

SUNBEAM TORQUE



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

March
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

PRESIDENT	Ian Andrew	icandrew1310@gmail.com MOBILE 0414 156 783
VICE - PRESIDENT	David Baldock	david_baldock@bigpond.com MOBILE 0420 407 860
SECRETARY	Ross Nye	rossnye49@gmail.com MOBILE 0412 869 075
MINUTE SECRETARY	Peter Swan	swanees5@bigpond.net.au MOBILE 0417 300 459
TREASURER	Brett Ritchie	babrahw@bigpond.net.au MOBILE 0417 155 933
COMMITTEE	Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
	Steve Brown	stevebrown25@gmail.com MOBILE 0438 442 429
	Hobey Landreth	hobeyland@gmail.com MOBILE 0478 594 561
	Philip Livingston	alpine1bsa@gmail.com MOBILE 0414 052 736
	Beryl McConachy	mcconabus@optusnet.com.au MOBILE 0412 314 822
	Dean Stewart	deansuestew@gmail.com MOBILE 0434 349 766
	Michael Ziccone	ziccone@bigpond.net.au MOBILE 0400 019 513

*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

March 2026

G'day Members and Friends of SCCV. Thank you for opening the March edition of Sunbeam Torque. I hope you enjoy the read.

What a thrill it was to gather in the early morning sunshine at the Phillip Island Grand Prix Circuit last Sunday at one of the premier historic racing events for the year. Prior to racing starting, around fifty classic vehicles, including seven Sunbeams enjoyed two parade laps. A reminder of the excitement of racing, and the space and sweeping terms of this wonderful circuit. Thanks to the Victorian Historic Racing Register for putting on such a tremendous event, to Theo Miritis for alerting us to the opportunity, and to Steve Brown for his outstanding leadership and organisation. An all-round brilliant weekend with a great showing from SCCV, even allowing a Morgan 4/4 to gatecrash. It was also good to catch up with Richard Cardew from NSW campaigning a Series II Alpine in Regularity events. Richard is a published author as well as a Sunbeam enthusiast. See: <https://hsrca.com/2025/12/living-the-past-fast-now-available/>

I believe the Club also put in an appearance at the Vintage Rally in Kalorama on the same day. Well done to Peter Swan and Lance Boyd. We look forward to hearing about it at our next meeting.

Sincere congratulations to Hobey Landreth for successfully completing the 2026 Targa Classica held over four days from 2 to 5 March through coastal and central Victoria. I believe the Tiger performed both reliably and admirably, attracting much attention along the way, including a hero's welcome from the children of Mirboo North Primary School. Driver and navigator survived the reception, as well as the Targa Classica. Well done Hobey! You're an inspiration to us all and I wonder if we might see more than one Sunbeam in the 2027 event. Want to know more? Take a look at <https://targaclassica.com/> or pop along to the meeting on Wednesday and hear Hobey speak about his adventures and see photos taken by enthusiastic spectators.

Read on for our upcoming events which include an invitation from the Rootes Group Car Club to join them at the Healesville Picnic Races on Saturday 28 March. Sounds fun to me. Numbers will be required via an RSVP to the RGCC President. (Bernie Meehan - M: 0412 392 470)

We are also not far away from the 'Marysville Meander' on 18 - 19 April. This is our overnight trip through the Yarra Valley and Victorian mountains, stopping in Marysville, including attending the 'Highball Goes Country' event at the Erindale Hayshed in Taggerty on Sunday. This will be great social occasion with hundreds of classic and special interest vehicles coming together to raise money for the CFA brigades hit hard by the recent bushfires in Longwood to Yarck. If you are interested in attending but are yet to register, please contact the Committee. I'm sure we can make room.

On 17 May it will be time once more to wave the Sunbeam flag at the RACV Cavalcade of Transport when car clubs are encouraged to hit the road and show Victorians just how big our movement is. We've been heading east for a number of events, so be on the lookout for a destination to the north or west of Melbourne. Hopefully some regional members will be able to join in.

With so many opportunities to join classic car events, you might find yourself in the running for the prestigious 'Most Seen Sunbeam' trophy. Official Club events, those noted in our Club Calendar, are easy to track, but you might be eligible for points at an event where you are the sole attendee. Let us know so your attendance is recorded. I wouldn't want a member to miss out on a trophy.

Do you recall me mentioning a media release from the Australian Motoring Heritage Foundation on the Automotive Heritage Economic Impact Survey (AHEIS)? Go to this link to learn about the important economic impact of our hobby.

<https://motorheritage.org.au/economic-value-study-of-australias-historic-vehicle-> Well done AHMF for this great piece of work.

That's all from me. I'd love to see you this Wednesday for our General Meeting. Joining for dinner? Let us know via WhatsApp so we can confirm numbers, or give a committee member a call.

