

SUNBEAM TORQUE



Official Newsletter
of the
SUNBEAM CAR CLUB OF VICTORIA INC.
Established 1973

January
2026



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

January 2026

May I start by wishing all members of SCCV a happy, healthy and successful new year. Thank you for opening the January edition of Sunbeam Torque! I hope you enjoy the read as we accelerate into what I hope will be another amazing year for the Club.

Unfortunately, the annual picnic at Jell's Park in Melbourne's east hosted by the Humber Car Club was cancelled this year owing to extreme heat and the accompanying total fire ban. This year SCCV will be hosting the Rootes Group Get Together (GT Day) so we can definitely renew our associations with our colleague Clubs when that comes around later in the year.

The topic of total fire bans reminds me of the devastating fires earlier this month in central Victoria. My thoughts are with all those who have been impacted. The classic car movement is well known for its ability to be a mobile economy, boosting revenue in areas suffering natural disasters through targeted outings. Let's unite and commit to action in that regard.

There is much excitement at the turn-out of Sunbeams at the RACV Festival of Motoring at Cruden Farm on 18 January. A wonderful showing by SCCV of eight Tigers, seven Alpines, and a drop head Sunbeam Mk III. Add four Alpines and a Tiger from our friends in the other VIC Club, and a lovely Rapier convertible up from the Peninsula and it doesn't get much better than that. I'm so sorry I wasn't there to join in.

Please keep an eye on the Calendar section of our website for all the upcoming events, and the diary page of this publication for those that qualify as Club events and provide extra points for the 'Most Seen Sunbeam' award. Speaking of awards, I see that habitual trophy magnet, our own Norm Austin, has done it again, taking home the 'Best 1960-1998 Vehicle' award from Cruden Farm. Norm's pool room must nearly be chock-a-block by now!

(International Readers please note; only Aussies will understand the pool room reference – Ed)

And what is in store for 2026? In a word, plenty. Be on the lookout for a weekend trip early in the year, regular attendance at mass participation shows and swap meets, technical events, social events, and some events that combine both. Maybe you are like me and have personal classic car goals. It's high time my SII Alpine fired into life, so that's mine. Trust me, when it happens, you will be the first to know. Until then, my Rapier romance will continue.

Lastly, I want to thank the Committee for all they do, juggling work, families, and life in general, but still finding time to keep this great Club functioning year upon year. Maybe one of you reading this is keen to contribute in some small way this year. Let me know; a Club is like a classic car, there's always something that requires attention.

That's enough. Let's catch up this Wednesday at our first General Meeting for 2026. And don't forget—if you'd like to join us for dinner in the bistro beforehand, please let us know via WhatsApp so we can confirm numbers.

*Keep on Sunbeaming,
to infinity and beyond!*

Ian



48TH SUNBEAM NATIONAL MEETING

September
11-13th 2026



Sevan Apartments
Forster

Editor's Note: *Remember the Sunbeam National Meeting will be in Forster, NSW this year*
Please follow this link for more information.

https://www.sunbeamcarsnw.org.au/files/ugd/2b15ef_1e0f153842b04283ab9f7427eb645ae2.pdf

As a guide to Forster accommodation set aside for the National
One bedroom

- *Town view apartment, total \$780*
- *Water view apartment, total \$930*
- *Superior Water view apartment, total \$990*

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Denis 0407 533 342





2026 Calendar of Events

MONTH	DATE	DAY	EVENT
January	28	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>
February	08	Sunday	39th ANNUAL PICNIC AT HANGING ROCK CLASSIC CAR SHOW Gates open at 8:00 am <i>Refer Flyer in this TORQUE</i> www.picnicathangingrock.com
February	15	Sunday	* * * Club Event * * * AOMC BRITISH & EUROPEAN MOTORING SHOW 2026 <i>Yarra Glen Racecourse</i> <i>Armstrong Grove, Yarra Glen</i> TIME: 9 am entry for Display vehicles COST: \$15 Display cars (all occupants) www.aomc.asn.au/britishandeuropean Proudly presented by the AOMC <i>Refer 2 Page Flyer in this TORQUE</i>
February	25	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>
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



2026 Calendar of Events

MONTH	DATE	DAY	EVENT
March	06 to 08	Friday to Sunday	 Australian F1 Grand Prix Albert Park 
March	9	Monday	LABOUR DAY HOLIDAY
March	13 14 15	Friday Saturday Sunday	*** Club Event *** PHILLIP ISLAND PENRITE 100 CLASSIC Gates Open: 7:00 am Admission: \$40 Sat & Sun (Friday Free) www.vhrr.com
	15	Sunday	68th RACV KALORAMA RALLY Mt Dandenong Tourist Road, Kalorama Open: 10 am – 2 pm Entry: \$10 <i>All proceeds go to the Kalorama CFA</i>
March	15	Sunday	Rotary Club of Leongatha SHOW 'N' SHINE AND SWAP MEET Leongatha Recreational Reserve Roughhead Street, Leongatha Open: 7:00 am Entry: Car & Driver \$10 / Adults \$10 For Express Entry: go to link below https://tinyurl.com/4z93hvnd
March	25	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>
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



BRITISH & EUROPEAN MOTORING SHOW 2026

OPEN TO ALL CLASSIC VEHICLES MANUFACTURED IN THE UK AND EUROPE.

