

SUNBEAM TORQUE



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

February
2026



Sunbeam Car Club of Victoria Inc.

Reg No A0003752G
ABN 32 446 103 408

CLUB CONTACT INFORMATION

CLUB WEBSITE	www.sunbeamcarclubvictoria.com.au
CLUB BANK ACCOUNT No.	BSB 083-125 Account No. 51-517-0199
CLUB E-MAIL ADDRESS	sunbeamclubvictoria.secretary@gmail.com
CLUB POSTAL ADDRESS	P O Box 38, Ferntree Gully VIC 3156
CLUB REGISTERED ADDRESS	C/- Secretary: Ross Nye Unit 193, 15 Fulham Road, Rowville 3178

COMMITTEE 2025 - 2026

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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

February 2026

Thank you for perusing the February edition of Sunbeam Torque! I hope you enjoy the read.

With January's event at Cruden Farm behind us, along with the British and European Motoring Show, held at Yarra Glen Racecourse just last weekend, it is clear the flag has dropped and the classic field is well and truly away in 2026.

By all reports, the British and European was a huge day for the Club. Upwards of 20 Sunbeams enjoyed clear summer skies. This is such an important event for SCCV; it is the event where the concept of a club for Sunbeam enthusiasts was born some 52 years ago, and clearly, we have gone from strength to strength. Well done to all who turned out, always a reunion of old friends and a chance to meet new like-minded Sunbeam enthusiasts.

I know you will be keen to get to the Diary Page, and/or the Calendar section of our website for all upcoming events. Before you do, please let me point out a weekend away we are planning for 18 and 19 April 2026. A wonderful drive through the Victorian alps is planned, with a night in Marysville and an opportunity on the Sunday to join the Highball Motor Club, and an anticipated classic and collectible vehicle turnout upwards of 500, to raise funds for CFA brigades hit hard by the Longwood bushfires. Great fun for a great cause. Please read on to find out more.

I'm also keen to visit Philip Island Classic Festival of Speed on the weekend of 13 to 15 March, which will be our Club event for March.

Please also take a look at some information provided to the Club in a letter from Russell Clements on a vintage Sunbeam from the early twentieth century. If you can provide any information on this car, Russell would be most grateful.

Do you ever wonder about the economic value of your involvement in classic motoring? Stay on the lookout for a media release from the Australian Motoring Heritage Foundation on the Automotive Heritage Economic Impact Survey (AHEIS). The first release will focus on the \$1.4 billion economic impact generated by Australian motoring enthusiasts' spending on parts and accessories each year. There you go, there must be more of us out there digging deep to keep our beloved cars on the road.

Will I see you this Wednesday at our second General Meeting for 2026? I hope so. 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 and don't stop until you reach \$1.4 billion. (ONLY JOKING!!!)

Ian



AUTO SURPLUS

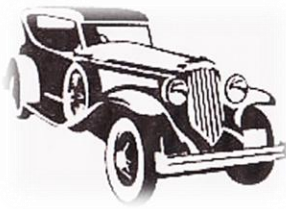
VETERAN | VINTAGE | CLASSIC

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Denis 0407 533 342





2026 Calendar of Events

MONTH	DATE	DAY	EVENT
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>
March	5 6 7 8	Thursday Friday Saturday Sunday	 Australian F1 Grand Prix Albert Park 
March	8	Sunday	2026 YARRA GLEN SWAP MEET SHOW & SHINE Yarra Glen Racecourse www.vintagedriversclub.com.au/yarraglen
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) Club Event Day Sunday www.vhrr.com
March	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>
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



2026 Calendar of Events

MONTH	DATE	DAY	EVENT
March	15	Sunday	Rotary Club of Leongatha SHOW 'N' SHINE AND SWAP MEET Leongatha Recreational Reserve Roughead Street, Leongatha Open: 7:00 am Entry: Car & Driver \$10 / Adults \$10 For Express Entry: go to link below https://tinyurl.com/4z93hvnd
March	22	Sunday	BRIGHTON CLASSIC CAR SHOW Firbank Grammar Oval, 51 Outer Crescent, Brighton Car Entry: 8:00-10:00am Time: 10:00 am until 2:30 pm Car Booking via trybooking \$25 Or contact Geoffrey Shaw 0407 992 873
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>
April	3 4 5 6	Friday Saturday Sunday Monday	
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



2026 Calendar of Events

MONTH	DATE	DAY	EVENT
April	5	Sunday	 DAYLIGHT SAVING ENDS 3:00 AM TURN CLOCKS BACK 1 HOUR
April	18 19	Saturday Sunday	*** Club Event *** Marysville Meander Weekender Travel from the eastern suburbs via the Reefton Spur to Marysville for an overnight stay before travelling onto Erindale Farm near Taggerty for a unique car show supporting the CFA. See Flyer for details
April	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>
April	25	Saturday	 ANZAC DAY
May	1 2 3	Friday Saturday Sunday	2026 AOMC / RACV Florence Thomson Tour Classic Car Tour for LADY DRIVERS ONLY This year the Tour is based in the Shepparton area florencethomsontour@gmail.com
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



Supported by the **RACV**

BRITISH & EUROPEAN MOTORING SHOW 2026



Another great show
and great turnout



Sunday 15th February 2026
Yarra Glen Racecourse Armstrong Grove, Yarra Glen



Invitation to SCCV Club Event
Marysville Meander
On the Weekend of 18 & 19 April 2026

(Page 1 of 3)



Join us on a relaxed and enjoyable weekend of motoring and sightseeing, including a night in picturesque Marysville and participation in a modern and classic vehicle to raise funds for the Country Fire Authority.

