

SUNBEAM TORQUE



Official Newsletter
of the
SUNBEAM CAR CLUB OF VICTORIA INC.

Established 1973

October
2025



Sunbeam Car Club of Victoria Inc.

Reg No A0003752G
ABN 32 446 103 408

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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

G'day to all SCCV Members, and welcome to the October edition of Sunbeam Torque. I hope you enjoy the read.

Your Committee has been hard at work squaring away arrangements for the remainder of 2025 as well as planning what the first half of 2026 will look like. I'm excited for the Christmas break up at a new venue on 30 November. Always a great social occasion, if you can make it, please join in for a delicious meal in a private function room at the Panton Hill Pub, the annual trophy presentation, the 'People's Choice' award, and perhaps a surprise or two to make the day even more worthwhile. If you have a great restoration story to tell, it's not too late to be considered for the Cyril Guiver Award for most work on your own Sunbeam. Get in touch if you think you would be a worthy recipient.

Before Christmas however, our next Club outing will be to the Point Nepean Heritage Motor Show hosted by the Rotary Club of Sorrento. This popular event is a great way to catch up with classic car friends in the beautiful surrounds of the former Point Nepean Quarantine Station. It's a good run for the cars leading up to summer and if previous years are anything to go by, an opportunity to be part of a display of a vast range of classics from all parts of the world, including some high-end exotics. Keep an eye out for our meeting point if you would like to join us for the run down to the Peninsula, or get in touch with the Committee if you need more information. Pre-registration is required, which is very easy if you start with the Calendar page of our website.

We want 2026 to be another great year for SCCV. Expect the usual selection of mass participation events, along with our own weekend trip, probably in March or the second quarter. I am also delighted that some of our members have expressed interest in The Florence Thomson Tour. Arranged by the AOMC on behalf of RACV, this tour celebrates Florence Thomson who was the sole female entrant in the Dunlop Reliability Motor contest from Sydney to Melbourne in February 1905. So, if you would like to be part of a celebration of the pioneering spirit and contribution of women to Australian motoring, The Florence Thomson Tour in early May 2026 might be for you. Read on for more information.

If you would you like to be part of the 2026 Sunbeam National in Forster on the Barrington Coast on 11 to 13 September, I have some information packs available. Get in touch if you would like me to send you one or I can drop it to you at our next get together. Future editions of Torque and our website will also have the necessary information as it comes to hand.

I hope to see as many of you as possible at our meeting this Wednesday night; our penultimate General Meeting for the year. Dinner in the bistro is a good way to catch informally before the meeting.

Keep on Sunbeaming and see you soon,

Ian



up

2025 Calendar of Events

MONTH	DATE	DAY	EVENT
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 8:00am at BP Garage, South Bound, Peninsula Link, Baxter COST \$30 / vehicle Pay and register online on the event website ➤ SELECT CLUB DISPLAY https://pointnepeanmotorshow.com.au Refer Flyer in this newsletter
November	04	Tuesday	 Melbourne Cup Day
November	07 08 09	Friday Saturday Sunday	VHRR HISTORIC SANDOWN Gates open 9.00 am www.vhrr.com
November	15 16	Saturday Sunday	Bendigo National Swap Meet Prince of Wales Showgrounds Holmes Road, Bendigo www.bendigoswap.com.au
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS

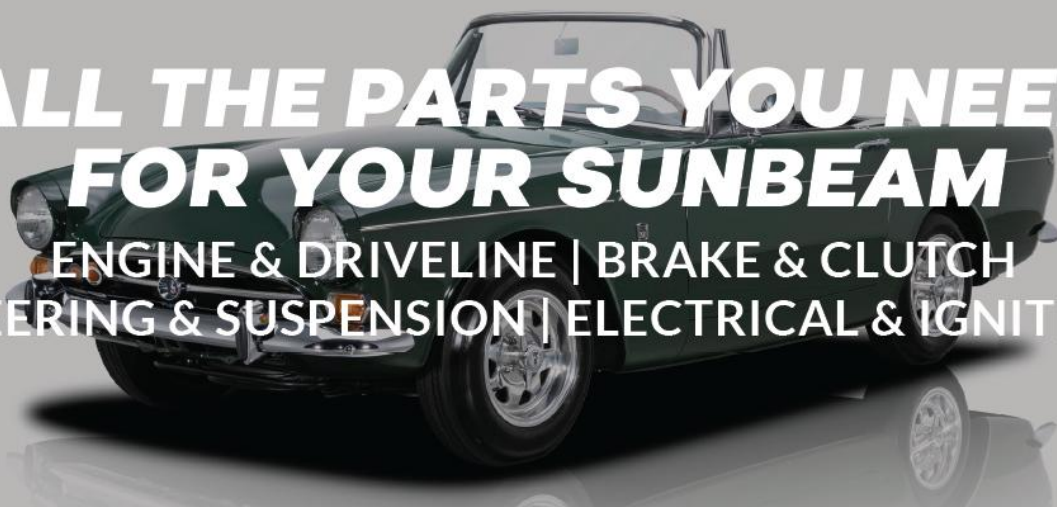
2025 Calendar of Events

MONTH	DATE	DAY	EVENT
November	26	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	30	Sunday	 *** Club Event ***   52nd Annual Christmas Lunch Presentation of Annual Awards  VENUE: Panton Hill Hotel 633 Kangaroo Ground–St Andrews Rd Panton Hill TIME: 12.00 Noon COST: Lunch & Drinks at Hotel prices MEET: At Panton Hill Hotel RSVP: 22 October 2024 (Club Meeting) Club Secretary - Ross Nye sunbeamclubvictoria.secretary@gmail.com or via WhatsApp Poll
December	07	Sunday	The Rotary Club of Frankston Motor Show Cruden Farm Cranbourne - Frankston Road, Langwarrin 7:00 am - 4.00 pm Presented by Rotary Club of Frankston & VACC
December			<u>NO</u> General Club Meeting at Box Hill RSL
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS

AUTO SURPLUS

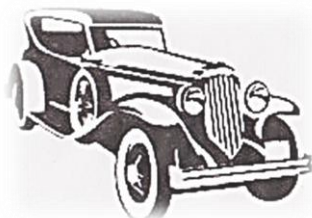
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FOR YOUR SUNBEAM**
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Point Nepean Heritage
**MOTOR
SHOW**

SAVE THE DATE

SUNDAY 2 NOVEMBER 2025



Rotary
Club of Sorrento
Presents



The Rotary Point Nepean Heritage Motor Show will be held on Sunday 2 November 2025 — just prior to Melbourne Cup Day.

The Point Nepean Quarantine Station is the perfect venue for every motoring enthusiast to enjoy a day out with family and friends. We invite individual entrants, car and motorcycle clubs to include this event on their calendar. Since its inception in 2022, the Show has attracted over 400 entrants and 2,000 patrons each year.

Trophies with gift packs will be presented to entrants voted best in their category. A Show village will be in place, with food vans, live music and sponsor exhibits adding to the carnival atmosphere. To date we have raised and donated over \$65,000 to local charities with the primary aim of reducing homelessness on the Mornington Peninsula.