Supported by the **RACV**

presents

AUTOFESTA ITALIA

Display cars from 9.00 am

Spectators from 10.00 am

Event details 0473 832 277

For site plan and more info:

www.aomc.asn.au/britishandeuropean

fb.com/infoaomc



Sunday 15th February 2026

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

British & European Motoring Show

Sunday 15th February 2026

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

Entry from Armstrong Grove, Yarra Glen
You do not have to be a club member to attend this show.

Gate Opening Times

Gates open from 9.00 am for display cars and from 10.00 am for spectators.

Admission

Display cars \$15.00 (includes all occupants)

Motorcycles \$10.00

Spectators \$10.00 Children free

Pass outs will be available for vehicle occupants and spectators

Please bring the kids they will be tomorrow's enthusiasts.

Club Displays are welcome and encouraged.

A trophy for the best club display will be awarded.

To park together it's a good idea to arrive together.

Please contact the Association to reserve your area.

Trophies

Trophies will be awarded for a number of categories
and the presentation will
be held at 1.30 pm.

General

Food and refreshments will be available.

There will be Children's entertainment and trade stalls.

Further enquiries for trade stall sites are welcome.

Please call 0473 832 277 to book your site

Watch our website for up-to-date information about the event.

Dogs are allowed into the display area subject to them being restrained
on a lead at all times.

For updates, maps and information

www.aomc.asn.au/britishandeuropean

For more info contact 0473 832 277 [fb.com/infoaomc](https://www.facebook.com/infoaomc)

Cruden Farm 2026

Blasting off into 2026, on Sunday 18 January being a sunny but windy day a large group ventured to Cruden Farm for the AOMC Festival of Motoring.

A healthy display of 22 Sunbeam marques gave the attending crowd an excellent selection of vehicles to admire and also engage in technical and / or general interest conversations with our Club Members.



Pleasantly located near the Lake it was encouraging to see so many Club attendees and we enjoyed each other's company well into the afternoon.

Cruden Farm remains a very enjoyable event on our Social Calendar and we look forward to attending again in 2027 in support of the AOMC and Red Kite





Of course, it is always good to walk away with an independently judged award from the AOMC roving judges.

To that end, once again, our heartiest congratulations to Norm and Kate Austin in securing the
AOMC / RACV
Best 1960 -1998 Vehicle Trophy

Peter Swan



Sunbeam Car Club of Victoria Inc.



52nd ANNUAL AWARDS PRESENTATION

30th November 2025

Past Presidents' Trophy



Ian Andrew

President's Choice Award



Norm & Kate Austin

Cyril Guiver Shield



Most work done on own Sunbeam



Ray Harkness

Most Seen Sunbeam Award



***Alpine V
Reg: 93857 H***



Steve & Carmel Brown

Mike Bartlett Clubman Award



Brett Ritchie

Hard Luck Award



Graham Gilbert



Sunbeam Car Club of Victoria Inc.



52nd ANNUAL AWARDS PRESENTATION

30th November 2025

***Brian Gallagher
Peoples' Choice
Award***



*Club members
voted at the
Christmas Lunch*



Hobey Landreth

***1965 Tiger MK I
Reg No: 7947 H2***



Robyn Schrader

***Lucky
Raffle
Winners
at the
Christmas
Lunch***



Jacinta Gunn



Sunbeam Car Club of Victoria Inc.



52nd ANNUAL AWARDS PRESENTATION

30th November 2025



Sunbeamers enjoying Christmas Lunch



At the Pantton Hill Hotel





VINTAGE & CLASSIC CARS, PARTS & ACCESSORIES
Garagenalia – Collectibles – Show & Shine



Sunday 8 March 2026

Yarra Glen Racecourse
Armstrong Grove, Yarra Glen VIC

Gates Open:

Sellers: 6:30am Buyers: 7:30am Show n Shine: 8:00am

Entry – \$10 (children under 12 free)

Site Fees – from \$25

Online Site Bookings open mid November through  trybooking
or scan the QR code:

**Enquiries – yarraglen.swap@vdc.org.au or
Iain 0473 832 277**



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FOR SALE

1957 Series 1 Sunbeam Rapier. \$10000.00 negotiable

Very original car. Matching numbers, 1390 twin carb engine, floor change conversion. Car is driveable goes and stops very well. Engine does not leak oil. Overdrive, 4 speed G /box, synchro is a bit lazy on second. Comes with some spare parts.

(Engine mounts, screen rubber front and rear, door rubbers, door waist seals (fur strip), tail lamps, chrome headlamp surrounds, ignition switch, original steering wheel and horn ring in amazing condition for age, correct 2 speed windscreen wiper motor, correct heater and controls, correct oil pressure gauge, tail lamps, rear number plate plinth, (chrome) , 5 NEW tyres, NEW battery, original Jack , paintwork needs some attention, (cut and polish)

Rear Brakes overhauled. New rear axle bearings and seals , new pinion seal

No evident rust in body chassis doors etc, Car is on club rego and not transferable

Includes another rusty body complete with eng, G'Box , O/d, rear axle, no interior trim.