Proposed Itinerary:

- Rendezvous in Melbourne's east on Saturday morning for morning tea, then drive to the Yarra Valley for lunch.
- Traverse the wonderful and dramatic Reefton Spur, descending into Marysville. Put your feet up or explore this picturesque village, staying overnight, and dining at one of several recommended restaurants or bistros.
- Sunday morning head to Erindale Farm, Taggerty and join Melbourne's Highball Motor Club and an expected 500 classic and collector vehicles for their annual fund raiser, in support of CFA Brigades hit hard by the Longwood bushfires.
- Head home Sunday morning via the famous Black Spur.

Recommended Accommodation in Marysville:

- **Tower Motel** - 33 Murchison St, Marysville VIC
To book call Kam 0438773282 or 03 5963 3225 Tell him you're with the Sunbeam Car Club VIC for a flat rate booking of around \$180.

Invitation to SCCV Club Event
Marysville Meander
On the Weekend of 18 & 19 April 2026
(Page 2 of 3)

 HIGHBALL
M E D I A R E L E A S E

For Immediate Release

**Melbourne's Highball Motor Club
Heads to the Country in Support of
CFA Brigades Hit Hard by Longwood Bushfires**

'Highball Goes Country 2026'

returns to Taggerty on

Sunday 19 April

*with organisers aiming to surpass last year's 500-car turnout
and raise vital funds for local volunteer fire brigades*

TAGGERTY, VIC – The Erindale Hayshed on the Maroondah Highway at Taggerty will once again open its gates to hundreds of car enthusiasts on Sunday 19 April, when the Melbourne-based Highball Motor Club stages its annual **Highball Goes Country** event in support of the Buxton, Taggerty and Acheron Country Fire Authority brigades.

Now in its fourth year, the fundraiser invites car and motorbike owners – along with anyone who simply enjoys a great day out – to gather on the picturesque banks of the Acheron River for a relaxed celebration of automotive culture and country hospitality. Last year the event attracted more than 500 vehicles, and organisers are confident that number will be topped in 2026.

Supporting Those Who Protect Regional Victoria

This year's event carries added significance following the devastating Longwood bushfires, which burned through nearly 140,000 hectares of farmland across the region, coming to within just a few kilometres of the Erindale Hayshed itself. The local CFA brigades were once again at the forefront of efforts to protect lives, property and livestock.

Entry on the day is by donation to the CFA, while vendors also contribute a percentage of their takings – ensuring that every attendee plays a direct role in supporting the volunteers who serve this community year-round.

Invitation to SCCV Club Event

Marysville Meander

On the Weekend of 18 & 19 April 2026

(Page 3 of 3)

A Day for Every Enthusiast

The Highball Motor Club is a community of car enthusiasts with no allegiance to any particular brand, era or style. Its regular Sunday morning gatherings at the Bosch Australia headquarters in Clayton routinely draw around 1000 cars.

Highball is also a proud supporter of Police Legacy Victoria.

For the Taggerty event, local favourite Grant Street Grocer from Alexandra will supply coffee and snacks, the Marysville Lions Club will be on hand with its food van for lunches, live bands will entertain the crowd throughout the day, and CFA volunteers will assist with marshalling. Car clubs from across Melbourne and the surrounding areas are also invited to attend.

As the Erindale Hayshed's iconic maple tree-lined driveway is renowned for its vivid red autumn display, visitors are encouraged to bring a camera along with their special car or motorbike for some truly memorable shots.

Video Link from 2025

['Highball Goes Country for the CFA' at Erindale hayshed 2026](#)

Getting There

The Erindale Hayshed (2655 Maroondah Highway, Taggerty) is approximately 110km from Melbourne via the Yarra Valley and the famous Black Spur. Cars typically begin arriving from 8:00 am and continue to come and go throughout the day until mid-afternoon.

Very Generous Corporate Supporter



E V E N T D E T A I L S

Event: Highball Goes Country 2026

Date: Sunday 19 April 2026

Time: 8:00 am – 4:00 pm

Venue: Erindale Hayshed, 2655 Maroondah Highway, Taggerty, Victoria

Entry: By donation to the Buxton, Taggerty and Acheron CFA brigades

Organiser: Highball Motor Club

Also supporting: Police Legacy Victoria

Where is this Sunbeam now? (Page 1 of 2)

From: Russell Clements <russfaye@gmail.com>

Sent: Monday, February 16, 2026 3:49 AM

To: sunbeamclubvictoria.secretary@gmail.com

Subject: Family car

Thanks, Dear Sir/Madam,
Rummaging through some old family photos I came across the two attached. The one with my great-great grandparents standing up in the car has written on the back, "The Sunbeam Grandprix" from Melbourne....the car at the polo match, Liverpool, England", the other photo (with the soldiers, my great uncles) which looks like the same car, although the number plate is different has written amongst other references "Grandfather Garland (he was one of the original founders of the Dunlop Co in Melbourne), Melbourne 1912"
I was wondering if you have any info on that model car, or even of the car itself (how good would that be).