SCAN ME

pointnepeanmotorshow.com.au | rotaryclubofsorrento.com

PLEASE NOTE: **SUNBEAM CAR CLUB MEMBERS**

- Book under **Club Display** and
- Enter **Sunbeam Club** in “Name of Club”



Invitation
to attend the
Sunbeam Car Club of Victoria Inc.

52nd Annual Christmas Lunch

Sunday 30th November 2025
at 12:00 Noon

Panton Hill Hotel
633 Kangaroo Ground – St Andrews Road
Panton Hill



Lunch & Drinks at Hotel Prices



RSVP 22nd October 2025



E-mail: sunbeamclubvictoria.secretary@gmail.com

OR VIA: [WhatsApp Poll](#)

EXPRESSIONS OF INTEREST ARE INVITED FOR:

1954 Sunbeam (Talbot) Mk 3

Chassis No. A35008569RSO

Fitted with Toyota Celica
5 speed gearbox.

AKA “the Silver Bullet”
with known Victorian
Club history.

This car is in very good
condition and has seen
little use in the past 3 years.

Please note it is now on
Victorian Club Plates



1960 Sunbeam Rapier Series 3

Chassis No. 3012245

Fitted with overdrive. This car is very original, in good condition
and has covered what is to be believed a genuine 54000 miles.

Please note ugly fog lights have been removed.

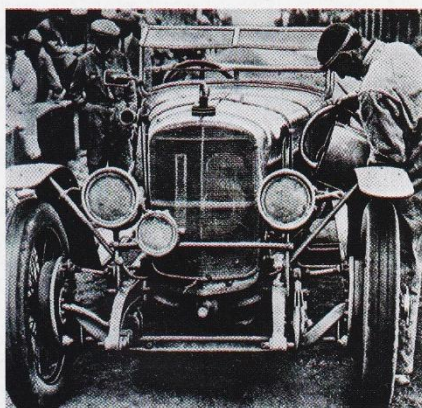
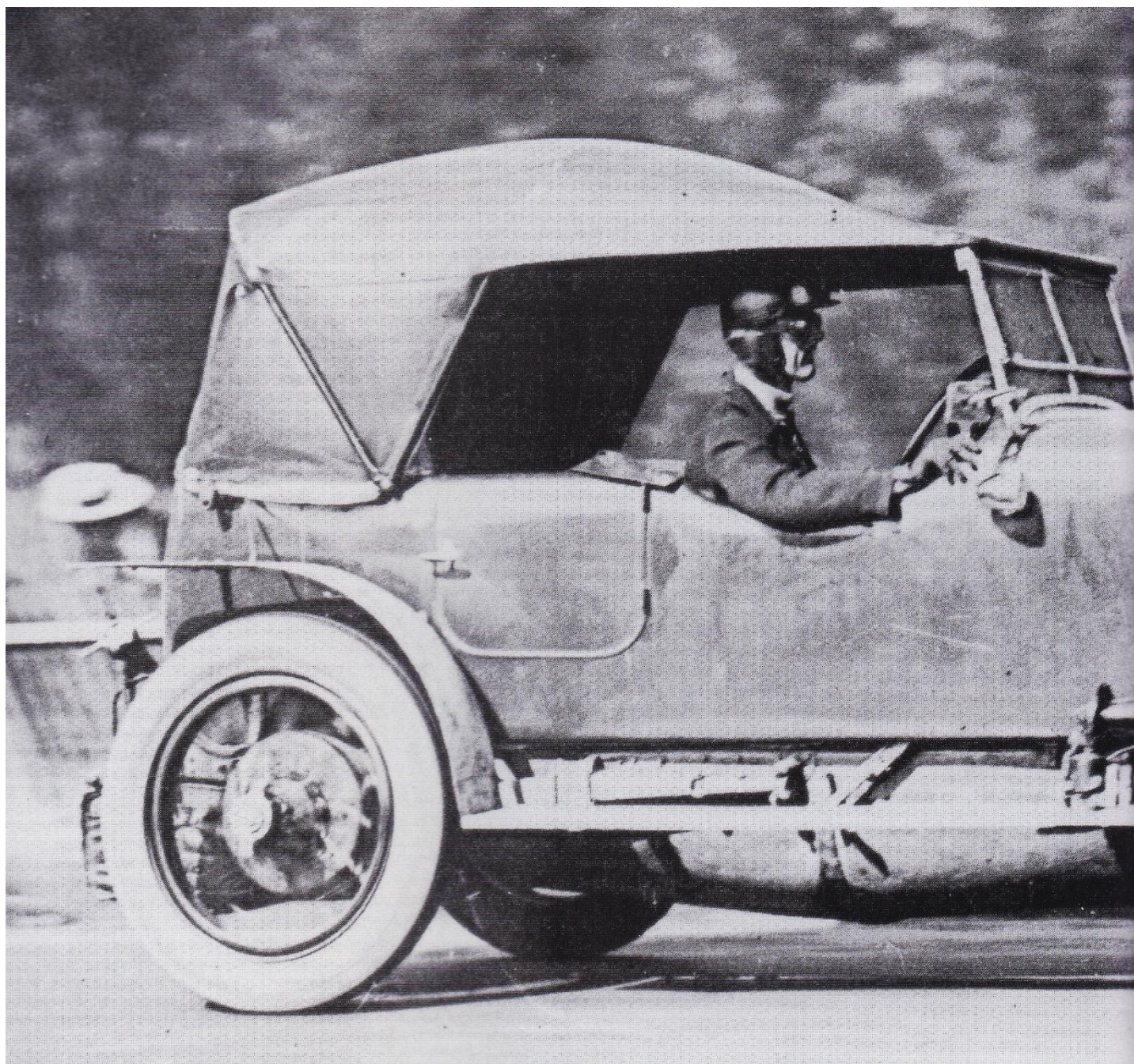
Both cars are in Lilydale (Victoria)
and can be driven, being currently
on Victorian Club Plates.

It is important that the cars go
to another custodian who will
appreciate and maintain them
as important parts of the
Sunbeam/Sunbeam-Talbot
heritage. This will be considered
when prices are negotiated.
The cars are for sale due to the
implications of advancing age and
are now difficult for me to drive!



Contact and further information:

John Usher 0419 312 382 or jclemu@johnusherassociates.com.au



In the pits at Le Mans in 1925 Sammy Davis, co-driver of the second-place Sunbeam with Jean Chassagne, refills the oil tank

The Three Litre Sunbeam was a great car from a great company, but it was always overshadowed by the Three Litre Bentley it was intended to rival. It wasn't helped by the poor marketing strategy of the STD group, who made too many cars in too many factories. In 1919 the British Sunbeam and Talbot and French Darracq companies had merged, although the three companies carried on almost independently of each other. The Three Litre's origins lay in Sunbeam's determined and consistent racing programme that made it the only successful British racing car (as opposed to sports car) team in the 1920s.

Although Sunbeam built competition cars for such as Indianapolis, the Tourist Trophy and record-breaking, their most intense efforts were reserved for the two-litre Grand Prix formula of 1922-25. After a disappointing year in 1922 with cars designed by Ernest Henry, Louis Coatalen, Sunbeam's chief engineer, lured Vincenzo Bertarione from Fiat to design the 1923 cars. These followed Fiat design practice closely and earned victories for Segrave at the 1923 French Grand Prix at Tours and for Albert Divo in the *Gran Premio de Automoviles* at the Sitges track near Barcelona.