(Body is on wheels and rolls OK), Price is negotiable. Ask for more photos

Pick up Penrith NSW, Trevor Booth

0428225521, trevor@adcoteng.com.au



ROOTES GAZETTE

INCORPORATING ROOTES MARKET GAZETTE

No. 52 A ROOTES ARCHIVE CENTRE TRUST PUBLICATION

December 2025



Below is the link to the December 2025 edition of the **Rootes Gazette**

- Just need to click on the link below and you will be taken directly to the newsletter.
- Once there you can turn the pages by clicking on the bottom righthand corner of each page or by using the directional arrow at the top right.
- If you prefer you can still view it as a pdf (as before) by clicking on the word “pdf” in the top righthand corner above the newsletter image.

Here is the link: <https://tinyurl.com/4ev5vwc>

PHILLIP ISLAND **PENRITE** 100 *Classic*



PARTNERED BY



MARCH 13-15TH 2026

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The Mating Game

Neither fish nor fowl, say the purists; not as bad as all that, counters Jon Pressnell, having sampled the entire pre-'48 range. So was the marriage of Sunbeam and Talbot truly made in heaven?



Above: Drophead always uses external pram-irons; bodies built by Abbot and (briefly) Carbodies. Right: Bakelite dash is same as introduced on Ten for '39 model



PETER ROBAIN



If you want to make a pre-war purist splutter into his single malt, all you need to send Bertie ballistic is drop that seemingly innocuous and upper-crust name 'Sunbeam-Talbot'. The hyphenated hybrid was, he would tell you in no uncertain terms, neither Sunbeam nor Talbot – nothing more than a fraudulent confection of Hillman and Humber parts tossed together by those wheeler-dealer Rootes brothers.

'Rape' it might have been, to quote Talbot historian Anthony Blight, but the progressive 1934-35 Rootes takeover of the British arm of the crumbling Sunbeam-Talbot-Darracq combine made sound commercial sense. Sunbeam was posting heavy losses thanks to a dated model range, Darracq had been reduced to a mere supplier of bodies, and only

Talbot was thriving and profitable – and could, according to Blight, have been hived off as a still-independent going concern.

The ambition of the Rootes brothers to build a British version of General Motors dictated otherwise. Talbot would continue with its existing models, designed by famed engineer Georges Roesch, but would gradually switch to cars made with Rootes components; these new Talbots would be sportier and higher-priced sisters to the similarly-sized Humbers. Above the Talbots would come a straight-eight Sunbeam Thirty; intended to rival the big Daimlers, this would be built on a modified Hillman/Humber chassis and would use a new Roesch-designed 150bhp 4.5-litre engine. The days of Darracq were over; initially it evolved into the Rootes

pressing division; ultimately it merged with its Acton neighbour, British Light Steel Pressings, which Rootes bought in 1937.

This multi-range strategy didn't quite work out as planned. It got off to a good start, with the 1935 launch of the Minx-derived Talbot Ten, followed in 1937 by the Talbot 3-litre, which was a dolled-up Humber. The Sunbeam, however, was shelved shortly after the 1936 Motor Show – the Rootes brothers were less than impressed when the prototype's overworked Humber chassis fractured just as they were about to depart on a continental holiday.

So in 1938 the two marques were combined, the Ten and the 3-litre being renamed as Sunbeam-Talbots; this coincided with the demise of the last of the 'Roesch'



Top left: access to the rear of the Ten is tight. Top: Ten has uprated 1185cc Minx sidevalve. Above: Ten's pillarless C-post arrangement, as 2-litre saloon and 3-litre/4-litre Sports

Below: simple dash in 3-litre; rear seating is upright, access to the boot via either seat or bootlid; note vertical pleating of side trim. Below left: 3-litre had chain-driven dynamo until 1940; water pump driven from end of dynamo shaft

models. At the same time a new 4-litre Sunbeam-Talbot was announced, and finally, in September 1939, the range was completed by a 2-litre model.

The two bigger models were not reintroduced after the war, so the full line-up was only offered for the few months of 'phoney war' in 1939-40, before car production ceased for the duration. That makes the 3-litre and 4-litre models considerable rarities - and there aren't too many 2-litres around either. Hats off, then, to the Sunbeam Talbot Alpine Register, for bringing together one of each model, from Ten to 4-litre, for us to try.

SUNBEAM-TALBOT TEN

Post-takeover, the Rootes brothers didn't hang around. They booted out the slow-

selling pseudo-sporty Hillman Aero Minx, and in October 1935 replaced it with the first of the 'Rootes' Talbots, the Ten. This retained the Aero Minx's underslung, tubular-braced ladder chassis and its ultra-conventional Minx mechanicals, while the principal body type, a streamlined pillarless two-door, was a facelift of an Aero Minx design.

Power came from the 1185cc Minx sidevalve, uprated to 38bhp by the fitting of an alloy head designed by Georges Roesch. The four-speed box had synchromesh on all forward gears, steering was by worm and nut, and there were Bendix 'duo-servo' cable brakes and centre-lock wire wheels. Standards of trim and finish were impressive for a car which cost £265 in saloon form, £295 as a

drophead, or £260 as a four-seat tourer.

For 1939 the Ten became a Sunbeam-Talbot, and lost its synchronised first gear; the remote change had gone the year before. At the same time the two-door saloon gave way to a new four-door style with the characteristic S-T pillarless sixth-light treatment carried through to the post-war 80 and 90. The drophead and the tourer continued much as before, and all three variants were given swoopy and more bulbous wings. In September 1939 the chassis was strengthened and a two-seat tourer added to the range; this was not reintroduced after the war, and there are no known survivors. In 1939-40 form the Ten lasted until 1948, but the post-war cars were substantially beefed-up, with an uprated engine developing 41bhp, a quieter gearbox,

a more rigid front end to the chassis, and countless detail modifications. A total of 7254 Tens were made pre-war, and 3719 post-war.