*Too much Sunbeaming
will never be enough!*

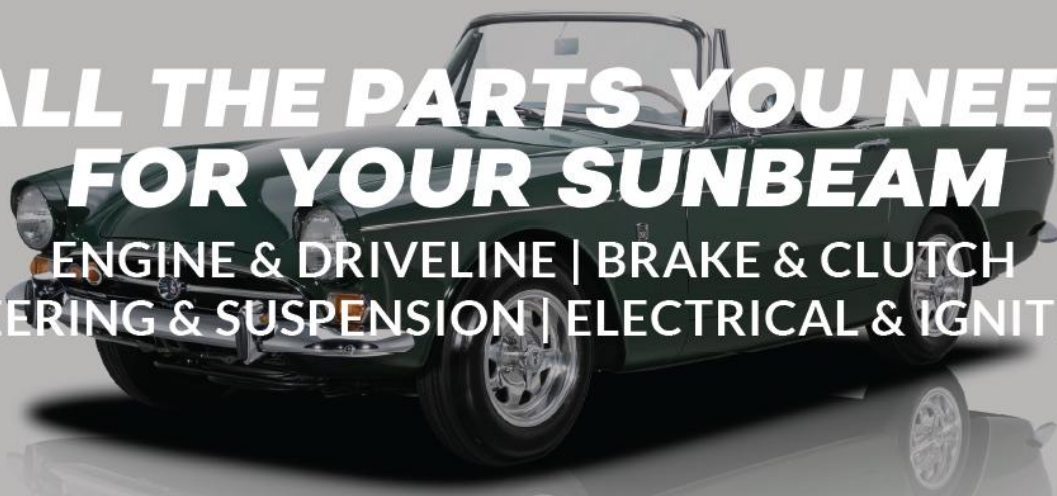
Ian



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2026 Calendar of Events

MONTH	DATE	DAY	EVENT
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>
March	28	Saturday	Rootes Group Car Club Invitation To the Healesville Picnic Races RSVP: Club President Bernie Meehan 0412 392 470 Refer to Flyer in this Newsletter
April	3 4 5 6	Friday Saturday Sunday Monday	
April	5	Sunday	 DAYLIGHT SAVING ENDS 3:00 AM TURN CLOCKS BACK 1 HOUR
April	18 19	Saturday Sunday	*** Club Event *** Marysville Meander Weekender MEET: 10:30 am at Croydon Maccas 101 Maroondah Hwy, Croydon Refer to Flyer in this Newsletter
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



2026 Calendar of Events

MONTH	DATE	DAY	EVENT
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	Fri Sat Sun	2026 AOMC / RACV Florence Thomson Tour Classic Car Tour for LADY DRIVERS ONLY This year the Tour is based in the Shepparton area florencethomson@tiscali.net.au
May	10	Sunday	<i>Happy Mother's Day</i> 
May	17	Sun	*** Club Event *** Cavalcade of Transport National Motoring Heritage Day HELD IN ALL AUSTRALIAN STATES <i>SCCV Club Run To Be Advised</i>
May	27	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

Invitation from Rootes Group Car Club

On behalf of the Rootes Group Car Club, it is my pleasure to invite all your Club members and their families to join us at the Healesville Picnic Races on Saturday, 28th March. Details are enclosed in the attached document.

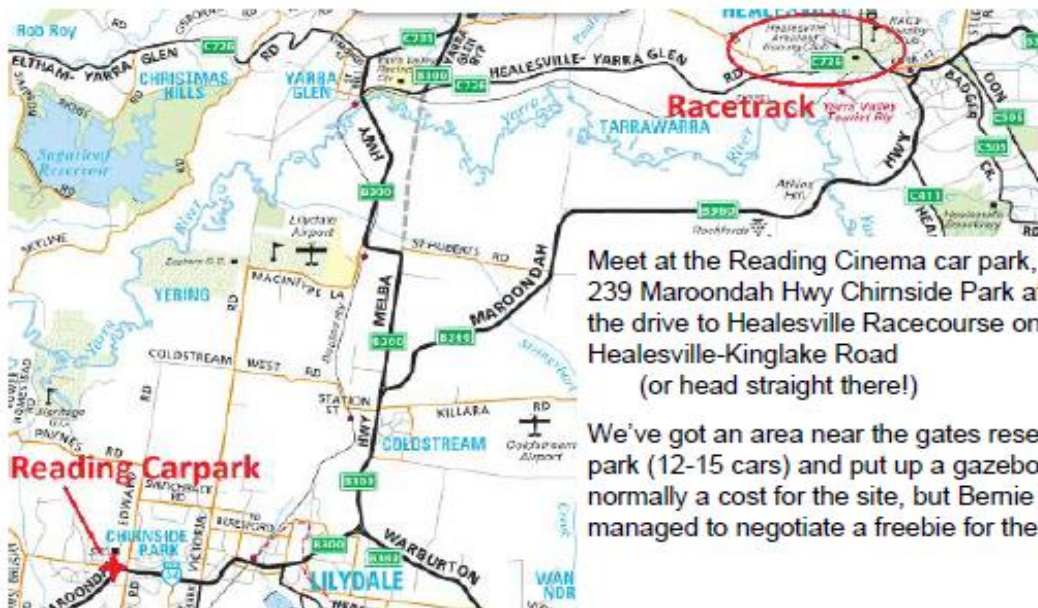
We have been allocated an area where we can sit and enjoy the day with our cars and fellow Classic Car enthusiasts. Bring a picnic lunch and a chair, or purchase something at the course.

The weather is expected to be a glorious Melbourne Autumn day, perfect for our cars. Spaces are limited, however, so you have to let us know if you want to come.

RSVP Call me on 0412 392 470 to secure your place.
Bernie Meehan
President
Rootes Group Car Club



Healesville Picnic Races – Saturday 28 March



Meet at the Reading Cinema car park, 239 Maroondah Hwy Chirnside Park at 9am for the drive to Healesville Racecourse on Healesville-Kinglake Road (or head straight there!)

We've got an area near the gates reserved to park (12-15 cars) and put up a gazebo. There is normally a cost for the site, but Bernie has managed to negotiate a freebie for the Club.

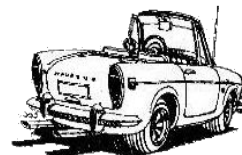
It is first in best dressed, so we need to get people to RSVP to secure a parking spot.

TARGA CLASSICA

*The Tiger Takes on
the Targa Classica
on Backroads of
Regional Victoria*

MARCH 2 – 5, 2026

(Page 1 of 4)



By Hobey Landreth

The dictionary definition of “Targa” tells us that it is an Italian noun meaning “plate” or “shield”. In the motorsport world, it was the name of the trophy awarded to the winner of the famous Targa Florio, and now is a broad term used to designate a road race competition, usually involving time and distance calculation. I have steadfastly avoided participating in these events over the years, as it seemed they were more about the math than about the driving. That changed on March 2-5, 2026, when, along with navigator Kleo Mandikos, I participated in the four-day 2026 Targa Classica in my Sunbeam Tiger Mark 1.