The following year Bertarione's supercharged version failed to win the French race at Lyon but gave Segrave a victory in the San Sebastian Grand Prix, the last event won by a British driver with a British car until Tony Brooks took the flag with a Connaught at Siracusa in 1955. Sunbeam had impeccable credentials.

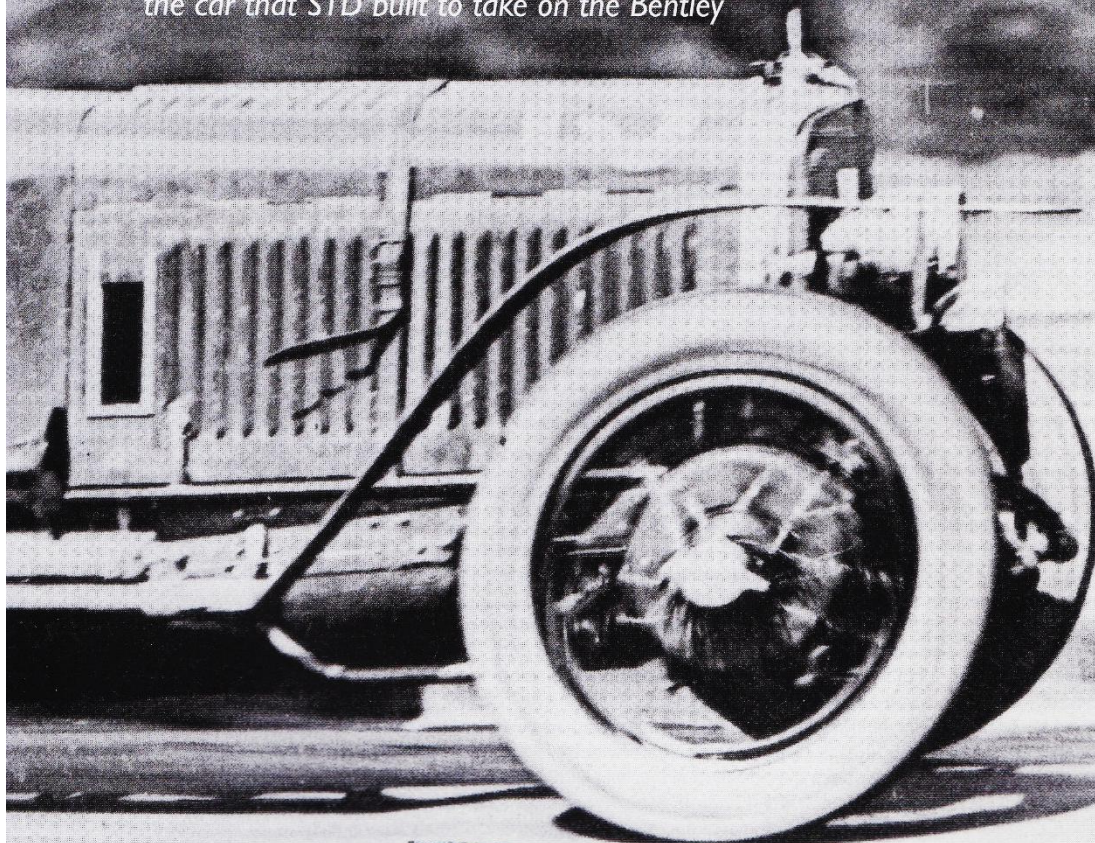
No sooner had Bertarione completed his engine design for the 1923 Grand Prix car than Coatalen set him to work on a sports version intended for production. Coatalen was convinced that adapting a modern racing design was the way forward, rather than using old technology as he considered WO Bentley had done.

The 1922 Tourist Trophy had some influence on the design of the new car. The RAC had revived the Isle of Man TT for the first time since 1914 as a 302-mile event for three-litre racing cars. As the three-litre Grand Prix formula had been replaced that year by the two-litre one, it became the last race for the old formula. Sunbeam rebuilt four of their 1921 Henry-designed eight-cylinder cars.

In one of these, Jean Chassagne won the race at 55.8mph, but in second place, just over four minutes behind, came a Bentley driven by Frank Clement with other Bentleys driven by WO and

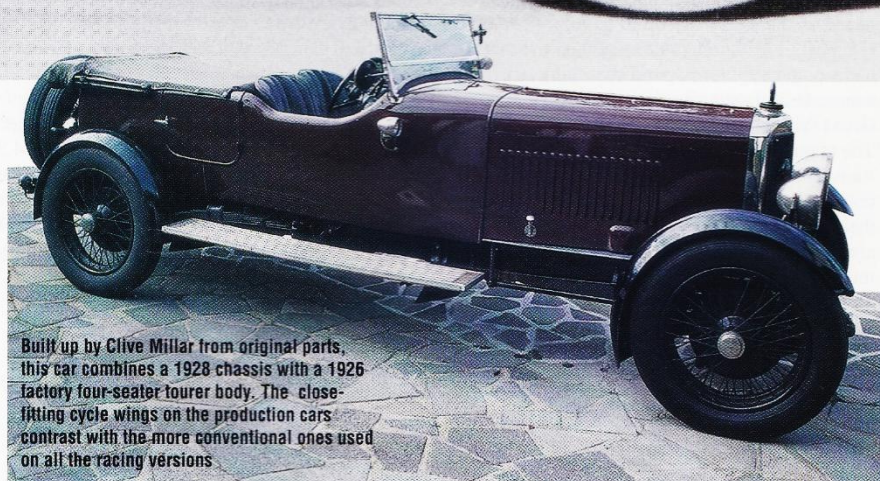
THE SUNBEAM THREE LITRE

Anthony Pritchard casts an impartial eye over the car that STD built to take on the Bentley



Segrave at the wheel of the Three Litre Sunbeam he shared with Duller at Le Mans in 1925.

The chloride dust-laying compound used by the organisers jammed the barrel throttles, causing them to stick open. Segrave has his hand poised to operate the ignition switch to slow the car. This car retired early in the race with clutch problems



Built up by Clive Millar from original parts, this car combines a 1928 chassis with a 1926 factory four-seater tourer body. The close-fitting cycle wings on the production cars contrast with the more conventional ones used on all the racing versions

The Design of the Three Litre

Sunbeam's aim was to retain the design features of the six-cylinder 1923 Grand Prix engine, but to adapt them for series production. Where the Grand Prix unit had a Fiat-like fabricated cylinder block and head, the production model had a cast iron block and non-detachable head. The capacity was increased from 1988cc (67 by 94mm) to 2916cc (75 by 110mm), retaining a similar bore/stroke ratio. Like the Grand Prix car, the road car's fully machined crankshaft ran in seven main bearings with a steady bearing ahead of the camshaft drive, albeit these were plain bearings rather than the split-race roller variety of the racing engine. Fully machined and meticulously balanced H-section con rods carried aluminium-alloy pistons with three (later four) rings.