Eric Linford's Ten saloon dates from 1946, and is one of 113 Tens in the STAR: "It's surprising what it'll do, considering it's only really a Hillman Minx pulling a lot of weight," he says. "One-up I've done 75 miles in one hour 20 minutes - get it on a dual-carriageway and it's happy at 60mph. The ride is very dependent on the road surface, though - on bad roads it twists all over the place."

It's a captivating little car. The Minx engine spins freely and sweetly, and is quite revvy for a pre-war sidevalve, yet still nicely torquey. Pick-up is brisk, and a 50mph cruise is easily attained, helped by a smooth clutch and a decently-synchronised gearchange.

The steering is accurate, with little lost motion and no stiffness, and the brakes have moderate travel and stop the car well: with the self-servo action, harder applications have the brakes coming on quite suddenly. As for the chassis, it's clear there's limited suspension travel at the rear, and the Ten rides sharply, if never teeth-jarringly so.

SUNBEAM-TALBOT 2-LITRE

For a model with such mid-range potential, it's a surprise Rootes took so long to come around to the 2-litre. After all, it's no more than a Ten with 3½" let into the wheelbase and the 1944cc Hillman 14hp sidevalve dropped into the engine bay. The brakes are hydraulic, with cast-iron drums, and there's a front anti-roll bar. The same 1940 model-year bodies were offered as on the Ten, and like the Ten the engine, gearbox and chassis were all improved post-war, engine power going up from 52bhp to 56bhp. In all, only 1306 2-litres were made, but the chassis and running gear lived on as the basis for the first series of Sunbeam-Talbot 80 and 90.

Jim Mundell's 2-litre is one of only two dropheads known to the STAR - and one of only 16 2-litres on the club's lists. Jim had only just bought the car when we tried it, and he was aware its running gear was on the tired side; steering was indeed vague and stiff and the gearbox suffered from tired synchromesh. But the basic character of the 2-litre was still apparent.

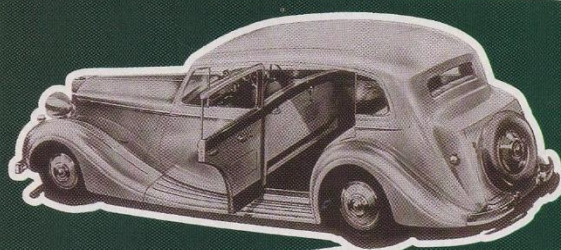
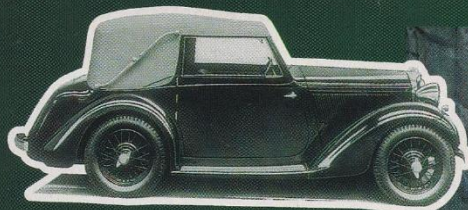
It's a much lazier car than the Ten, plentiful torque giving typical '30s top-gear flexibility but little more in the way of ultimate performance. With a deep, bassy exhaust note, it's a more rugged engine than the little Minx unit, and feels totally unperturbed at 60mph - maximum is 75mph.

The extra weight of the engine has an effect on the suspension, which reacts slightly more gently to bumps. This is still a firmly-sprung car, cornering on smooth surfaces with the poise you'd expect from its underslung chassis. Being a drophead, the shakes through the structure on rough roads are no surprise.

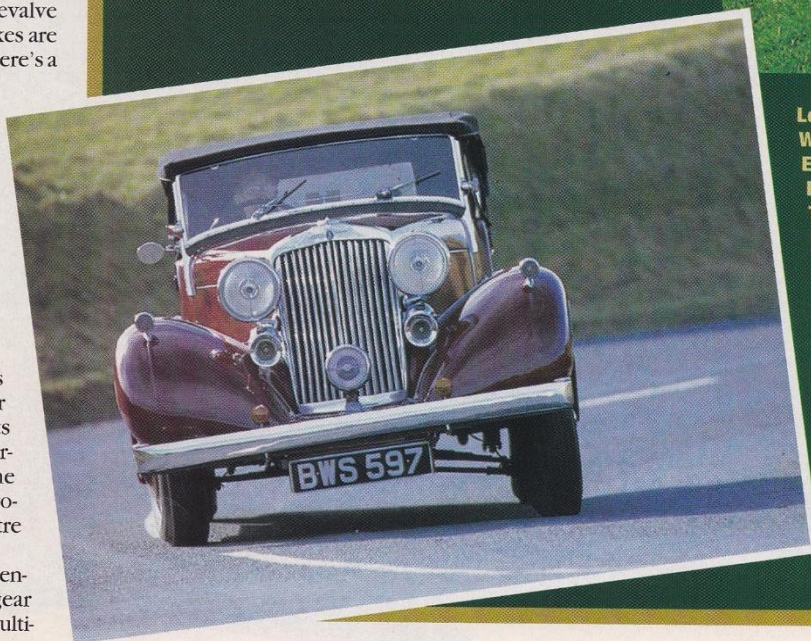
TALBOT 3-LITRE

Launched in October 1937 as a Talbot, the 3-litre was a bit of a fraud, despite *The Autocar* blathering on about 'Talbot traditions' in its description of the new car. In truth it was simply a longer-wheelbase version of the Humber Snipe, with a Talbot radiator shell: it