TARGA CLASSICA

MARCH 2 – 5, 2026

Over ninety cars divided into two classes (cars produced 1906-1976, and 1977-2023) were directed to wind their way through 1,227 K's of regional Victoria using a thick binder that provided turn by turn instructions down to the tenth of a kilometre.

(Page 2 of 4)

The route was spectacularly curated. There were occasional rough sections, but these were followed by long stretches that were smooth, honest in design and inspiring to drive.

Day One began with a midday 'off' from Point Leo. With San Remo as our objective, it was the shortest day of the Targa at 176 k's. We were routed through Lang Lang, The Gurdies, Glen Forbes, Archie's Creek, Dalyston and Kilcunda, eventually reaching our destination from the east. The cool, drizzling conditions didn't deter us, and the countryside was spectacular.

Day Two was a 391k loop that included the Bass Coast, Inverloch, Prom Country, Mirboo North, Hallston and Glen Alvie before returning us to San Remo.

As we passed through country towns we were greeted by the locals who set up picnics on their front lawns and chairs in the back of utes and pickups. The Targa Classica advance team had been through weeks beforehand, informed town councils of our drive by timing, and distributed paper flags to wave. In town after town, they were out in force, honking horns and waving as we honked and waved back. The routing took us past local Primary Schools where the staff lined up the kids along the curbs, and as we pulled up they screamed with delight and asked for autographs. In one town I was presented a homemade greeting card exclaiming "thank you for showing me your car!" I sent a Tiger hat and thank-you note to the student in response. For me, this was an unexpected and utterly joyful experience.

On the morning of Day Three we broke camp at San Remo and headed northeast through Kongwak, Bena, and eventually Drouin East for lunch. Then on to Noojee, Powelltown, Gladysdale and the Yarra Valley Lodge, our destination for the night. At 348 k's it was a little shorter than Day Two but was equally beautiful and more remote with several sections beyond cell coverage.

Each day, we were directed into timed stages that came in two forms. In the first, we were directed into park roadways or local go-cart tracks that were divided into short segments that the car must travel in a specified time.

TARGA CLASSICA

MARCH 2 – 5, 2026

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Some of these tracks were so gorgeously tempting that the aspect of a target time quickly flew out the window, along with your water bottle and coffee cup and any other loose material in the car.

In the second, there were longer timed zones where you were asked to maintain an average speed from start to finish. Kind of like a 'flying mile' but over multiple miles, and with an average that was at or near the speed limit.

This was harder than it sounds, as tighter sections and road traffic could play a role. You are penalized for missing the target metric using a point system.

While there was a target time for completing the entirety of the day's run, there was no penalty for missing it. This takes the pressure off bathroom breaks, refuelling, traffic, etc. We used Rally Tripmeter as our speed and distance app – there were no restrictions on what tools could be used. This takes the pressure off your marginally accurate speedometer.



Day Four was the run home. Final destination: the Garden Square at the Tennis Centre in Melbourne. But it was far from a direct shot. We headed north, through the fog via Kinglake and Flowerdale, onto Broadford and Hildene. More schoolkids lining up and cheering, Targa Classica flags waving. South to Hanging Rock and Mt Macedon, we then gained the Melbourne Airport from the east, avoiding the Freeway until the very last moment.

Pulling into the finish, the Targa Classica event team welcomed contestants with banners waving and accolades from a public address announcer.

TARGA CLASSICA

MARCH 2 – 5, 2026

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The variety of cars on the Targa was stunning. An impressively pacey 1930 Oakland led us out each day, followed by Mercedes coupes, Porsche 356's and 911's, MG's, a Ferrari 365 GT, a Jensen Interceptor and a pair of BMW 3.0 CSI's. There was a re-bodied 67 Mustang 'Eleanor' tribute, and Aussie muscle in a 302 powered Falcon Ute, an XB Falcon Coupe, and a trio of Holden Torana's. Amongst newer stuff, European marques were well represented with Porsche, Audi, BMW and Ferrari all weighing in.

The 1954 Fiat Otto vu Zagato that competed in both the 1955 and 1956 Mille Miglia, and many retrospective Miglia's since, was the rallying crown jewel of the event. And very impressively, David Reidie and Simoen van der Meent brought it home as the overall winner in the Classica category.

Over the four days, the Tiger held its own without any issues.

As usual, it garnered praise for making big, healthy sounds those little cars don't normally make. It only missed a beat when I ran it out of gas while pursuing a

Jaguar XK180 and ignoring the gauge. Luckily another participant, Mike in the Karman Ghia, had a jerry can of fuel and we were only slightly delayed.



Great memories, amazing experience, wonderful people, outstanding cars, and oh yeah, incredible food three times a day. Would I do it again?

With the right navigator, yes. I thank my brother-in-law, Kleo Mandikos, profusely for the excellence he delivered in that role.

Time and distance rallying. Not so bad after all!

➤ Thanks to Hobey Landreth....Ed



For Sale

1962 Series 1 Sunbeam Rapier

\$10,000 negotiable



REG No: NPA 016 (QLD)

Matching numbers, Chassis No. & Engine No: B 3060153

Very original car. 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.

Includes another rusty body complete with engine, gearbox, o/d, rear axle, no interior trim.

(Body is on wheels and rolls Ok)

Car is on club rego and not transferable

Price is negotiable.

Ask for more photos

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Trevor Booth

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trevor@adcoteng.com.au

ROOTES GAZETTE

INCORPORATING ABBOTT, BARST, GAZETTE

No. 53 A ROOTES ARCHIVE CENTRE TRUST PUBLICATION

February 2026



The Rootes Archive Centre Boardroom



Below is the link to the February 2026 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 right-hand 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 right hand corner above the newsletter image.

Here is the link:

: <https://tinyurl.com/3bzubzkm>

For Sale

Sunbeam Tiger

\$69,000



Chassis No: B 9472813 HROFE Engine No: V831Z22P

Paint and body in very good condition. It has no rust and no oil leaks.

The engine was completely rebuilt by Phillip Head Service in 1997.