The road car retained twin overhead camshafts, but, in the original 1924 form, these were driven through skew gears by two vertical shafts at the front of the engine. Two valves per cylinder, with an included angle of 104deg, were operated through finger followers in hemispherical combustion chambers.

The dry sump lubrication system followed racing practice with one pressure pump for the

WD Hawkes fourth and fifth. The Bentleys were certainly not standard production cars. They had high compression pistons, racing carburettors, soutside exhaust systems, smaller radiator and semi-streamlined tails.

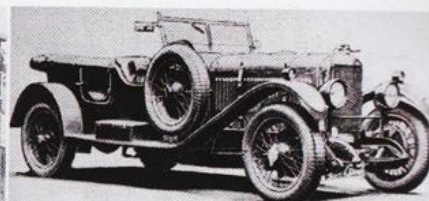
After this impressive performance, WO might reasonably have dismissed the claim that the racing car of today is the touring car of tomorrow – he believed in racing his production cars – but he waited until after the Sunbeam victory in the 1923

race to do so in a letter to *The Autocar*. There was no more fervent supporter of racing than Louis Coatalen, and a lively exchange of correspondence followed. It may be that, as Bill Boddy has suggested, WO had heard of the development of the Sunbeam Three Litre and was concerned about the threat to Bentley's position in the market-place. There is every reason to believe that all this made Coatalen even more determined to make a success of the new Sunbeam.



The Sunbeam Three Litres of Duller and Segrave lined up outside the premises of TB André before the Essex Six Hours race at Brooklands in 1927. Duller's car has beaded-edge rims, while those on Segrave's car are of the well-base type. Louvres on the race cars extend the length of the bonnet

Top right: The Brooklands-winning car is shown in 1934 with detail differences. It was called *Blue Peter*, after the blue flag with a white square used to indicate a ship about to sail. Centre right: The late Anthony Heal with his Sunbeam in the Three Litre Bentley versus Sunbeam race at the Bentley Drivers' Club meeting at Silverstone in July, 1949. Heal won the race. When he travelled up from Buckinghamshire to buy the car from Blake's of Liverpool in 1946, he was accompanied by former Sunbeam apprentice John Wyer. At the time he thought the car very overpriced at £175 (Guy Griffiths)



Above: Anthony Jones with his Three Litre at the Bentley Drivers' Club meeting at Silverstone in July, 1949. This photograph shows clearly how the bonnet louvres stopped well short of the radiator on the standard cars (Guy Griffiths)

crankshaft and another for the camshafts, valve gear and timing gears, with a scavenge pump returning oil to the 43-pint tank located on the left of the engine between the crankcase and the chassis side-member. A single inclined Claudel Hobson carburettor was fed by Autovac from a rear-mounted fuel tank. Cross-shaft gears from one of the two vertical shafts drove a BTH magneto and a water pump.

Drive was taken through a single-plate clutch, via the four-speed gearbox bolted direct to the engine, to the spiral-bevel final drive through a prop shaft enclosed in a torque tube. The steering was of the screw and nut type and there were large brakes on all four wheels. The pressed steel chassis was generally similar to that of Sunbeam's 16/50 hp touring car, with the same semi-elliptic leaf springs at the front and cantilevered rear suspension.

As Sunbeam liked to balance engine length against passenger space to retain elegant proportions – and the six-cylinder engine was long – the new car had a 10ft 10.5in wheelbase with a track of 4ft 7in. The prototype had a flat radiator and sports wings with integral running boards.

Inevitably, the Sunbeam has been seen as an attempt to rival the Three Litre Bentley. Although this had a shorter, four-cylinder engine, the physical dimensions were very similar. Touring Bentleys had a 10ft 10in wheelbase and a slightly wider track of

4ft 8in. This is emphasised as the Sunbeam has too often been accused of being narrow-tracked, which is said to have contributed to handling problems.

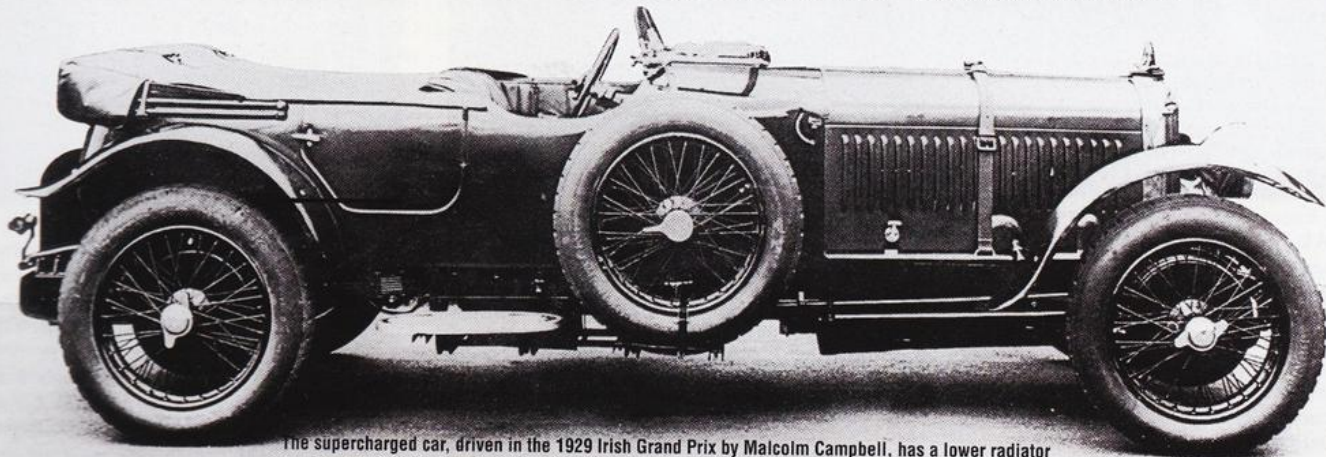
Development

Announced at the end of April 1924, the new Sunbeam Three Litre Super Sport carried four-seater open bodywork with two doors. At the time, it was said that Kenelm Lee Guinness and Dario Resta would drive one at the Le Mans 24 Hours, but the entry was subsequently scratched. Whether this was because the team was preoccupied with the Grand Prix cars, as that great Sunbeam aficionado, the late Anthony Heal, wrote, is arguable. This writer believes that testing revealed the weakness of the camshaft skew gears, which wore out so quickly that the car was unlikely to last 24 hours.

After the 1924 announcement nothing was heard of the Three Litre for 10 months until it reappeared in March, 1925. By then the factory had completely redesigned the camshaft drive using a helical spur gear train similar to that of the Grand Prix cars, for which the drive was at the rear. The magneto was driven from the top of the gear train. The price was announced as £1125 for a car complete with tourer body built by Sunbeam in their Moorfield Works at Wolverhampton. It was also available in chassis form with front mudguards fitted and supplied with lighting and

other equipment for £950. Sunbeam soon added a Weymann fabric saloon body, built at Wolverhampton under licence on a modified chassis frame. This model was characterised by a vee-shaped radiator – to accommodate the front-mounted magneto – and steel cyclo-type mudguards which turned with the wheels. Quite a number of these cars were also bodied by Weymann themselves at their works at Addlestone, Surrey.