Sincerely

Russell Clements

Email: russfaye@gmail.com

Phone: 0400 124 638



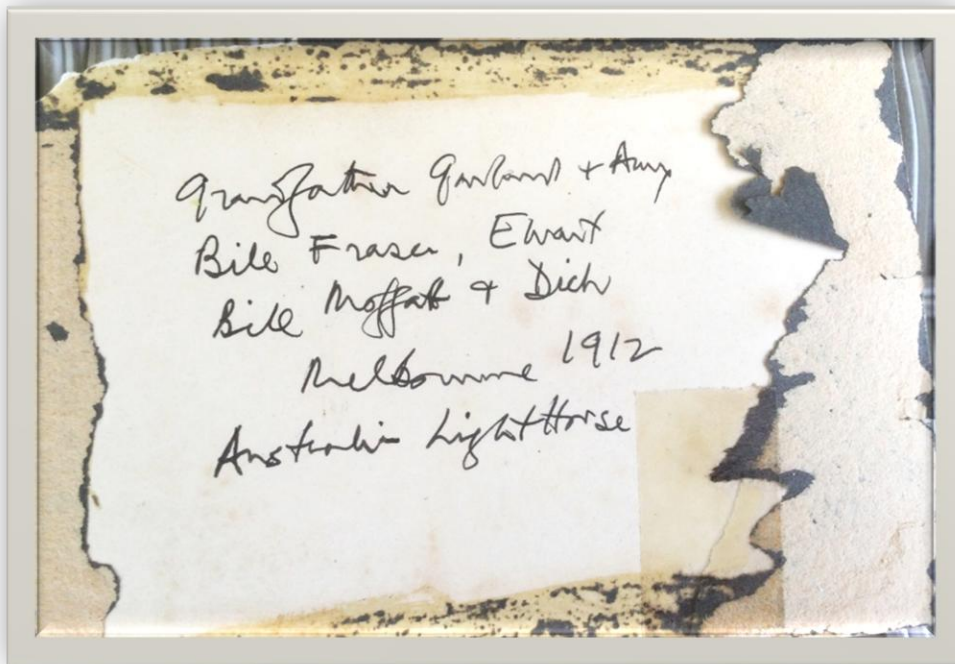
*Mother & Father in the Car
at the Polo Match ~~1912~~
Liverpool, England.*

*The Sunbeam
Grandprix
from Australia*

Where is this Sunbeam now? (Page 2 of 2)



*"Grandfather Garland one of the original founders
of the Dunlop Co in Melbourne, Melbourne 1912"*



If you have any information on this model car, or even of the car itself

Contact Russell Clements

Email: russfaye@gmail.com

Phone: 0400 124 638

AUSSIE ALPINE?

Did the design of the Sunbeam Alpine originate in Australia? The answer involves a company which no longer exists, the Rootes Group, so there is no problem of commercial confidentiality. Perhaps someone can throw fresh light for the historic record.

I produced the attached sketches to represent a proposal for an Australian-built sports car, and they were made in August 1957 for the then managing director, AJM Shepard, and director of sales, Major

Hugh Thompson, of Rootes Group Australia, which ran a CKD assembly plant for Hillman and Humber cars and Commer trucks. The proposal envisaged a Hillman two-seater sports car, about the size of an Austin Healey, but based on CKD Hillman panels and mechanical components suitably modified. There was to be a fabric-roofed convertible with a Hillman grille, and a hardtop with a Singer Gazelle grille.

The initial reaction in Australia was encouraging, but Rootes said there was no room in its Melbourne plant for another car. Alternative assembly was then arranged with a commercial bus body builder who was prepared to modify panels and assemble the car if Rootes Group Australia went ahead with the project.

Then the Rootes Group attitude suddenly changed. The company was no longer interested, and the project lapsed. The MD returned to England shortly afterwards. Note the date.

Two years later the Sunbeam Alpine appeared. The similarity to my proposal was remarkable. While it is common for similar ideas to be independently developed, the similarities in this case were so close that I have always suspected that copies of my drawings went to England, and were used as the basis of the Sunbeam Alpine.

In the history of the Alpine (*Alpine, The Classic Sunbeam*, by Chris McGovern) it says Kenneth Howes, after working for Raymond Loewy from 1948 to 1955, was working in the Ford Design Studio when Rootes persuaded him to become assistant chief of appearance designer at the end of 1956.

In December 1957 work began on the Sunbeam Alpine, and by the middle of 1958 the first metal

The Museo Dell'Automobile 'Luigi Bonfanti' in Italy has been open for a year. Its most recent theme was 'Alfa Romeo yesterday and tomorrow'



prototypes were ready to be built by Abbey Panel and Sheet Metal Co Ltd.