Right: early Talbot Ten drophead.
Below: Sunbeam-Talbot 2-litre, 2-seat tourer



Above: 4-litre Sports Saloon.
Right 'Airline' styling of 1938 Talbot Ten was similar to that of Aero Minx



Left: Paul Walby's ex-Edinburgh Police '38 Talbot 3-litre; handling adequate, but steering alarmingly stiff

used the same box-section Humber/Hillman big-car chassis with its Evenkeel transverse-leaf ifs, had an 80bhp version of the same 3181cc sidevalve 'six', and, in standard saloon form, the same six-light body - albeit with more sweeping wings and the addition of a 'bustle' boot. As well as the saloon there was a sports saloon, which pioneered the S-T pillarless C-post arrangement, a four-seat tourer, and a drophead.

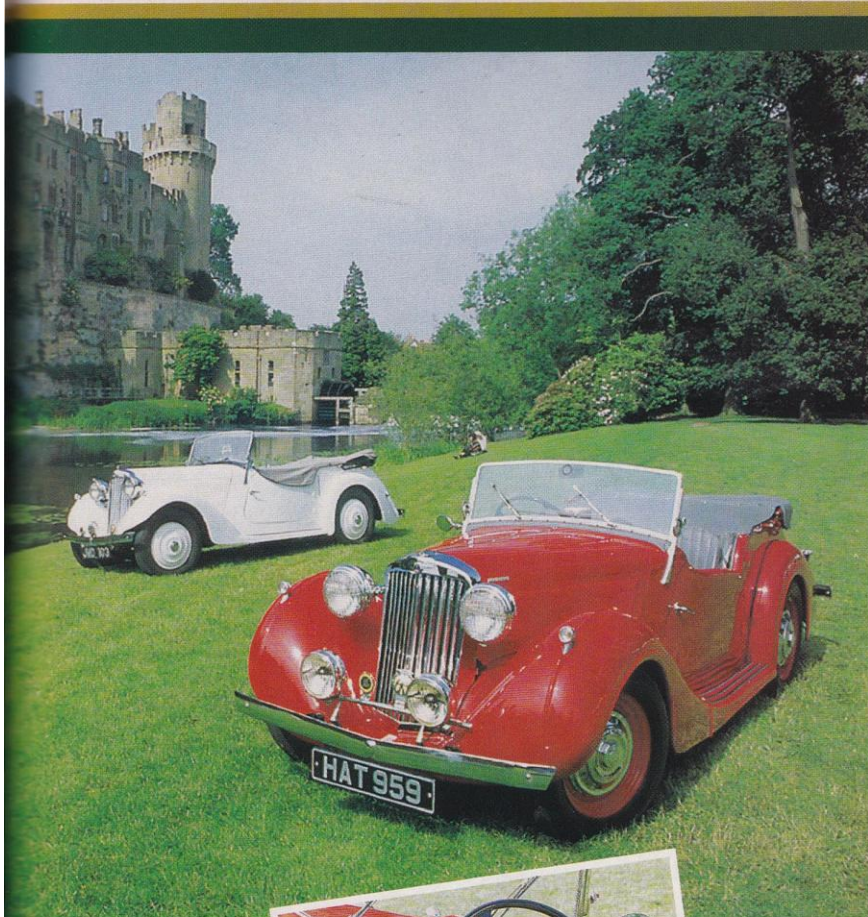
These four models were supposedly joined for 1940 by a more formal six-light Touring Saloon by Thrupp & Maberly, a Touring Limousine with a division, and a Phaeton, which was a four-door open tourer; in fact none of these three variants ever entered production. For 1939 the 3-litre was renamed a Sunbeam-Talbot and received a cruciform-

braced chassis and hydraulic brakes in place of the cable-operated Bendixes.

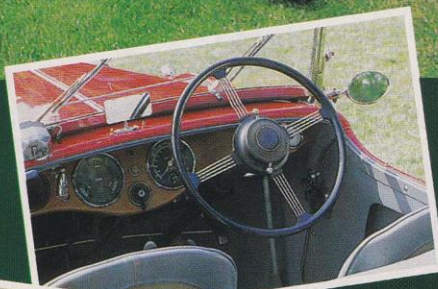
Paul Walby's 1938 tourer was one of four run by the Edinburgh police. It passed to a naval officer in 1949 and stayed in his ownership until 1989, when Paul bought the car and undertook a full restoration. It's one of six known to the club, out of 20 recorded 3-litre survivors from the total production of 1,266.

"It's totally adequate for today's motoring - you can go anywhere in it, do anything with it," says Paul. "It can be a bit of a pig to manoeuvre, as it's a big, heavy car, and the gearbox can be a bit interesting sometimes."

Paul is certainly honest. The steering of his 3-litre really is a handful. Not only is it slow and handicapped by an atrocious lock, it's also heavy and alarmingly stiff. The gearchange



Main pic: red Ten Tourer is type introduced for '38; restyled tail conceals spare; white car is '36-'37 variant with exposed spare



Left: early style gold-painted dials; tourers had wooden dash. **Below:** 3-litre's roomy cabin

Right: Ten's gold-faced oval dial gave way in '38 to twin round dials; dash still timber



demands concentration, too, at least on down-changes, since only third and top are synchronised; on upchanges the box is smooth and easy, feeling just like a grown-up version of the Ten's flattering shift. Still, low-speed double-declutching isn't needed much with the 3-litre's engine, which is beefy enough to allow you to drive the car with minimal recourse to gearchanges.