With a compression ratio of 6.4 to 1, the engine gave 90bhp at 3800 rpm. Bentley outputs ranged from the standard car's 70bhp at 3500rpm on 4.3 to 1 to 85bhp at 3500rpm on 5.6 to 1 for the 100mph model. The first Three Litre to appear was a demonstrator for Segrave. This was timed at 94 mph, a rather higher speed than the ordinary production cars could achieve.



The supercharged car, driven in the 1929 Irish Grand Prix by Malcolm Campbell, has a lower radiator and bonnet line, larger fuel tank and bigger brakes. It retired early in the race with clutch problems



Above: Clive Millar's 1929 Three Litre with the Sunbeam-built four-light Weymann-type saloon body. Clive bought it in 1969 from a previous owner who had had it since 1935. Top right: A view of the luxuriously trimmed interior of Clive Millar's Three Litre saloon. Above right: Two Sunbeams seen at the VSCC Bisley Rally in 1949. Anthony Heal's Three Litre, now owned by his son, is parked alongside Costin Densham's 1913 12/16 which is still going, now in the hands of Mike Bradbrook

nto Production

How many cars were built in 1924 is not known, probably just the one which would have been broken up after being used for testing and development. Production of engines and other components was under way by February, 1925, confirmed by the date-stamp on an existing casting. Chassis numbers would have started with 4001E. The prefix 4 indicates the model number, followed by the actual chassis number, and the suffix indicates the year of manufacture, in this case 1925. The suffix changed each London Motor Show, although frames made prior to that but assembled later were given dual suffixes, as FE.

John Wyer, who was apprenticed at Sunbeam from February, 1927, has stated that 25 cars were manufactured in 1925. Known chassis numbers indicate that a further 25 were sold after October, 1925, and before the 1926 cars were available. John Wyer also said 250 cars were manufactured in 1926, although not all were necessarily sold that year. The balance of the production was assembled to order, tailing off to a handful in 1930, the last year in which the Three Litre was listed. The few 1930 cars built had hydraulic brakes. Wyer also stated with confidence that total production amounted to 315, including the supercharged cars and special show models.

Inevitably there were design changes during the production span. A traditional complaint was that there was a tendency for the cylinder blocks to crack. Bertarione's original design had the water pump on the nearside, the same as the exhaust valves whose seats received cooling water through steel pipes within the casting. In the redesign, the pump was moved to the opposite side requiring a transfer pipe to pass between numbers one and two cylinders. This reduced the cylinder wall thickness sufficiently to cause the adjacent walls to crack on the 1925 cars. On subsequent examples this section of pipe was flattened, allowing the wall thickness to be restored. While this seemed to work at the time, pipe corrosion reduced the flow to the valve seats over the years. The owner would only discover this when a valve seat overheated and cracked. Bentley used external piping.

The cylinder block's longevity was further compromised by movement of the cylinder cores during casting, reducing wall thickness in some cases to as little as 3mm. Bentley used open-sided cylinder blocks which allowed greater control over core location. As the Sunbeam blocks proved notoriously difficult to repair, these problems

contributed to the inferior survival rate compared with that of the Bentley. Of 1630 Bentley Three Litre cars built, about 400 have survived compared with 315 Sunbeams of which only 43 survive, three of them saloons.

A further change for 1926 was a redesigned front chassis cross-member to improve access to the dynamo. Previously one had to remove both the radiator and the oil tank before the dynamo could be removed. During 1927, the braking system received Dewandre vacuum servo assistance.

By the standards of the time, the Three Litre was an expensive car bought only by those who could afford heavy depreciation and would anyway have passed them on before problems arose. Among the list of distinguished owners were Prince Nicholas of Rumania, Lord Cottenham (who had been a works Alvis driver), Lord Beaverbrook, Viscount Curzon (later Earl Howe) who had an aluminium boat-tailed car with streamlined running boards, Viscount Ridley with a four-door HJ Mulliner tourer and Gordon Selfridge of department store fame. A whole range of different bodies were built by, amongst others, Alford & Alder, Freestone & Webb, Gordon England, Maythorn, HJ Mulliner, Park Ward and Surbiton Coach & Motor Works.

John Wadsworth is seen in his 1926 Three Litre in the One Hour Speed Trial at the VSCC meeting at Silverstone in April, 1950. It was last heard of at Douglas Hull's garage in Finmere, Buckinghamshire, and is believed to have been given to a rag and bone merchant in the early 1960s (Guy Griffiths)



The most unusual example was the special Hooper-bodied car supplied by London agents Rootes to His Highness Prince Hamid-Allah Khan of Bhopal. A brown and ivory two-seater with dickey, it had an extravagant specification including revolver holsters, gun racks on the sides of the body, three Thermos vacuum jugs, a central swivelling headlamp and spotlights with 100-yard armoured leads stored in boxes on either side of the car. Presumably the Prince's servants dashed into the jungle, carrying the lamps, with a view to catching tigers unaware and, hopefully ducking, when he brought the power of his rifles to bear. Rootes supplied the Prince with a number of cars, including a 6½-litre Bentley bodied by Thrupp & Maberly to a very similar specification.

Racing proves the breed

While WO and Coatalen disagreed on the ideal starting point for a new design, they agreed that the superiority of their production cars was best proved in racing, even if the competing car was not quite standard. So how did the two Three Litres fare against each other?

Having missed the 1924 Le Mans race, Sunbeam took two cars to the Sarthe in 1925, the first year of Bentley's official representation, for Segrave/Duller and Chassagne/Davis. Divergences from standard included a higher final drive ratio, fixed front mudguards, Rapson straight-sided tyres and a pressurised fuel tank replacing the Autovac. A broken cross-member on the outward journey resulted in reinforcements being added to both cars at Suresnes.

In the event, the Segrave/Duller car retired after 31 laps with clutch trouble but Chassagne and Davis went on to finish second behind a La Lorraine at an average speed of 55.97mph, 2mph faster than Duff's winning Bentley of 1924. Bentley's two cars failed to finish. Duff/Clement ran out of fuel on the 19th lap and Kensington Moir/Benjafield eventually retired with a broken carburettor, resulting in a fire after 63 laps. The Sunbeam completed the race on the same four Rapson tyres. It was a fine result that established the Three Litre in the public eye – especially by beating the Bentleys – but Sunbeam made the mistake of not continuing with a regular competition programme.

The company only returned to the fray in May, 1927, for the Essex Motor Club's Brooklands six-hour race for mildly-tuned production touring cars. Sunbeam entered three Three Litres painted blue for Segrave, Duller and JW Jackson (a Sunbeam agent), with N Turner as reserve driver. The main opposition came from four works-entered Three Litre Bentleys. With the exception of the car driven by Tim Birkin and his brother, the engines had new duralumin rocker arms replacing the original steel ones. Only the Birkin car survived, but that suffered gear-box trouble. The race was won by Duller's Sunbeam after Segrave ran out of fuel; the third Sunbeam finished sixth.

Once again Sunbeam had beaten Bentley, but the impact of the success was much reduced the following month when Benjafield and Davis won the Le Mans race with their Bentley Three Litre after the White House crash involving the 4½-litre cars. It was the arrival of these bigger Bentleys that sparked further development of the Sunbeam with a supercharger.