I have made several attempts to contact Kenneth Howes, but with no success.

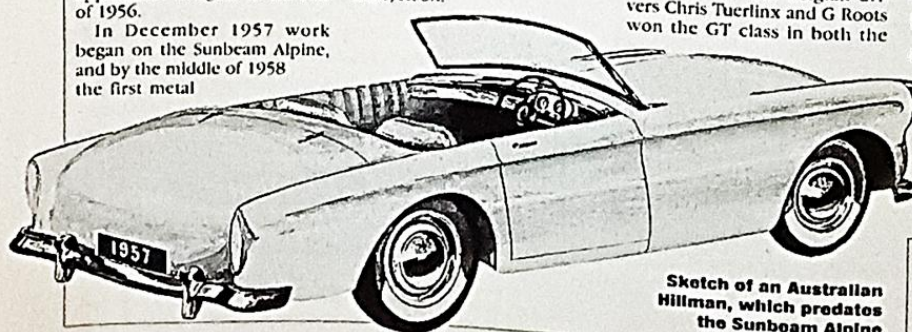
In the field of design many people have the same idea, but the first to publicise it gets the credit. So the answer to the question as to whether the design of the Alpine originated in Australia (or not) is not important, except to one Australian. Can anyone answer it?

Peter Carr
Geelong, Victoria, Australia.

MUSEUM CORRIGENDUM 1...

I thought the Stratford on Avon Motor Museum closed four years ago after the death of its owner. Certainly the building was for sale about a year ago.

And here's a little one you missed: Atwell-Wilson, near Calne. I even got a cup of tea when I visited it, and you don't get that down at Beaulieu! Ian Merriman
Bath, Avon.



Sketch of an Australian Hillman, which predates the Sunbeam Alpine

Interesting article to open
some heated debate.

Fake news I hear ????

...2

We would like to point out an omission in your museums listing in the May issue. You didn't mention the Museo Dell'Automobile 'Luigi Bonfanti' in Roma d'Ezzelino, about 3km north of Bassano del Grappa. It only opened a year ago, and every three to six months has a major theme change.

We started with 'Alfa Romeo yesterday and tomorrow', which was followed by 'Harley Davidson - a way of life'. Museo dell'Automobile 'Luigi Bonfanti', Via Torino, 2, 36060 Romano d'Ezzelino, Italy.

TIGER, TIGER

Graham Rood and I of the Sunbeam Tiger Owners Club are currently working on a new book, *Race and Rally Tigers*, and are seeking help in finding photographs of the mid- to late-'60s events, such as the RAC and Scottish Rallies in 1965 and of the Alan Frazer Race Team, especially those races held in Europe.

In 1966/67 the Belgian drivers Chris Tuerlinx and G Roots won the GT class in both the

Tour de Belgique and the Spa-Francorchamps 1000kms race in an ex-works Tiger, and CC Schindler won the GT class in the '66 Austrian Rally.

Could any readers supply photos or a contact address for these gentlemen - or perhaps you yourself may have entered a privateer Tiger in an international event.

Please contact me on 021-708 1348 or at the address below if you have any information that may be of assistance.

David Duncanson
122 Grange Road, Olton,
Soltbull, West Midlands BD 91 1DA.

THAT CAR AGAIN

In the quarter century since I started reading about classic cars, the 'AC Ghia Willment Cobra Ford V8' has been offered for sale more times than I can count: last month it appeared in your classified pages (and not for the first time either).

Its name suggests an interesting history, the car itself is unique, handsome, clearly very fast indeed and underneath it's pure 427 Cobra.

Why then is everyone so keen to move it on? Could we see a feature on it?

David Long
Kennington Oval,
London SW19
There's one adjective missing from your list, which those who have driven it say is nearly accurate: letball!

Opinions expressed are not necessarily those of CLASSIC AND SPORTSCAR. The editor reserves the right to shorten letters

SUNBEAM TIGER

Rootes' Cobra-inspired hot-rod Alpine has much to recommend it, as **Malcolm McKay** explains

PHOTOGRAPHY **TONY BAKER**



For today's classic buyer, the Tiger offers the best of both worlds. It combines exclusivity – barely 7000 were made and it's forgotten by all but diehard enthusiasts – with cheap parts availability because almost everything is common to mass-production Alpines or US Fords. Just watch out for rot in the complex monocoque.

Inspired by the Cobra (but now a fraction of the price) and with the same Shelby pedigree, it used less highly tuned Ford V8s that can easily be uprated. Yet that's hardly necessary, because the Tiger offers effortless performance for everything bar the toughest competition use.

Realising that the Alpine could easily handle more grunt, Jack Brabham was the first to offer to uprate them with Ford V8s in his Surrey workshops, having several meetings with Rootes top brass in 1962. It seems that Norman Garrad mentioned this to his son Ian, who handled West Coast US distribution. Garrad junior was thinking along similar lines and paid a visit to Carroll Shelby, who agreed to build a prototype.

Shelby's engineers had the car running in eight weeks, having found that the Ford unit was a 'perfect' fit: there was just enough room for it

without major modification. What was needed, however, was rack-and-pinion steering in place of the Alpine's recirculating ball – better in theory, but the poor geometry forced upon them by lack of space made tyre scrub on lock inevitable.