The cable-operated brakes have an initially soft feel and average travel; check braking is fine, but for more decisive stopping you need to put in a bit of muscle.

With the unhelpful steering there's not much sense in hustling the 3-litre fast on country lanes, so the main impression of the chassis to emerge is that the ride is much more absorbent than on the smaller cars, but

without descending into sloppiness. "It actually handles quite pleasantly, and isn't bad on corners," says Paul.

SUNBEAM-TALBOT 4-LITRE

Introduced for the 1939 model-year – and thus always a Sunbeam-Talbot, and always hydraulic-braked – the 4-litre is a 3-litre fitted with the 4086cc side-valve ally-head engine used in the Humber Super Snipe. Body styles are as the 3-litre, but the Touring Saloon and Touring Limousine were listed from the start, and were actually manufactured in small numbers; once again the Phaeton never seemed to make it into production. A total of 229 4-litres were built: 121 saloons, 44 Sports Saloons, 28 Touring Saloons, 22 Touring Limousines, two Sports Tourers, seven drop-

heads, and five chassis bodied by outside coachbuilders.

Steve Measham's well-worn saloon has been in his family since 1961, and he has memories of having it up to an indicated 100mph as a teenager: "I didn't dare take my eyes off the road," he confesses. "But I used to sling it around without any problems."

Despite its size and the predictably ponderous steering, the 4-litre is a blast to drive. Start in second, slip through the gears easily then just revel in the ridiculous torque, peaking at a wall-climbing 1400rpm. "Unless you stop, you won't need to bother with the gears again, it's so low-geared," says Steve. "Don't change down to third to overtake. Just use the torque to pull away in top."

He's right. You can trickle along in fourth and then just pile on the power, the old beast gradually gathering speed until it's settled happily at 70mph – subdued (but for the wind noise), unextended, supremely relaxing. Alternatively, acceleration in third is majestically meaty.

At speed the steering is light and fluid, with some lost motion at the straightahead. It weights up at low speeds, as you'd expect, and with the slow gearing you're reminded this is a Queen Mary of a motor car. Brakes? They need a good lean for serious stopping, although less so than on the 3-litre, but they're fine for check braking. With 32.4cwt of slow-reacting pre-war tin to stop, anticipation is the rule.

In any case, this is not a car to hurry. Enter a roundabout with any degree of aggression and the tyre scrub is phenomenal, as you wind on the lock and sweep round like a reluctant hippopotamus. Having a 4-litre bear down on you while pootling along in your Austin Seven must have been a truly terrifying '30s motoring experience.

WAS BERTIE RIGHT?

Fraid not, old chap. The pre-war Sunbeam-Talbots aren't bad cars. They might not have pedigree, engineering finesse or sporting crispness, but they're well-mannered, nicely-finished and tastefully-presented. I liked the Ten for its general sweetness and unexpected liveliness: as a stepping-stone to something such as a 1½-litre Riley it hits the spot. The 2-litre lacks something of the Ten's charm

and refinement, but makes up for that with effortless performance. It also retains the Ten's poise and fundamental agility.

The latter is a quality you won't find on the bigger cars. Frankly there's not a lot to choose between the 3-litre and the 4-litre – assuming the Walby 3-litre's steering isn't representative. The 3-litre is a bit more revvy, the 4-litre a little lazier; both are equally comfortable in their ride. There's something seductive about big pre-war saloons, and I could certainly live with Steve's 4-litre – it's a wonderful old pussycat, and more fun than you'd ever expect. So loosen up, Bertie – there is life after Roesch, you know...



Sunbeam Talbot Alpine Register: Derek Cook, 47 Crescent Wood Road, Sydenham, London SE26 6SA; tel: 0181 693 1045

68TH KALORAMA RALLY

SUNDAY 15TH MARCH 2026

The Need for Speed

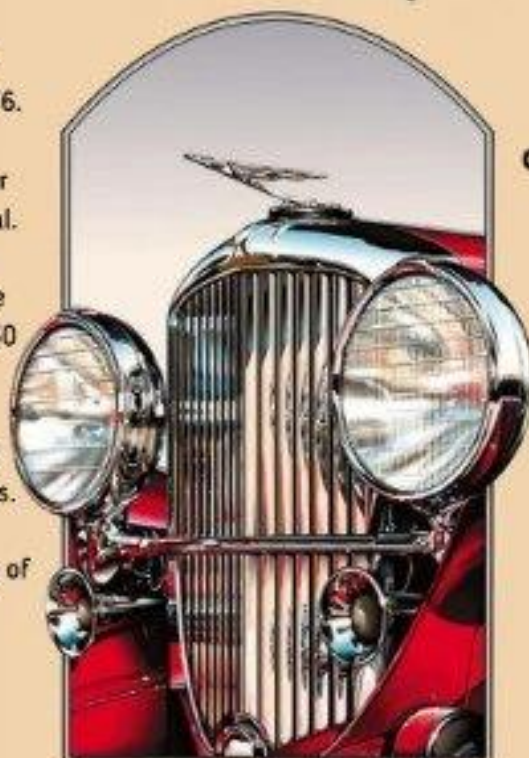
· One of Melbourne's pioneering Motoring Events. Running since 1956.