The Supercharged Three Litre

The new model was first seen at the end of June, 1929, when the chief tester, Bill Perkins, took one to Brooklands for fuel consumption tests. It seems it was developed specifically for the famed record-

breaker, Malcolm Campbell, to race in that year's Irish Grand Prix. Instead of falling back on their own vast experience with Roots-type blowers, Sunbeam used a Cozette running at 5psi boost pressure. This was mounted in a cradle on the crankcase on the offside and driven by a horizontal shaft from the timing gears. The Cozette carburettor was below the blower and between the crankcase and the chassis side-member.

Two AC fuel pumps, driven from the camshafts, were mounted on the camshaft casings. Power was said to be 138 bhp at 3800 rpm, enough for close on 110 mph. This new version was priced at £1370, £60 more than the standard tourer. Sunbeam varied the price of the Three Litre according to what it thought the market would bear. In the model's final year, 1930, the price of the tourer was reduced to £850.

Just one car was entered for the 300-mile handicap race at Phoenix Park in July, 1929. Driven by Malcolm Campbell with Bill Perkins as riding mechanic, it had squatter lines behind a lowered radiator, together with a considerably larger fuel tank and bigger brakes than standard. A standard-looking car was used for practice. Formidable opposition included a Speed Six Bentley and two 4½-litre cars from the factory, two blower 4½-litre cars from the Hon Dorothy Paget's stable and three supercharged Alfa Romeo 6C 1750s.

Of the 18 cars lined up for the start of this race, 17 fired up and disappeared into the distance, leaving Campbell struggling to start the Sunbeam. He eventually got away, but stopped to change an oiled plug. A little later the brakes seized on and then the engine cut out, spinning the car round to block half of Mountjoy Corner. Perkins eventually persuaded the Sunbeam to fire up again and Campbell turned in some fast laps, including one at 77.1 mph, which was a very competitive speed. The car was retired when the clutch failed on lap 29. Ivanowski with an Alfa Romeo won on handicap from four Bentleys.

Despite that promising start, Sunbeam made no serious attempt to develop the supercharged Three Litre. Although the regulations for the Irish Grand Prix required six cars of the type entered to have been built, only four supercharged Three Litre cars have been identified.

The fate of the works cars

Of the three Six Hours race cars, one was acquired by its main driver, JW Jackson, and used for sand racing at Southport. Another – UK 3525 – was fitted with a saloon body and used as a demonstrator and road test car before being sold. The third, believed to be the race-winner, passed through several hands, including those of Guy Griffiths around 1936. A 1934 photograph shows the car with detail differences from Duller's race-winner. It also had a different registration number, but there is little doubt that it was the same car.

Campbell's Irish GP car was sold to B O Davis, who raced it at Brooklands and in the 1930 Irish Grand Prix, where he was an early retirement. The practice car had the supercharger removed and is believed to be the example now owned by Mrs TW Tyler. It was registered OG 4774 in 1930. A four-seater tourer was sold to cricketer Wally Hammond in 1930 and this survives in Kent.

Pros and Cons

The Three Litre is often described as a 90mph car, but the high 80s is nearer the mark. When the Six Hour-race car was fitted with Weymann saloon body – an all-up weight of 36.5cwt – it was tested

by *The Motor* in August, 1928. It achieved 85 mph in top gear and 65 mph in third. *The Motor* reported that 75mph was reached from a standing start in 35sec, and that the car would accelerate from 10-60mph in third gear in 25sec. Its petrol consumption was 16mpg 'over a strenuous route, maintaining high speeds all the time.'

One of the real delights of the Three-Litre is the very positive, very smooth right-hand gear-change. The late Guy Griffiths, through whose hands a number of these cars passed while he was trading in the 1930s, pointed out that early cars had a wide gap between first and second gears. Cars delivered from late 1925 onwards had much closer ratios.

That the Three Litre was the most outstanding production model built by Sunbeam after the formation of the STD group is beyond doubt, but it failed to justify Coatalen's belief that a detuned racing design would make the best sporting car. It never presented a serious challenge to Bentley sales. While it was a technically advanced design, it suffered from the lack of development that a serious racing programme might have offered. Against its exceptional performance has to be set the difficulties faced by a private owner in maintaining the complex twin overhead camshaft engine.

The most frequently mentioned shortcoming was the difficulty in decoking the engine with its fixed cylinder head. It was a major job for which the factory reputedly charged £25. By the mid-1930s, this was almost more than the car was worth. Another problem was caused by later owners using cheap mineral oil, instead of Sunbeam's prescribed Castrol R, without properly flushing out the vegetable oil. Then there were the cracked valve seats, caused by corrosion of the internal water piping, and the block weaknesses from variable core location.

Some have criticized the car's handling. While the combination of a torque-tube and cantilever rear springs is more susceptible to handling problems when worn than the conventional Hotchkiss arrangement, a car in good mechanical order handles well. The lack of steering lock has also been criticised and with some justification – 51ft (left) and 55 (right) does indeed contrast significantly with the Bentley's 45ft.

There is no doubt that new Three Litre Sunbeams were good performers in their day. However, because of their mechanical complexity, they tended to end up in scrapyards early in their life with relatively low mileages. One existing car, with only 25,000 miles on its odometer, was rescued from such a fate in 1941 for £25. In fairness to Coatalen, he responded quickly to the challenge from WO without considering that his cars might still be running in the 21st century. However, later cylinder blocks were more durable. With modern casting technology and more careful maintenance, owners of the 43 survivors have a much better chance of appreciating the cars that Coatalen built.

Acknowledgments

Much of the credit for this article belongs to Clive Millar, whose cars are featured in the colour photographs. He supplied most of the information, provided source material and rewrote parts of the draft where I had mis-stated the position. I am extremely grateful and indebted to him for his patience and enthusiasm.

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All sheds: 7am

ENTRY PRICES:

Saturday Pass: \$15
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Children under 15: Free

*surcharge applies for
electronic payments



SUNBEAM CAR CLUB OF VICTORIA INC.



Registration No. A0003752G
ABN 32 446 103 408

DRAFT General Member Meeting Minutes

Date: 24 September 2025

Venue Location: Box Hill RSL

Attendance

Per Attendance Sheet

Apologies

Steve and Carmel Brown, Beryl McConachy, Kate Austin, Manu Baldock

1. Welcome

- ☐ Meeting opened at 2001hrs by Ian Andrew

2. Previous General Meeting Minutes

- ☐ Nil changes

Moved: Ross Nye Seconded: Ian Andrew Carried

3. Business Arising from Minutes

- ☐ Nil

4. Secretary's Report

- For Secretary's Correspondence Table please refer to Appendix contained at end of Minutes
- Secretary's report accepted

Moved: Ross Nye Seconded: Brett Ritchie Carried

5. Treasurer's Report

Financial Report for August 2025

Opening Balance	\$5086.35
Income	\$970.00
Expenditure	\$149.85
Closing Balance as at 31 August 2025	\$5906.60
Term Deposit	\$14000.00
Inventory	\$5103.23

Notes forming part of Treasurer's Report:

- Income sources being Membership renewals, Regalia sales, Heritage Poster

Payments Approved by Committee:

- September Room Hire
- Regalia Tiger Jackets (7)
- Consumer Affairs lodge Annual Statement

Acceptance of Financial Report

Moved: Brett Ritchie Seconded: Dean Stewart Carried

6. Membership

- 73 Memberships 129 Members
- 1 non-financial. Multiple attempts have been made to contact this member without success.
- **Action:** Beryl will send this month's Newsletter out with a message that unless the Club is contacted their Membership will lapse.