The entire cooling system has been replaced, including: a modern radiator core in original radiator body, a 3000cfm thermo fan, water pump, plumbing and inline filter. She runs as cool as a cucumber! The car has high back sports seats and sports steering wheel, making my Tiger more comfortable and practical to drive. I have the original seats and steering wheel for re-fitment if preferred.

Contact Wayne Jones
waynejone@gmail.com
(ACT)



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 at Croydon Maccas, 101 Maroondah Hwy, Croydon at 10.30am on Saturday, 18 April 2026.
- Enjoy a pleasant drive through the Yarra Valley to a pre-booked venue for lunch around 12.30pm.
- Traverse the wonderful and dramatic Reefton Spur, descending into Marysville. Put your feet up or explore this picturesque village, staying overnight, and dining together at a local bistro.
- 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
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 HIGHBALL
MEDIA RELEASE

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

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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

Classic choice

Sunbeam Talbot



Dick Harding's very presentable 1955 Sunbeam 90 Mark III.

WHEN the Rootes Group took over the old established Sunbeam and Talbot companies in 1935 there was, not unnaturally, much wailing and gnashing of teeth. But Rootes proceeded on their customary way of badge engineering and in 1938 the two makes were merged to create the Sunbeam-Talbot marque with up market variations of the Humber/Hillman theme as the order of the day. However, it wasn't until 1948 that a new generation of Sunbeam-Talbots was announced. Previously side valve engines had been the norm but the new 80 and 90 models boasted overhead valve engines, achieved by converting 1185 and 1944cc side valve units. For some reason, which I have yet to see explained, the smaller capacity one had its manifolding on the nearside while the larger had its pipery on the offside! Although both models retained pre-war cart springing all round, Rootes' stylist, Ted White, came up with a supremely elegant sports saloon which perhaps to some extent compensated for the rather old fashioned mechanics. A coupé version was also offered.

Although the smaller capacity car was dropped after two years the 90 received independent front suspension in 1950 and the engine capacity was increased to 2267cc. For 1953 came the IIA, with better brakes and improved handling. In 1955 the Mark III arrived but the Talbot name was dropped for this model although the badge was retained. A more powerful engine, as used in the Humber Hawk VI was adopted. Production finally ceased in 1956 though the following year the IIS appeared which was a specially equipped saloon, produced by Castle Motors of Leicester.

These cars certainly lived up to their sporting image for Norman Garrad, who had campaigned Talbots in the days of the old company, set up a competitions department and in 1949 Rootes won a special prize for the best non-French team in that year's Alpine Rally.

Then, in 1952, a team of 90s won three Coupés des Alpes awards in the same event. It was at this time that George Hartwell, a Rootes team driver from Bournemouth, took a 90 coupé and, with the minimum of modification, converted the four seater into an open two seater and sharpened up the performance of the engine. Rootes took a great interest in the project and decided to produce the two seater themselves. It was called the *Sunbeam Alpine* in recognition of the marque's triumphs in the event. The model went into production in 1953. Success came in the Alpine Rally of the same year when the factory team carried off no less than four Coupés des Alpes. Then, in 1955 Rootes achieved a Monte Carlo Rally win when the Mallory/Fadum team received victory laurels in a 90 saloon. The same year the two seater Alpine ceased production.

But what are the snags of buying one of these good looking sports saloons and two seaters? To find out I went to talk to Dick Harding, who is Southern Area organiser of the Sunbeam-Talbot Alpine Register, and who has owned a succession of Sunbeam-Talbots, and their variants, from 1971:

Body and chassis

Inevitably a car of this age will suffer from rust! Starting at the front of the car, check the front wings adjoining the door, an all too familiar trouble spot. And on the Mark III models have a careful look around the extended air intake grilles, mud and other similar corruption can lodge there and produce some unsightly blemishes. However, a minor plus is that the wings do bolt on and if they do require repairs it's easier to carry out off the car. Also the bottoms of the doors also suffer badly, the trouble is usually caused by the familiar bug bear of blocked drain holes. The same goes for the rear wheel arch, particularly the arc that adjoins the rear door. Also examine where the rear wings are deeply recessed to receive the ends of the

bumper. It looks smart, but it rusts!

By contrast the box section chassis is remarkably long suffering. About the only place where you're likely to experience serious rusting is on the forward end of the rear spring hanger and accompanying outrigger. The Alpine's chassis is basically the same but with extra re-inforcement at the front end. Again the hanger problem is about the only one likely to manifest itself.

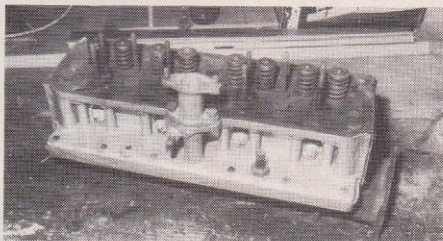
Suspension, steering and brakes

As already noted, the Mark I versions of the 80 and 90 employed half elliptic springs all round. This is a fairly viceless layout and about the only thing that can go wrong is when the packing between the front axle and the springs gets tampered with or is incorrectly positioned. Then the steering can be very peculiar! The coil and wishbone independent front suspension is the same layout as the Humber Hawk though the spring rates are different. These coils are prone to wear which will cause the front of the car to become rather "floppy" and the chances are that the nearside will be the first to succumb. Fortunately spares are still available though it might require a little detective work with part numbers to obtain them from the usual retail outlets. Shock absorbers are of the Armstrong lever variety and Sental Spares of Oldham, Lancs. do arrange a reconditioning service. Silentbloc bushes for the rear springs are available though those used between the shackle and chassis are tricky to obtain. The Burman re-circulating ball steering box doesn't wear too badly. If a certain vagueness is apparent then the chances are that the wear can be found in the idler. Slackness often occurs because of lack of maintenance, the two grease nipples requiring attention at least every 1000 miles.

