocolates	Joan Stewart
Umbrella	Lance Boyd
Umbrella	Kate Austin

The meeting closed at 9.35 pm.

HAPPY FATHER'S DAY



Classic Advertisements

THE MOTOR June 28 1961

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The Delaney Gallay is a full harness proved over five years' actual use to give the maximum possible protection. Lap strap and shoulder straps hold the whole body and legs safely in position no matter whether the car is hit head on, at an angle, broadside or even overturns.

- Securely anchored by two steel anchor bolts to the steel floor of the car.
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- So comfortable you will forget you have it on.
- Can be slipped on and off quickly and easily.
- Easy to fit. Only 4 holes to drill and 4 nuts to tighten (4 on Sprite and Princess).

Approved by the British Standards Institution



2254 PRICE

UNIVERSAL FRONT SEAT BELT

Fits all cars ...	£4 4 0
Additional anchorage for Sprite and Princess ...	10 0

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the comfortable **SAFETY BELTS**

Available from your local garage, or full details from:
DELANEY GALLAY LTD., Yalton Works, Edgware Road, Cricklewood, N.W.2. Telephone: Gladstone 2208
Member of the Colson Group



INSTRUCTIONS

FOR ALL NEW CLUB PERMIT APPLICATIONS

- **Contact** Ross Nye (Club Permit Officer)
E-mail: rossnye49@gmail.com **OR Phone:** 0412 869 075
- OR Contact** Lance Boyd (Club Permit Officer)
E-mail: bazell.brush@gmail.com **OR Phone:** 0402 260 334

- **Must be** A current financial member of the Club
- **Pay** **\$25 Administration Fee** (For initial applications only)
- **Require** VicRoads Certificate of Roadworthiness
- **Require** SCCV Instructions for Application for a Club Permit
- **Complete** VicRoads Club Permit Application Form
- **Complete** Request SCCV to Support the Club Permit Application Form
- **Complete** VicRoads Vehicle Eligibility & Standards Declaration Form
- **Receive** Victorian Club Permit Scheme Handbook

RENEWAL OF YOUR CLUB PERMIT

- 1. Immediately you receive the VicRoads Club Permit Renewal Form,** check the expiry date is correct. If it is not correct contact VicRoads.

If you have not received a renewal form at least 2 weeks prior to the date the permit expires, contact VicRoads and request the required CPS renewal form, including a new logbook.

- 2. CONTACT the Club Permit Officer** to sign the Club Permit Renewal Form.

OR E-MAIL CPS Form to:
sunbeamclubvictoria.secretary@gmail.com

OR POST CPS Form, including a self-addressed envelope, to:
Club Permit Officer
P O Box 38, Ferntree Gully, VIC. 3156

The CPS Renewal Form will be signed, copied & sent back to you within 7 days.

PAYMENT of the required fee can be made at a VicRoads office

OR paid via a VicRoads online account

Note your CPS cars must be listed on your VicRoads online account
Print the payment receipt which should be kept with your logbook.

- 3. PLEASE NOTE** that if the fee for the renewal is not received by VicRoads prior to the expiry date, the car must not be driven on a public road until the fee have been paid and a VicRoads receipt has been issued.

*Club Permit Officers: Ross Nye
Lance Boyd*



Renew your club permits online

The Club Permit scheme continues to be a great way to ensure eligible classic and historic vehicles can be driven and enjoyed. We've recently updated our website to simplify the process for vehicle club members to renew Club Permits online via a myVicRoads account.

[Renew or extend a Club Permit : VicRoads](#)

If club members are using a signed club endorsement form to renew a club permit online, they also need to sign their renewal notice and include this in the online submission. Digital or electronic signatures are currently not accepted by VicRoads.

VicRoads is continuing to modernise registration and licensing services for Victorians and we look forward to sharing more updates with the Victorian community.

If any club members haven't signed up for a myVicRoads account this can be done via the VicRoads [website](#).

Safe driving,

VicRoads Team

SUNBEAM REGALIA



**Sunbeam
Peaked
Cap**

\$20



**Sunbeam
Key
Fob**

\$15



**Sunbeam
Bucket
Hat**

\$20



**Sunbeam
Stubby
Holders**

\$6 each
or 2 x \$10



**Sunbeam
Tiger LAT
Cap**

\$25



**Sunbeam
Umbrella**
Navy / Gold logo

\$30



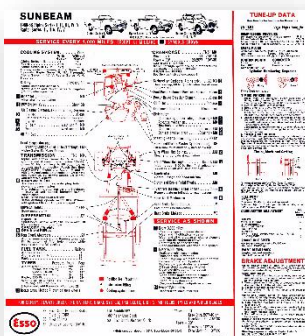
**Sunbeam
Tea Towel**

\$10



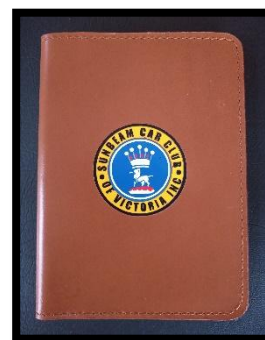
**Sunbeam
Polo Shirt**
Navy

\$30



**Sunbeam
ESSO
Laminated
Service Chart**

\$15



**Sunbeam
CPS
Log Book
Cover**

\$30

CONTACT REGALIA OFFICER: Dean Stewart

PHONE: 0434 349 766

E-MAIL: deansuestew@gmail.com



Sunbeam Car Club of Victoria Inc.

Reg No A0003752G

ABN 32 446 103 408

2024 – 2025 COMMITTEE APPOINTMENTS

AOMC REPRESENTATIVE	Ross Nye	rossnye49@gmail.com MOBILE 0412 869 075
CLUB PERMIT OFFICERS	Ross Nye	rossnye49@gmail.com MOBILE 0412 869 075
	Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
EDITOR	Michael Ziccone	ziccone@bigpond.net.au MOBILE 0400 019 513
LIBRARY	Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
MEMBERSHIP	Beryl McConachy	mcconabus@optusnet.com.au MOBILE 0412 314 822
REGALIA	Dean Stewart	deansuestew@gmail.com MOBILE 0434 349 766
SOCIAL SECRETARY	Stephen Brown	stevebrown25@gmail.com MOBILE 0438 442 429
TAC INSPECTORS	Hobey Landreth	hobeyland@gmail.com MOBILE 0478 594 561
	Graham Gilbert	grahamgilbert@bigpond.com MOBILE 0457 747 707
	Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
TECHNICAL ADVISORS	TALBOT John Usher	johncu@bigpond.com MOBILE 0419 312 382
	RAPIER Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
	ALPINE Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
	TIGER Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
TIGER REGISTRAR	Hobey Landreth	hobeyland@gmail.com MOBILE 0478 594 561
WEBMASTER	Philip Livingston	alpine1bsa@gmail.com MOBILE 0414 052 736

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