7. Permit Scheme

- 64 vehicles comprising 46 Sunbeam, 18 other
- Ross is requesting an update from VicRoads to cross check what they have listed for the Club. The purpose of this exercise is to ensure that all vehicles are operating on renewed Permits
- No new Permits were issued this month
- Alistair asked if Club had contacted VicRoads advising Committee changes to which Ross answered to the affirmative and also that Brett will be an additional Authorised Person.

8. AOMC

- Bank balance of \$281K
- AOMC to promote change of CPS within VicRoads systems and improved on-line Permit renewals
- CPS Handbook review
- Transition period for possible electronic lodgement of Logbooks
- Ongoing non-resolution of member to member car sale and plate retention
- Club Member Survey being distributed on CPS Plates (all Members encouraged to complete and **Action:** Phil will place link on Website).
- AOMC Club & Trade Expo 18 October at Penrite Dandenong South

9. Social

- September Nationals Victor Harbor
- David spoke to how enjoyable the Nationals were and the quality of cars. Graham spoke candidly of his car issue in Ballarat
- Trophies won: Pride of Ownership (Stewarts) Best Pre50 and People's Choice went to members of the other Vic Club
- Sept 21 Rob Roy Pre-war Hill Climb

Future Events

- AOMC Trade Expo is for interest only
- Auto Classico is interest only
- Pt Nepean 2 November will be reclassified as our October event. Phil explained booking procedure. Other Club will be notified
- Support Singer Petanque 12 October
- Christmas Lunch 30 November Panton Hill Hotel (Trophy Day)

10. Newsletter

- Hobey was thanked for the article on the Nationals
- Peter mentioned the Regalia keyring price error published in the Newsletter
- **Action:** Michael to coordinate correction in Newsletter

11. Library

- Bill Coolidge Tiger book to Library

12. Regalia

- Tiger jackets rollout completed
- \$422 sales at Nationals, caps, tea towels and other incidentals
- Phil's Cup Holders always popular. Phil is producing more
- Not related to regalia, but Dean provided an update on the Hardtop Rear Perspex supplied by In Design Plastics Dandenong. No volume discount and would be around \$250 each so recommended that purchasers deal with IDP independently of Club.
- Ian made particular mention of Dean and Sue's efforts at Nationals which is highly commendable. All agreed

13. Website

- 352 views last 30 days
- Cars For sale, Join Us and Calendar most hits
- Popular looks for AUS (262), US and Germany
- Last year 4891 visits. YTD 3124 visits with 3 months to go. AV 500pm
- Important in the context of how Google rates sites and where it appears in Search.

14. Tiger Register / TAC

- Nil Registrations or TAC at Nationals but the process invoked many conversations
- Tiger Register distributed electronically and manually for those without computer access
- Tom Halls article in Newsletter
- General discussion ensued between all regarding TAC, whether TAC numbers appear in Register etc. provoked good discussion for reasons why not

15. Alpine Register

- 2 vehicles added (Vic only)
- Ian advised that other States do not appear to be putting much emphasis on this project development

16. General Business

- David was thanked for catering (Manu)
- David attended Collectable Classics in Strathalbyn which he describes as an astonishing collection of cars
- Ian ran the Nationals slideshow

17. Raffle Draw

- David was thanked for Wine donation
- Ross – chocolates
- Dean – Red Wine
- John – chocolates
- Margaret – White Wine

18. Action Items

Action Item	Action Item Owner	Due Date
Non-financial Member	Beryl	Next Committee meeting
Place link to VicRoads CPS Survey on website	Phil	ASAP
Regalia keyring pricing error	Michael	Prior to next Torque

Next Meeting

Date: Wednesday 22 October Box Hill RSL

Meeting closed at 2111hrs

APPENDIX

Secretary's Correspondence List for September 2025

Correspondence sent and received as listed below

Date	Sent Received	Sent / Received after 28 August 2025
29/08/25	R	Email: AOMC Weekend Events
29/08/25	R	Email: AOMC Bulletin
01/09/25	R	Email: AOMC Requesting office bearer update
04/09/25	R	Email: AOMC Bulletin
04/09/25	R	Email: AOMC Weekend Events
04/09/25	S	Submitted Consumer Affairs report & payment for 2025
13/09/25	R	Email: AOMC Bulletin
13/09/25	R	Email: AOMC Weekend Events
16/09/25	R	Email: AOMC Humber Car Club. Requesting feedback on how the Web Site assists a Club
16/09/25	R	Email: Singer CC Singer Parts for Sale
19/08/25	R	Email: AOMC Bulletin
20/09/25	R	Email: AOMC Weekend Events
21/09/25	R	Email: SA nationals score sheets from Judging at Nationals
22/09/25	R	Email: Colac CC Chev Ute & MV Augusta M/C for Sale
22/09/25	R	Email: MOVE Museum "Art in Motion"



VicRoads Club Permit Number Plate Survey

The AOMC and VicFed have jointly made good progress in discussions with VicRoads about a number of issues involving the heritage vehicle movement, and number plates has been one of these topics. It is therefore pleasing for us as peak bodies to be asked by VicRoads to help distribute a short survey seeking to find out more about what the movement would like to see happen with custom number plates for cars on the CPS.

The survey is designed to gather insights from car enthusiasts across Victoria to help VicRoads better understand their interests and preferences when it comes to custom plates

On further advice from Vicroads, it is recommended that if you do not already have a car on the CPS but wish to express your preferences should that be possible with a custom plate, please respond as if you do have 1 car on the CPS and make a comment explaining your situation

The feedback VicRoads receives will play a valuable role in shaping future initiatives that celebrate and support the car club community.

Survey Link: <https://survey.usabilla.com/live/s/68be6cabee65837b7368352f>

Closing Date: Wednesday October 15th

Please distribute this survey link to your own Club members and encourage them to participate, noting that the survey is only open for a short period

Get ready to rev your engines and set your course for an unforgettable adventure in Victoria's Grampians & Wimmera Mallee regions - waiting just for you and your club.

Picture this: wide open roads, long sweeping curves and endless stretches of stunning landscapes that will leave your members craving more. Whether you're cruising through the majestic Grampians National Park, around The Grampians Way Touring Route or exploring the Wimmera Mallee Silo Art Trail, the drive is just the beginning of an incredible journey.