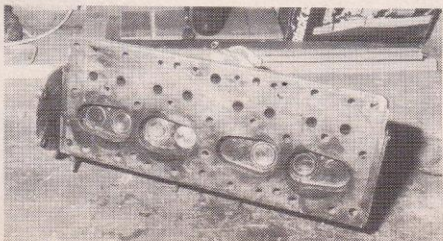
Brakes are Lockheed hydraulic and the Mark III saloon benefited from better brakes with 15/16in wheel cylinder in place of the 7/8in ones previously employed. Fortunately these later wheel cylinders are interchangeable with the earlier type and have the added advantage of being the same as those used on the Morris 1000 which is a major plus. The master cylinder

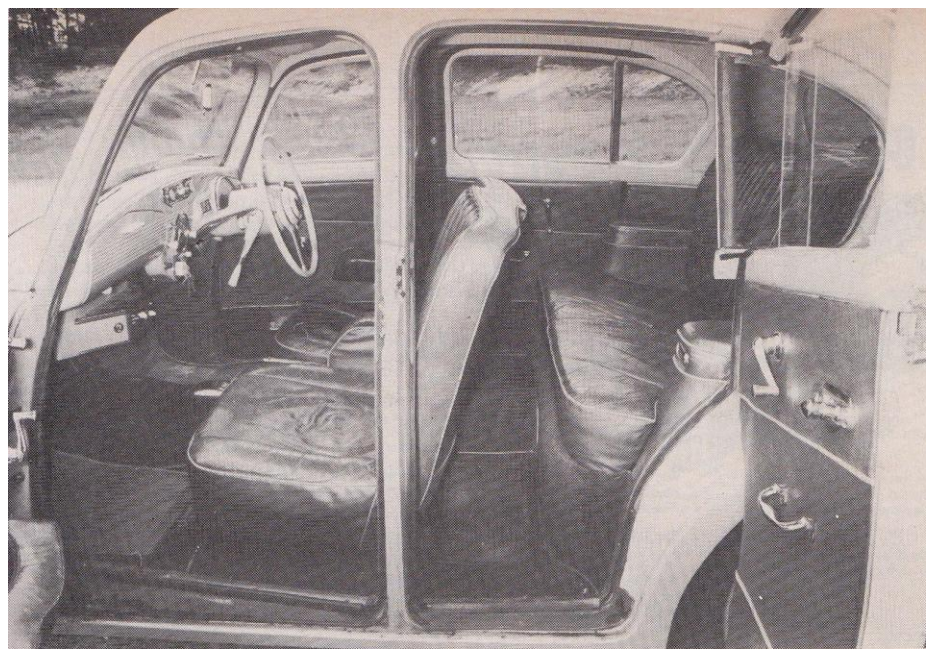


Left, a 90 minus the bottom oil control ring, as fitted in the engine by the factory.

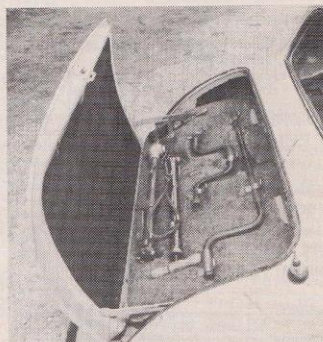
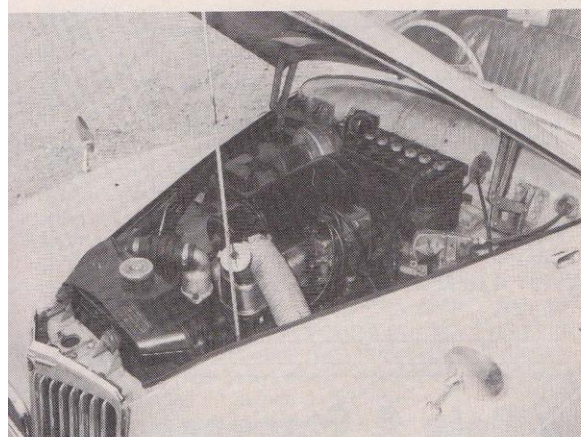


Below, Mark III combustion chambers. Porting was different on this later model, incidentally.



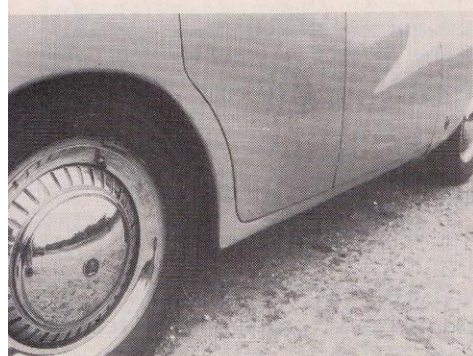


Above, the 90's well finished interior. Note the distinctive pillarless look at the rear windows.

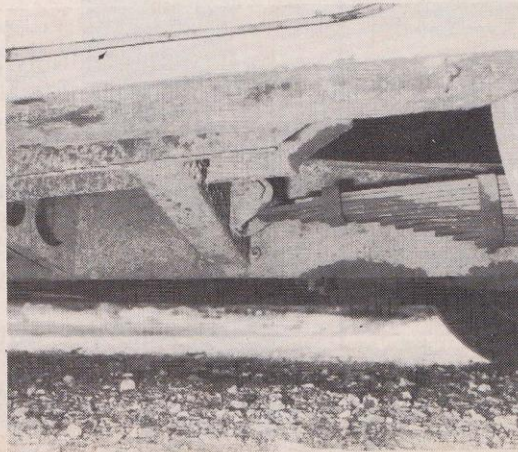
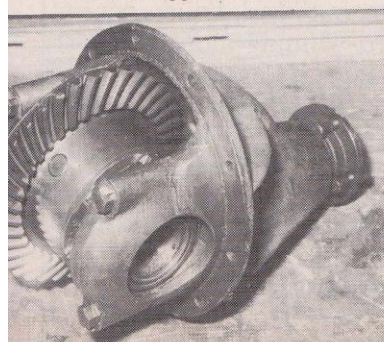


Left, the Mark III's under bonnet prospect and above, tools fitted in the boot lid is another pleasing feature.