· Vehicles prior to 1990 eligible for Mystery tour and display on the oval.

· Mystery Tour commencing at the Manhattan Hotel 9.00 am for a 9.30 start.

· Vintage and Post Vintage Motor Cycle Clubs Displays, Vehicle Awards.

· Kalorama CFA Kiosk with a variety of food and drinks.



GENERAL PUBLIC WELCOME !

OPEN 10AM

ENTRY \$10

PROGRAMS \$2

CHILDREN UNDER 16 FREE !

For the safety of participants and volunteers, this event will not proceed under a Total Fire Ban or Catastrophic weather conditions.

**KALORAMA MEMORIAL RESERVE
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All Proceeds to
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For Further Information: Iain Ross: 0409 027 392
or John Balthazar: 0411 133 342



<https://www.facebook.com/KaloramaRally>

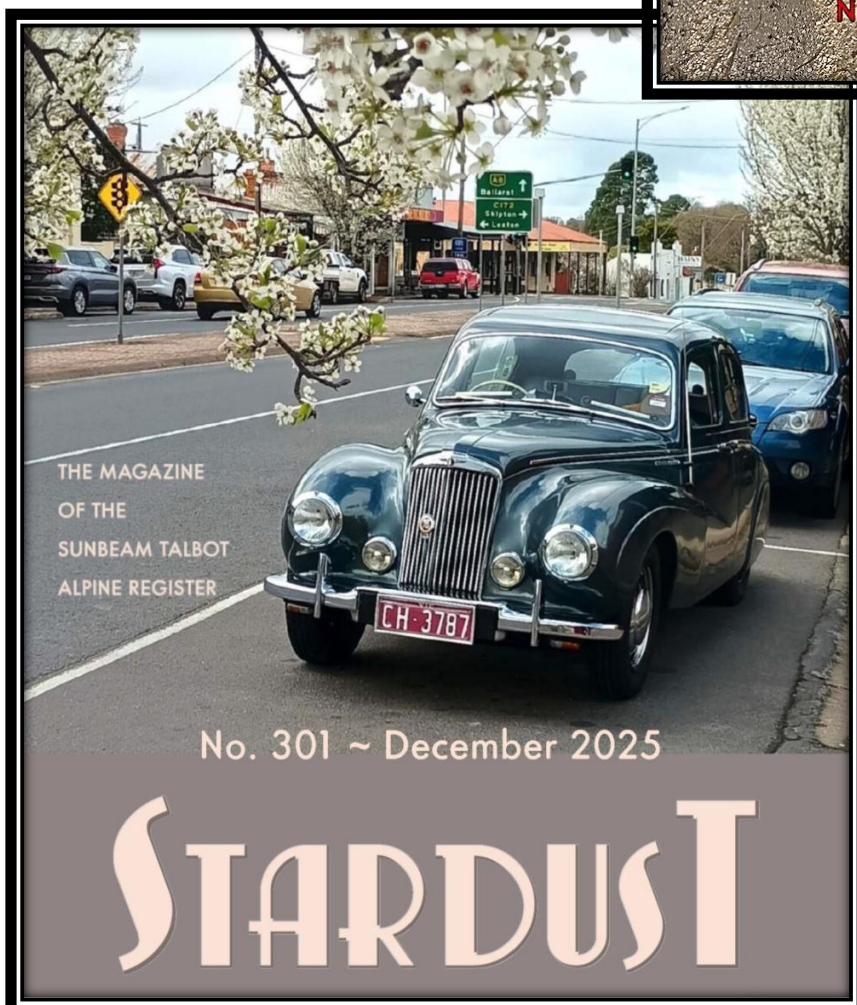
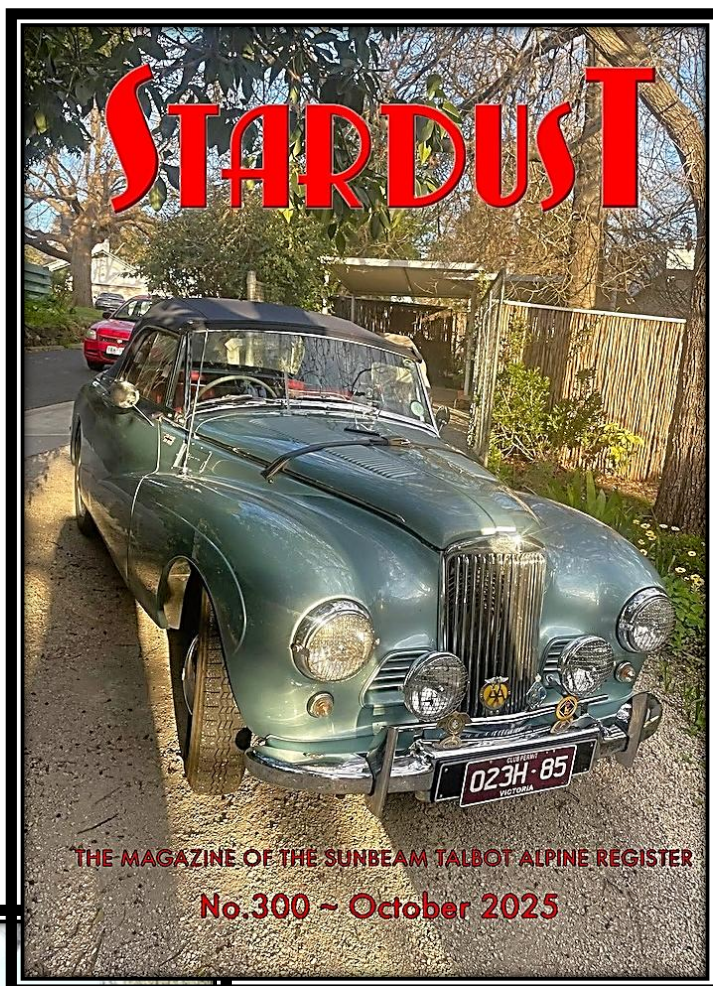