When the prototype reached England, Lord Rootes and his team fell in love with it. Shelby's wish to build the cars was in vain, because Jensen (which had just stopped making Volvo P1800s) won the contract to produce them in the UK, but Shelby did get a royalty on every car built.

Amazingly, the brakes are standard Alpine, but the rear suspension is uprated, using a sturdy Salisbury axle and a Panhard rod to reduce axle tramp. Many owners have fitted extra radius arms to act as anti-tramp bars as well: these first appeared on the Le Mans Tigers in 1964.

The small-block V8 was remarkably compact, aided by very oversquare dimensions and wedge-shaped combustion chambers. Yet it still required a beefy Jensen 'engineer' with a big hammer to modify the newly painted bulkhead before installation: the cost of new tooling would have made Tiger production prohibitively expensive.

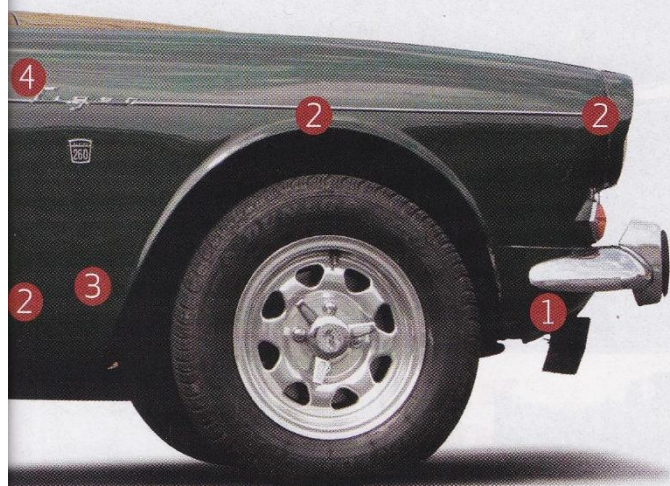
The name, dredged up from Sunbeam's 1920s racers, was a good choice, replacing the original proposal, 'Thunderbolt', just before the launch.



MkII identified by egg-crate grille; most have side stripes



Procter/Blumer fastback: one of two Tigers in '64 Le Mans



Rot spots

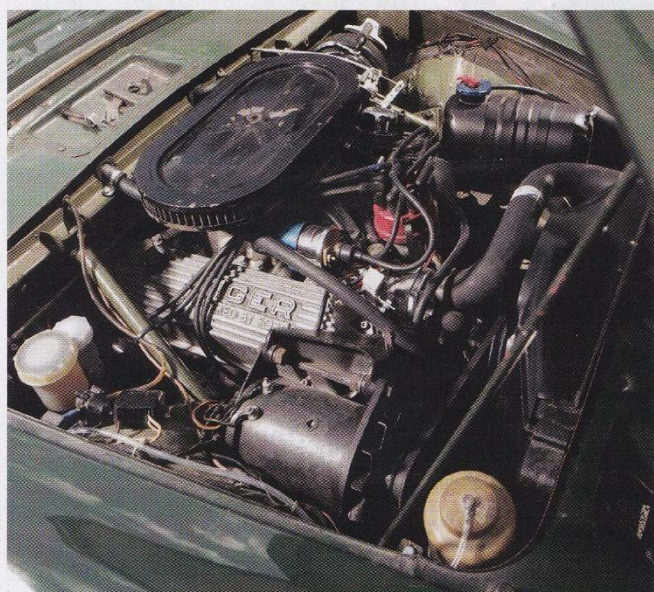
- 1 Front valance
- 2 Front wings around headlights, wheelarches and rear lower corners
- 3 Stepped splash panel at rear of inner front wing
- 4 Bulkhead below windscreen
- 5 Footwells, notably around pedals and seat location, plus outriggers below
- 6 Door bottoms
- 7 Inner, outer and middle sills
- 8 Spring mounts, front/rear
- 9 Rear wings ahead of and behind wheels, plus arches
- 10 Valances and boot corners



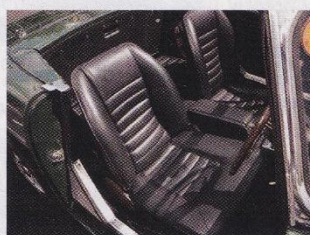
All-synchro Ford gearbox isn't the quietest, with a beefy, smooth change; listen for excessive layshaft noise and check for jumping out of gear



Cooling was always marginal, but look for signs of frequent boiling. Damage could extend to warped heads, weeping gaskets and more



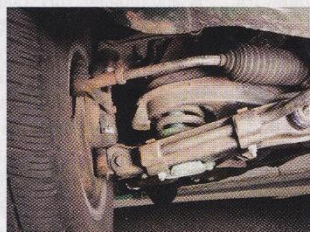
Ford's small-block V8 engine was a masterpiece of thin-wall casting so nothing like as heavy as it looks. Given regular maintenance, it'll go on for more than 200,000 miles; rattles and oil smoke are clear signs of when it's getting tired. Plenty of tuning kit is available, but the standard car is quick enough for most