Below, areas to check for rusting; left, the forward edge of the rear wheel arch adjoining the door and right, where the rear bumper snuggles into the rear wing.



Below, an overdrive Mark III's differential and housing. The cage can break up, however. Right, the forward rear spring hanger and chassis outrigger can rust badly.



is also the same as that used on the early Morris Minor though you will have to change over the filler. Nevertheless this is an enormous advantage when you're faced with a worn cylinder which can no longer be re-rubbered. Unfortunately the flexible rubber hoses employed in the braking system are rather more difficult to come by.

Engine, gearbox, transmission

The engines used in these cars should be the least of your worries. They're strong, reliable units which seldom give trouble and you can track down most parts. Components that might give cause for concern are the timing chain tensioner, while the exhaust valves are slightly prone to burning out on the pre-Mark III models. If you do have occasion to strip the engine for any reason and the lower oil control piston ring is fitted then you'll know that you aren't the first person to take it apart as the cars left the factory without the ring in position. A good oil pressure reading is 40 to 50psi and anything down to 30psi is usually acceptable, but beware anything below that.

Unfortunately the gearbox is the weakest component on the whole car. It's an uprated Hillman Minx unit and has synchromesh on second, third and top gears. Third gear synchro usually gives trouble first while the teeth wear badly in first and reverse. Therefore if you're road testing a car, keep an ear open for any unfortunate gearbox noises. A column gear lever is employed although Castle Motors of Leicester offered a floor conversion which gave a more positive change. Overdrive was an option on the Mark IIA saloon and Alpine I but was virtually standard on Alpine III and accompanying saloon. The Laycock unit isn't particularly prone to trouble.

Similarly the rear axle is fairly well behaved but early cars can suffer from the differential cage from breaking up. A unit from a Humber Hawk or Snipe can be fitted in its place.

Interior

The models have well appointed interiors and the seats are upholstered in leather. Trouble is that water always seems to get in and tends to rot out the floor beneath the front seats. It probably arrives via holes in the bulkhead or through damaged rubber drain pipes from the sliding roof (all saloons are fitted with them), which pass through the inside of the front wings on their downward journey.

Spares and how much?

Like most cars of their age, these vehicles do suffer from lack of replacement body panels and all you can really do is to repair what you've already got. Fortunately the mechanical spares situation is rather better, largely because many of the parts were perpetuated on subsequent Rootes vehicles. There are three principal sources of supply, Graham Brooks of 19 William Street, Leyton, London E10, R. J. Grimes Ltd., of Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey and Suntal Spares of 47, Rippenden Road, Oldham, Lancs.

If you own, or are thinking of buying one of these cars then membership of the Sunbeam-Talbot Alpine Register is a must. Anyone wishing to join should write to John Tolhurst of 201 Havant Road, Hayling Island, Hants., who has temporarily taken over from the late Gerry Simonds, who did so much to build up STAR.

And how much should you pay for one of these stylish Sunbeams? Well, a good condition saloon now goes for around £1800 while the rarer coupé might fetch £2500. Also Alpines are rather more expensive, presentable examples reaching £2000 or so. But then there were only about 2500-3000 of them compared with around 23,000 of all the other models.

Soft and mellow

You may have come across, on some cars of the late 1930's and, I think, the early post-war period as well, a horn button which gives a loud note when pressed on one side and a softer note when pressed on the other side. Some Wolseleys, if I remember rightly, had this system. An alternative system used a single-press horn push and a separate two-way switch for loud and soft.

Most of these cars have rubber covered wiring which is often in pretty poor shape nowadays, and the wiring of loud and soft button often causes head scratching. The most often used system was the Mellotone one, with a relay box between the horn push or two-way switch, and the pair of horns. In the Mellotone relay, there are two relay solenoids, and the unit has its own 35 amp fuse — a point which is sometimes missed.

On the relay are 5 terminals labelled H, L, S and E, and the last with a plus sign. The plus terminal takes the feed from the battery, two cables go to terminal H, one for each horn, and terminal E goes to chassis earth. That leaves L and S which, as you might suspect, stand for loud and soft.

Under the two-position horn push are three terminals. The centre one goes to chassis earth, and the other two are the contacts for loud and soft. Yes, you've guessed it, the "loud" contact goes to L on the relay and the "soft" contact goes to S.

The one-position horn push with a separate two-way switch has either two terminals or only one. If there are two, one goes to chassis earth and the other goes to the centre contact on the two-way switch. If there's only one terminal on the push it connects to the centre contact on the two-way switch and the push earths itself, usually on the steering column, when you push it. The other two terminals on the two-way switch go to L and S on the relay. Back in the 1950's I owned a 1936 Rover 14 which everyone called Ada from its number plate ADA 32 (where are you now, Ada?). On these pre-war Rovers from about 1934 to 1938 or thereabouts, and only on the 10, 12 and 14hp models if I remember correctly, the flywheel was held on the end of the crankshaft by studs and nuts whereas on the other models it was held by setscrews. Sorry to be a bit vague about the actual years and models, but it was over 20 years ago.

Anyway, I wanted to fit a new clutch and found that the only one I could get was a later type which would do the job except that the clutch plate fouled the crankshaft to flywheel studs. I was a little apprehensive about replacing the studs with setscrews because the nuts were split-pinned and the studs were centre-punched at their crankshaft ends to lock them. I didn't want any chance of the flywheel coming loose and deciding to seek pastures new through the bell housing.

But it was either that or leave the car without a clutch, so I marked the flywheel and crankshaft to get them back in the same relative positions, both to get the timing marks right and because they had originally been balanced together, took the flywheel off and used a stud box to take the studs out of the crankshaft flange. It was a bit of a struggle because of the centre-punched locking, but they came in the end. I cleaned the threads up with a greased tap to stop swarf getting inside the engine, and replaced the flywheel with setscrews locked in pairs by locking tabs which I adapted from some intended for an Austin A70.