VIC AUSSIE SUNBEAMS featured on the cover of the UK STARDUST MAGAZINE



Cover Picture: (R)

Bruce Dickey on his way to the Australian Sunbeam National Rally, a round trip of 2000 kms from Melbourne to Victor Harbor, S A and back. The Alpine didn't miss a beat!



Cover Picture: (L)

SPRINGTIME IN AUS.

Dean Stewart in Beaufort, Victoria. Driving his late father's 1948 Sunbeam Talbot 80 to the Australian Sunbeam National weekend, covering 1000 miles in the process.

The 'Pride of Ownership' award you received was well deserved!



Article

Derek Cook

(STAR Editor)

UK Club Website: www.sunbeamtalbotalpineregister.com



NOTICE
TO ALL MEMBERS
Note Club General Meeting Minutes

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

- will NOT be published in SUNBEAM TORQUE but
- will NOW be published in the Members' Section
of the

Sunbeam Car Club of Victoria Inc.
CLUB WEBSITE

www.sunbeamcarclubvictoria.com.au

- Select Minutes
- Enter Password
- Click Draft General Meeting Minutes

All Draft Minutes will be moved & seconded at Club Meetings

FOR SALE **SUNBEAM TIGER JACKET**

\$95



SUNBEAM TIGER LAT ACCESSORIES



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Large Patch: \$25
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Package \$60

PREFERRED PAYMENT: **ELECTRONIC TRANSFER**
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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



Rotary Club of Leongatha

SHOW 'N' SHINE AND SWAP MEET

Sunday 15th March 2026

Leongatha Recreation Reserve Roughead Street, Leongatha

Swap Meet Gate 1 Opens 6am ~ Show Cars Gate 3 Opens 7am

Car & Driver \$10 ~ Adults \$10 ~ Family \$20

Swap Meet Pricing

\$20 first site, \$10 for additional sites.

See back for Categories & Sponsors

For Express Entry go to link below

<https://tinyurl.com/4z93hvnd>



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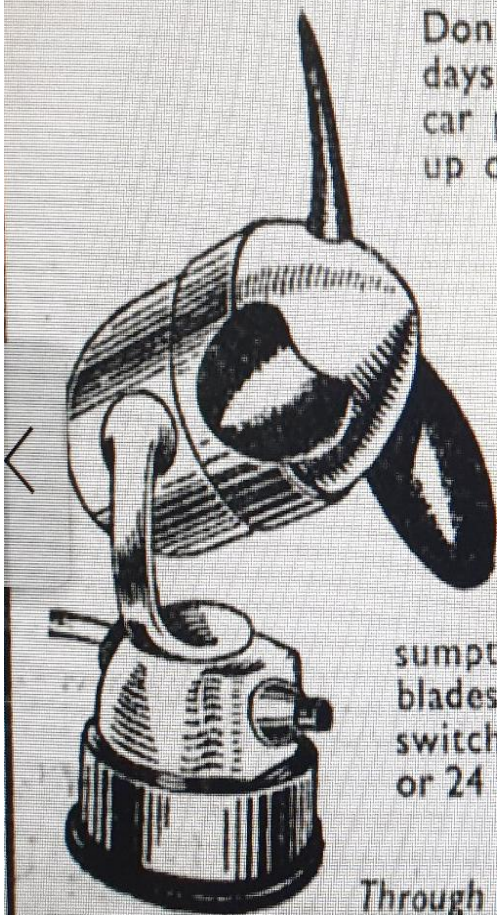


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I am sure my father had a fan on his red Holden EH.

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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

SUNBEAM REGALIA



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Cap**

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**Sunbeam
Key
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\$15



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Bucket
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**Sunbeam
Stubby
Holders**

\$6 each
or 2 x \$10



**Sunbeam
Tiger LAT
Cap**

\$25



**Sunbeam
Umbrella**
Navy / Gold logo

\$30



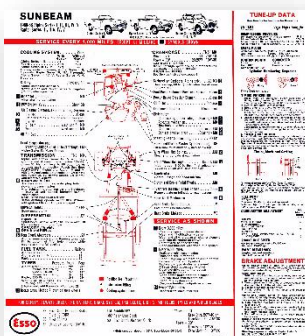
**Sunbeam
Tea Towel**

\$10



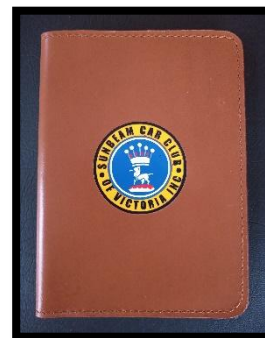
**Sunbeam
Polo Shirt**
Navy

\$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

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	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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