Seats can be rebuilt inexpensively, so tired trim needn't put you off. But make sure rare bits such as rally lamp, plus exterior trim/badging, are there



Old age takes its toll on the gauges and lovely burr walnut dash; it's a real bonus if you find a car with all in good order so haggle the price down if not



Largely the same as Alpine, apart from rack steering, front suspension relies heavily on Metalastik bushes that will go soggy if contaminated



Ill-fitting hoods, hood-well covers and frames are common problems and can really spoil the fun of using the car: check them and negotiate



Period LAT alloy wheels look perfect – much more distinctive than Minilites

On the road

There's no question that the Tiger is fun to drive: it sounds fabulous and accelerates effortlessly in any gear. The ride should be good, without excessive flexing or clonks, and handling is perfectly civilised – except in the wet, when discretion is needed. If the car feels wallowy, it's likely that the dampers and rubber bushes are getting tired; a hassle, but not too expensive to put right.

Overheating was found to be the Tiger's biggest problem in competition when new, so it follows that it can be a bugbear of Tiger owners today. A recored radiator, flushed-out cooling passages in the block and properly aligned fan shroud make all the difference.

If the engine is reluctant to run smoothly, the twin-points distributor may well be worn; electronic ignition is the simplest fail-safe solution and transformed the car for our owner.

Modifying was all the rage in the '70s and '80s and finding an original car today is hard. Hunting down any Tiger is tricky, in fact, with few for sale. And because the genuine article is so scarce, many fakes exist: for more info, check out 'The Fraud' on Norm Miller's Rootes1.com

One tweak that is generally accepted is the addition of anti-tramp radius arms at the back; they were, after all, fitted to the 1964 factory Le Mans fastbacks. Without them, axle tramp can be a pain when accelerating hard, especially in the wet. Virtually all cars now have radial tyres, too: it's hard to believe that crossplies were standard, but oversized radials can make the steering heavy. Original steel wheels are rarely seen, so period alloys are widely fitted.



Eccleston loves the Sunbeam's sound and its sharp styling

OWNER'S VIEW Richard Eccleston



Magazine designer and former C&SC staffer Eccleston first saw a Tiger on a photoshoot: "I'd sold my Charger because it was too big and thought 'This sounds amazing. I want one.' It's such a cool car, no one knows what it is."

"I went for the first one I saw, because it was very sound and super-original, which is important to me. I bought the period wheels from LAT in California and shipped them over. That was 11 years ago, since then it's been to Michigan with me for four years and it went everywhere. It took ages to sort all of the electrical problems, but otherwise it's been very reliable. I had new sils fitted in the States after a Michigan winter, but the rest of the bodyshell is as it came out of the factory."

The knowledge

WHAT TO PAY

Show/rebuilt	£40,000
Average	£20,000
Restoration	£7500

PARTS PRICES (EXAMPLES)

Front valance	£330
Centre outrigger	£62
Rebuilt engine	c£4000
Full clutch	£170
Brake master cylinder	£98
Soft-top	£110

ON THE WEB

www.tigersunited.com; www.rootes1.com;
www.catmbr.org; taea.org

CLUBS

Sunbeam Tiger Owners' Club 01207 508296,
www.sunbeamtiger.co.uk **Sunbeam Tiger Owners' Association** www.stoa-tigerclub.com

BOOKS

Sunbeam Alpine & Tiger Complete Story Robson, Crowood **Tiger An Exceptional Motorcar** Carroll, Coda **Sunbeam Tiger Limited Edition Extra** Brooklands Books

SPECIALISTS (A SELECTION)

Sunbeam Spares Co 01207 581025
Sunbeam Supreme 0116 274 2525
Sunbeam Specialties 001 408 371 1642
Rootes Group Depot 001 650 364 1965

BUYER'S GUIDE

TIMELINE

1963 Feb: Brian Rootes and Ian Garrad conceive the 'Thunderbolt'
1963 Apr: Shelby American starts prototyping
1963 late: Jensen builds 14 prototypes with SIII (finned) Alpine shells
1964 Apr: Tiger displayed at New York Show
1964 Jun: fastback Tigers run at Le Mans; Tiger production commences
1965 Mar: right-hand-drive sales begin
1965 Jul: Tiger wins Alpine Rally, but disqualified for too-small valves
1965 Bernard Unett wins Autosport Sports Car Championship with Le Mans Tiger
1966 Dec: Tiger II, with 4727cc engine, more power, egg-crate grille, V8 badges, de-cowled headlights, side stripes on most cars
1967 Jun: Tiger II production ends; 571 built (only 27 sold in UK)