I also had to take off and leave out the oil deflector because the new clutch centre plate had a ring of torque springs round the centre splines whereas the old centre plate had a plain centre.

P&S TIPS

**Our Practical Editor
offers advice on electrics,
timing and head
tightening**

When I offered up the new clutch again it cleared everything — just — and was still working perfectly with no symptoms of oil leaking to it when I sold the car some years later.

Timing Ford V-8s

Timing the ignition on pre-war Ford V-8s, both the 22hp and the 30hp, and the wartime ex-US army V-8s, can be a very hit or miss affair if you haven't got the Ford electrical timing jig to set the distributor when it's off the car — and there can't be all that many of those around these days.

You can, however, get the timing pretty near right by a rule-of-thumb method, and though you might not be spot-on, you'll at least be near enough to start the engine and make final adjustments on the road.

You start by bringing No 1 piston nearly to the top of its compression stroke. Remember that on Ford V-8s the cylinders are numbered 1 to 4 from front to back on the right-hand bank and 5 to 8 from front to back on the left-hand bank. Then you continue turning the engine till pistons 2 and 3 are an equal distance from the top of the block. This is naturally easiest to judge when the head's off the right-hand cylinder bank, but it can be judged as near as dammit by using long wires — pieces of welding rod are useful — down the plug holes.

Set the two contact breaker points, push the advance and retard setting on the distributor to its lowest (fully retarded) position and, with the ignition switched on move it upwards till you get a spark at No 1 plug. Then move the setting lever up one more gradation on its scale. This, with a bit of luck, will give you the correct static ignition timing of 4° before TDC.

Confusing fusing

A chap came to me a year or two back very puzzled about the behaviour of the electrics on his pre-war little Fiat road-louse as we always used to call them, the little 500cc model that looks like a baby Beetle but with a water cooled engine at the front with the radiator up against the bulkhead. They're pretty rare animals these days, and many people have forgotten the somewhat peculiar fusing that Fiat used on them.

At first glance it looks as though there aren't any fuses, but there are — two of them — at the back of the lighting switch. The peculiar part about the fusing is that the main beam of each headlamp is fused separately. On this chap's car, the left-hand headlamp main beam, horn and rear lights wouldn't work but everything else, including both dipped beams, did. All that was needed was one new fuse at the back of the switch. There didn't appear to be any short circuit, so presumably the fuse just died of old age.

On later Fiat 500s, the circuit was altered slightly and one fuse protected the right hand main beam, panel light, rear lights and screen wiper. The second fuse protected the other circuits. The dynamo, ignition and ignition warning lamp weren't fused at all.

Another little peculiarity on early models was mechanical semaphore trafficators operated by electric solenoids behind the dash, but they were always giving trouble and later models did away with the solenoids and used a straight mechanical linkage with a lever on the dash.

They don't like it hot

Here's a short tip about engines with aluminium heads, particularly side valve engines where the head's nothing like as deep as that on an ohv engine. I'm thinking about engines such as big side valve Humbers — Snipes, Pullmans and Hawks — Mayflowers, Renowns and so on.

If you have the head off one of these remember that you should tighten the head nuts down only when the engine's cold. I can remember several cases over the years of warped or even cracked heads because the owners had followed the practice with cast-iron heads of giving the nuts a final tighten down after the engine had reached operating temperature. If you're doing one — don't. Because of the differential expansion between the aluminium head and the steel studs all sorts of wrong stresses are imposed on the head if you tighten the nuts fully when things are hot.

*A picture from the 1950's of a young(ish)
Practical Editor with Ada, his 1936 Rover 14.*



PHILLIP ISLAND PENRITE 100 CLASSIC

*SUNDAY
15th MARCH 2026*



If I may quote Hobey Landreth's reaction to the day.

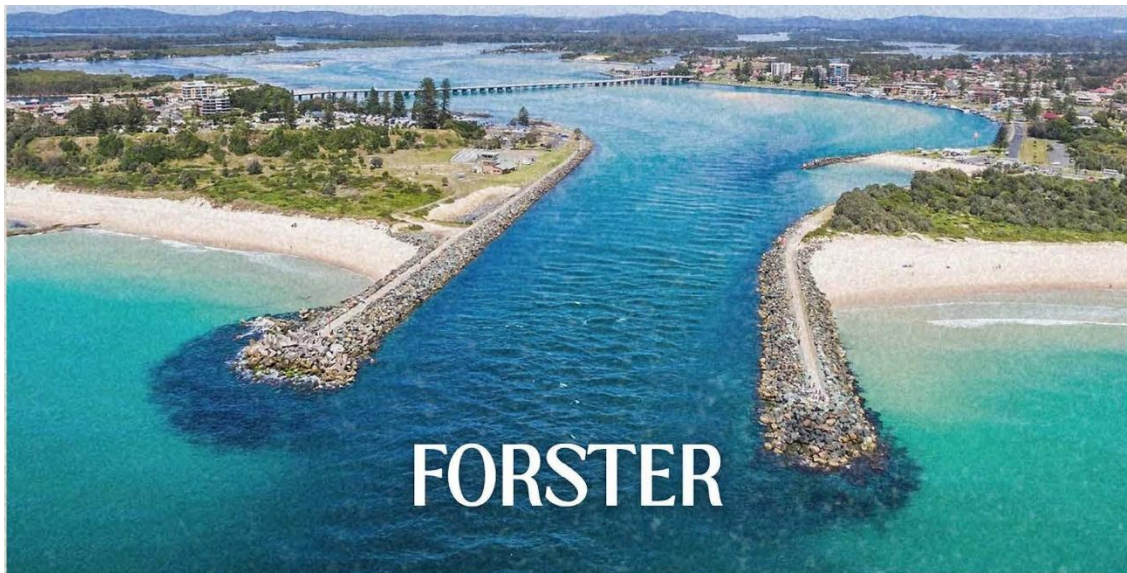
"I would like to thank Steve Brown for an outstanding job leading the charge at the track today. And equally Theo Miritis for pulling the SCCV into the Cobra pre-dawn raid onto Phillip Island. I love the smell of octane in the morning. Smells like ...Track laps with good friends."