Here's just some of the reasons why your club will love it:

- **Endless scenic roads** - perfect for any vehicle, whether it's a rugged 4WD, a sleek sports car or a prestige vehicle that needs to open the throttle. With roads designed for pure driving pleasure, this is where your next great adventure starts.
- **From the towering Grampians to the wide open Wimmera landscapes**, the variety and beauty of the terrain are nothing short of breathtaking. Picture your convoy winding its way through iconic views with the windows open or the top down.
- **Circumnavigate the majestic Grampians (Gariwerd) National Park** along The Grampians Way. Put together an itinerary that's all your own, so you can hop on and off the route as you go. Take the long way around to Moyston, Willaura, Mirranatwa and Cavendish, where you'll discover some of the hidden treasures in this stunning part of Victoria.
- **Take a tour of the Silo Art Trail**, Australia's largest outdoor gallery, linking the Wimmera Mallee's treasured small towns across 700km through the region.
- **We offer ample accommodation options** to suit every need: whether your group prefers spacious group accommodation with off-street parking for easy access or seeks the indulgence of boutique luxury stays, we have it all. After a thrilling day on the road, relax and unwind in comfort, ready for your next adventure.

Visit
grampians

Wimmera
Mallee

ADVENTURES
IN A DIFFERENT
Light



The region isn't just about the drive – it's about the experiences. From First Nations culture and local history, to indulging in fresh produce, gourmet food and world-class wine, there's something for every member of your group to enjoy. And for those looking to get their heart racing, adventure activities are in abundance.

Only 3 hours from Melbourne along the Western Highway, we are close enough for a weekend getaway yet far enough to feel like you've truly escaped. Perfect for those looking to take their car for a long, relaxing drive through the countryside.

Whether your club is all about off-roading or you simply want to take in a relaxing scenic drive, The Grampians and Wimmera Mallee cater to every type of driver and every type of journey.

We're ready to welcome your club with open arms, deliver the road trip you've been dreaming of and help you create fantastic memories. This is more than a drive – it's an experience, an escape and an adventure all rolled into one.

If you're ready to embark on a road trip like no other, we'd love to help you plan every detail.

Contact us today on admin@gwmtourism.com.au for more information about group accommodation, customised itineraries and everything you need to make this a journey to remember.

We look forward to welcoming you to our beautiful region.

www.visitgrampians.com.au

www.visitwimmeramallee.com.au

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Small Patch: \$15
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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

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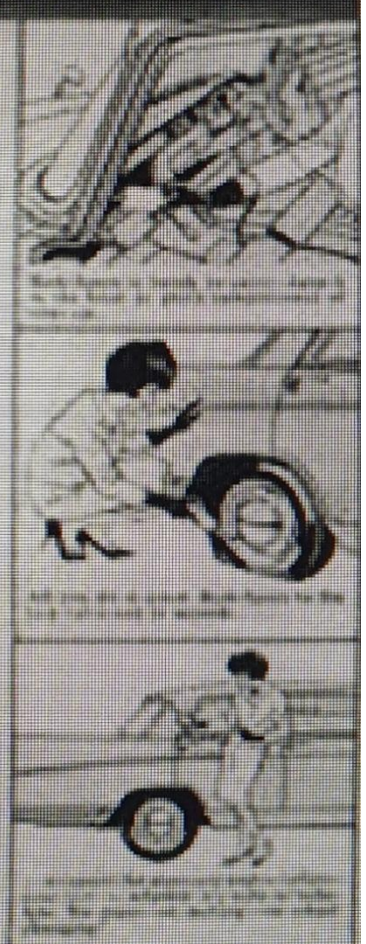
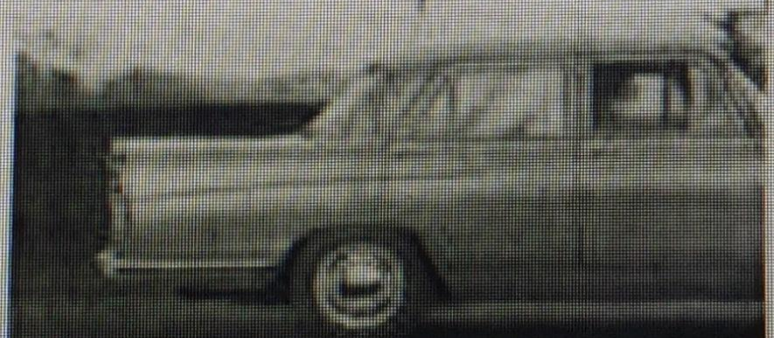
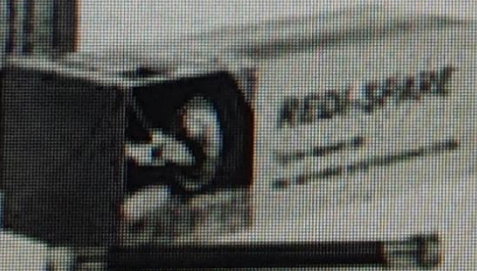
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INSTRUCTIONS

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



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**\$6 each
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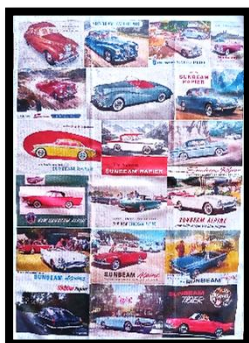
**Sunbeam
Tiger LAT
Cap**

\$25



**Sunbeam
Umbrella
Navy / Gold logo**

\$30



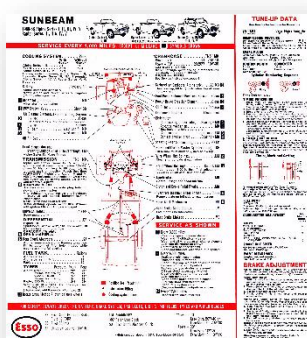
**Sunbeam
Tea Towel**

\$10



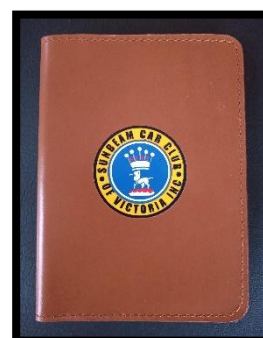
**Sunbeam
Polo Shirt
Navy**

\$30



**Sunbeam
ESSO
Laminated
Service Chart**

\$15



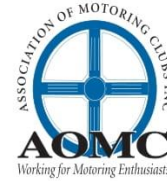
**Sunbeam
CPS
Log Book
Cover**

\$30

CONTACT REGALIA OFFICER: Dean Stewart

PHONE: 0434 349 766

E-MAIL: deansuestew@gmail.com



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MOTORING CLUBS

Festival of Motoring

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Sunday 18th January 2026

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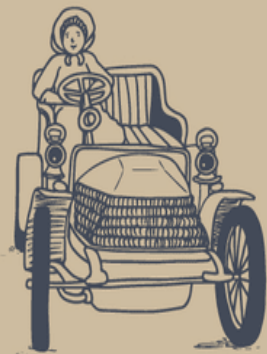
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- The McClelland Drive gates open for display vehicles from 9am
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www.aomc.asn.au and aomc facebook



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To celebrate the pioneering spirit and contribution of women to Australian motoring, The Florence Thomson Tour was created as an annual event in April 2017 by the RACV.



2026 Florence Thomson Tour Details

1st – 3rd May 2026

Applications close on 28th November 2025

Application form on the [AOMC website](https://www.aomc.org.au).



Sunbeam Car Club of Victoria Inc.

Reg No A0003752G
ABN 32 446 103 408

2025 – 2026 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
	ALPINE / RAPIER / 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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