FACTFILE

Sold/number built 1964-'68/7066 (6495 Mk1s)
Construction steel monocoque, with optional detachable hard-top
Engine front-mounted, all-iron ohv 4261 or 4727cc Ford V8, with two-choke Ford carb
Max power 136bhp @ 4200rpm to 174bhp @ 4400rpm **Max torque** 226lb ft @ 2400rpm to 253lb ft @ 2400rpm
Transmission Ford four-speed all-synchro manual, driving rear wheels
Suspension: front double wishbones, coil springs, anti-roll bar rear live axle, semi-elliptic springs; telescopic dampers f/r
Steering rack and pinion
Brakes 9in (250mm) discs front, 9in (229mm) drums rear, with servo
Length 13ft 1/4in (3970mm) **Width** 5ft 3/4in (1543mm) **Height** 4ft 3/4in (1315mm)
Wheelbase 7ft 2 1/2in (2200mm)
Weight 2587lb (1176kg)
0-60mph 9.4-7.5 secs **Top speed** 117-125mph
Mpg 15-22 **Price new** £1446 (1965)

INSURANCE

£122 for a 30-year-old London driver with full no-claims and a clean licence on a garaged '65 Mk1 as a second car, agreed value £15k, 5000 miles. Richardson Hosken: 01277 206911.

THE ALTERNATIVES



AC COBRA

Some Cobras had the 260 engine like the Mk1 Tiger, but most had the 289 and are

out-and-out performance machines compared to the sybaritic Sunbeam. You're unlikely to find corrosion now, just stratospheric prices.

Sold/no built 1962-'68/1137 **0-60mph** 5.5 secs **Top speed** 138mph **Mpg** 15-22
Price new £2455 (1965) **Now** £300,000



AUSTIN-HEALEY 3000

With 150bhp-plus on the last cars and 2+2 seating on most, the

Healey is pretty, practical and fast. Prices are now comparable with Tigers and rust can be as much of a problem as on the Sunbeam.

Sold/no built 1959-'68/41,534 **0-60mph** 11.8 secs **Top speed** 123mph **Mpg** 15-22
Price new £1107 (1965) **Now** £30,000

One to buy £27,500

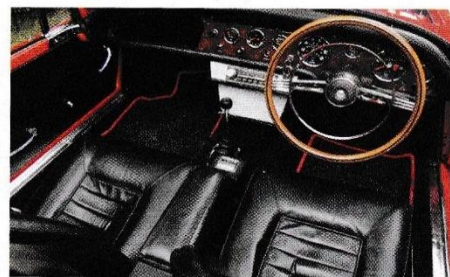
Year of manufacture 1965 **Recorded mileage** 61,626 **Vendor** Jim Rummey, East Grinstead, West Sussex; tel: 01342 712035 **For** superb older restoration **Against** faulty speedometer

Tigers don't come much better than this cherished example, owned by the vendor since 1985 and only for sale because of increasing commitments abroad. Built in 1965 but registered in '66, it comes with documents including the original green logbook (showing four previous owners), service book and workshop manual. It was rebuilt by Rummey and his father in the first two years of ownership. There's a wodge of photos of the work, which included shot-blasting and repairing the shell with factory panels plus rebuilt suspension. The panel gaps are perfect and the doors shut with the lightest of touches. The paintwork is pristine, too, as is all of the chrome apart from a little minor flaking on the front bumper. The Tiger's unused soft-top is new and it has a matching hard-top. Underneath, the Husky-derived floorpan looks excellent. The car sits on near-new Goodyear 185/70 R15 NCTs.

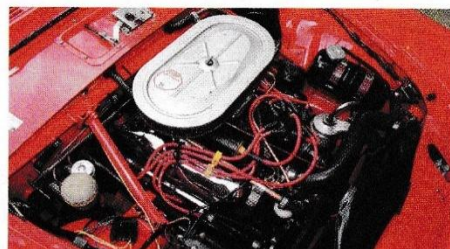
Inside, it's all smart and correct, bar the odd rear cushion in non-matching black with red piping. There's a period Radiomobile and speaker console, while the boot has the correct lining, battery cover and tools. The biggest testimony to the quality of the rebuild is the way that the car drives, feeling taut and smooth, with light, precise steering and an easy, crunch-free gearchange. Oil pressure is a healthy 50psi at 3000rpm and the engine is super-smooth, with plenty of bite. The car's MoT runs to June 2010.



Paint is still spot-on after '80s rebuild; Minilites are '60s



Cabin was retrimmed, too; steering light with correct wheel



V8 had new rings and bearings, plus Holley carb conversion



Tigers ride well and wayward back end can easily be sorted

Our verdict

The Tiger's design involved compromises that made some people scorn it when new, though there's no doubt that it now has huge classic appeal. But don't be blinded by the performance and rarity: a rusty Tiger is a liability unless you're a skilled welder, and a neglected car missing many original parts can be costly and frustrating to put right.