48TH SUNBEAM NATIONAL MEETING

September
11-14th 2026



Sevan Apartments
Forster **NSW**



REGISTRATION PACKAGE

<https://www.sunbeamcarsnw.org.au/>



Registration Form

48th Sunbeam National Rally, 11-14 September, 2026



Booking in the name(s) of:		
Address:		
STATE:	Telephone:	
Email		

Name(s) of Persons attending (as it will appear on name tag)	
1.	2.
3.	4.
DRIVER/VEHICLE DETAILS:	
Driver:	Make:
Model:	Colour:
Year:	Reg No.

To secure your place at the Nationals, you need to book your own accommodation (See overleaf) and pay either the **dinner/entertainment fee of \$275** (or a **\$100 DEPOSIT**).

PAYMENT OPTIONS:

- ☐ Please find enclosed **DEPOSIT** for entertainment package ____ persons at **\$100 person**
☐ Please find enclosed **payment** for entertainment package ____ persons at **\$275 person**

Total amount PAID: \$ _____ BALANCE (**PAYABLE BY JUNE 30**) \$ _____

You can deposit directly into our club's bank account, details below:

SUNBEAM OWNERS CLUB INC		REF: (Your surname)	
BSB No:	062204	Account No:	10005837

I have made a deposit of \$ _____ to the SOC NSW Bank Account **IMPORTANT NOTE:**
Please include SURNAME with direct bank deposits to assist in registration process.

ACCOMMODATION:

SEVAN APARTMENTS 14-15 Head Street FORSTER 02 6555 0300

Book in early to secure your room! (Undercover parking included).

If you pay by direct deposit you will still need to send a Registration Form to: Alan Todd by scanning as a pdf attachment and then emailing to: soc.nsw.treasurer@gmail.com or post to: Alan Todd 123 Somerville Road, Hornsby Heights NSW 2077 (Ph 0439 471 129).



Registration Form

48th Sunbeam National Rally, 11-14 September, 2026



Please note any special **dietary** or **medical** requirements here:

NAME: _____

- ☐ Vegetarian
- ☐ Vegan
- ☐ Gluten Free
- ☐ Nut allergy
- ☐ Disabled access required

☐ Medical condition _____

☐ OTHER (Please specify) _____

NAME: _____

- ☐ Vegetarian
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- ☐ Gluten Free
- ☐ Nut allergy
- ☐ Disabled access required

☐ Medical condition _____

☐ OTHER (Please specify) _____

(Please book and pay for your own accommodation separately):

☐ **SEVAN APARTMENTS FORSTER (NOTE: mention 'SUNBEAM' when booking your room)**

Ph: (02) 6555 0300 bookings@sevan.com.au

Comments/suggestions:

Email enquiries regarding payments to:

Alan Todd: soc.nsw.treasurer@gmail.com

Enquiries on Nationals Program to Sunbeam Owners' Club of NSW:

President:	0408 636 414 David Petrikas	david@prstrategy.com.au
Treasurer:	0439 471 129 Alan Todd	soc.nsw.treasurer@gmail.com
Event coordinator:	0434 546 443 Paul Tollis	paulfredtollis@gmail.com

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48th Sunbeam National Rally, 11-14 September, 2026





48th in FORSTER NSW 11,12,13 September 2026

Nationals program & entertainment package

1. Friday 11th September

Registration at Forster Surf club 4pm to 6pm – 1st drink free – voucher \$10 a head, included in Package.

2. Bus to Forster Bowling Club

6pm to 10pm Dinner included in Package.

3. Saturday 12th September

Egg & bacon roll included in Package. (Also, coffee van)

Or breakfast at own cost at various nearby cafes e.g.

Beach Bums Café (info supplied at Registration).

4. Show & Shine @ John Wright Park, Tuncurry

8am to 12:00 (map supplied, coffee van available)

Free afternoon, recommend:

i National Motorbike Museum (includes vintage cars) at

Nabiac – \$10 included in Package (Maps supplied).

ii Chris Page car collection on Oxley Island – Free.

Dinner at Lakes & Ocean Hotel 6pm to 10 pm included in Package.

5. Sunday 12th September

Breakfast at own cost at your choice of location.

6. Tour to Farmers Wife Distillery. Lunch included in Package

drinks at own cost.

Depart Sevan at 10:30am for a leisurely drive

7. Dinner at Club Forster 6:00pm to 10:00pm

Awards and Dancing included in Package.



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

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Large Patch: \$25

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

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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*

Club Authorised Signatories: *Ian Andrew & Brett Ritchie (Sign CPS Renewals)*



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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**Sunbeam
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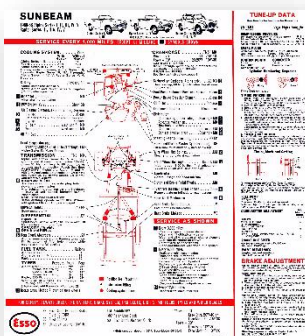
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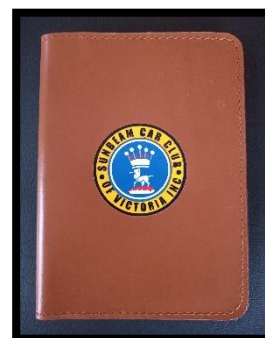
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**Sunbeam
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Cover**

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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

AOMC REPRESENTATIVE	Ross Nye	rossnye49@gmail.com MOBILE 0412 869 075
CLUB PERMIT SCRUTINEERS	Ross Nye	rossnye49@gmail.com MOBILE 0412 869 075
	Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
AUTHORISED SIGNATORIES (Sign CPS Renewals)	Ian Andrew	icandrew1310@gmail.com MOBILE 0414 156 783
	Brett Ritchie	babrahw@bigpond.net.au MOBILE 0417 155 933
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	stevewbrown25@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
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