FOR

- Effortless punch in every gear
- Easy and cheap availability for most parts
- Well-proportioned body with decent boot
- Most people think it's an Alpine

AGAINST

- Rot is costly to eradicate when it takes hold
- Rear axle tramps at will unless modified
- Most people think it's an Alpine



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

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
Stubby
Holders**



\$6 each

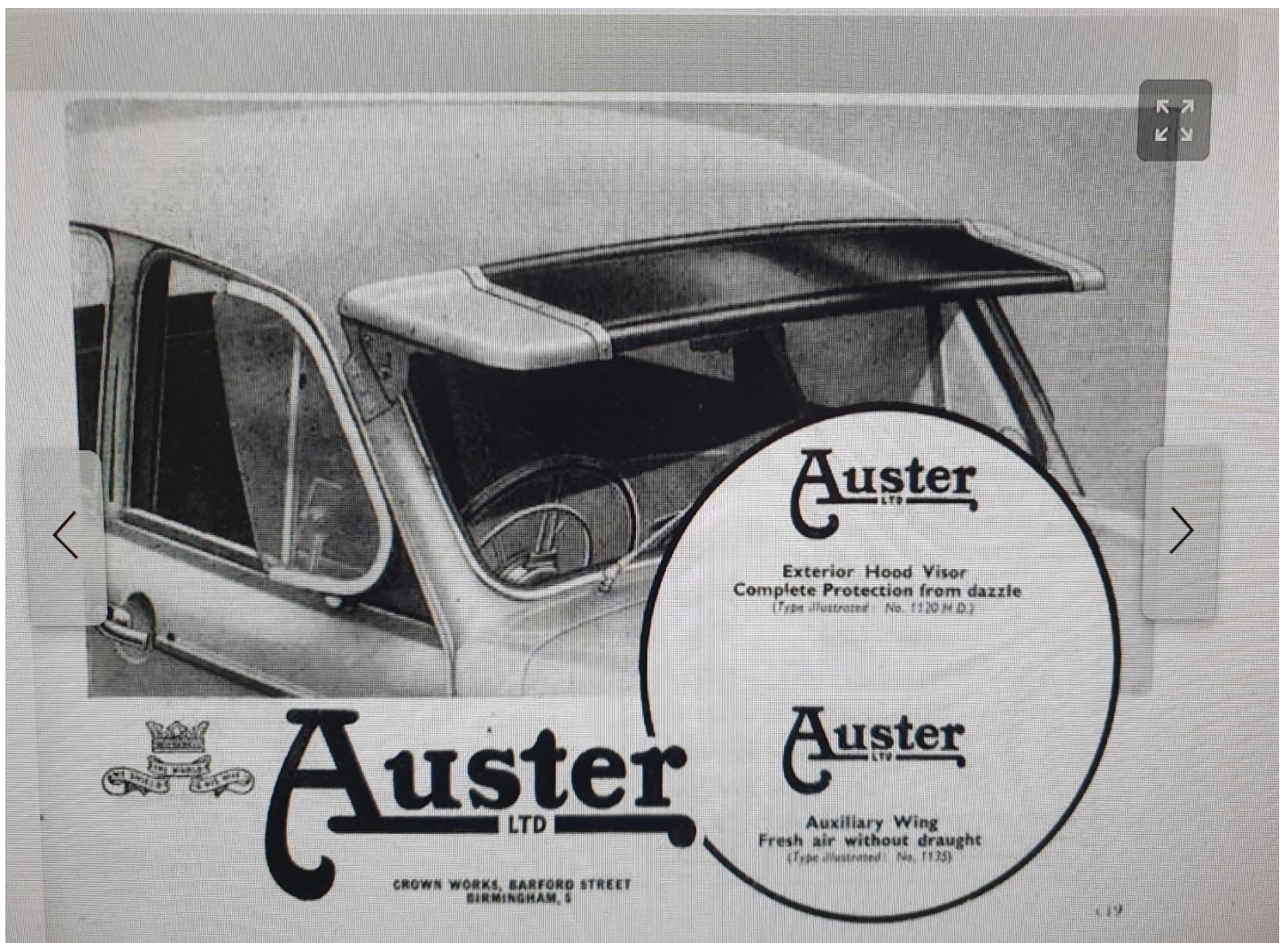
OR

2 x \$10



Classic Advertisements

Can't wait until this comes back –
especially for we poor Series 1 people with no sun visors





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**



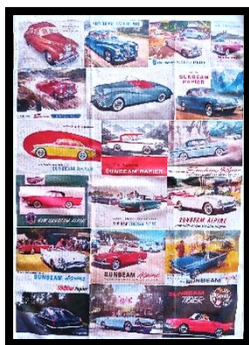
**Sunbeam
Tiger LAT
Cap**

\$25



**Sunbeam
Umbrella
Navy / Gold logo**

\$30



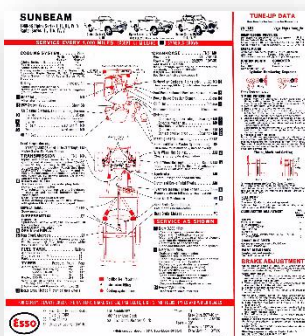
**Sunbeam
Tea Towel**

\$10



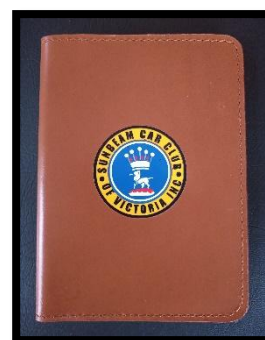
**Sunbeam
Polo Shirt
Navy**

\$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

2025 – 2026 COMMITTEE APPOINTMENTS

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WEBMASTER	Philip Livingston	alpine1bsa@gmail.com MOBILE 0414 052 736



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