

SUNBEAM TORQUE



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

April
2026



Sunbeam Car Club of Victoria Inc.

Reg No A0003752G
ABN 32 446 103 408

CLUB CONTACT INFORMATION

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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

April 2026

Engine oil changed, new oil filter element, gear box oil topped up, new Air Filter elements, all grease points lubricated, tyres inflated, test drive, refuel, replace Club Permit sticker, check log book, wash and chamois.

Ready to go! Greetings to Members and Friends of SCCV. Welcome to Sunbeam Torque for April 2026. I hope you enjoy the read. A busy day today but all has gone well on the Rapier maintenance front and I can now sit down to write my monthly message to you, our valued members.

All the preparation is for our weekend away on 18/19 April, Leaving from Croydon, stopping overnight in Marysville with lunch in the Yarra Valley along the way. On Sunday we will be at the 'Highball Goes Country' event at the Erindale Hayshed in Taggerty. This promises to be a large gathering on unique and classic vehicles with the noble aim of raising money for the CFA brigades hit hard by the recent bushfires in Longwood to Yarck. I want to add, that while fuel is expensive, and potentially scarce, the charitable intent of this event, along with its proximity to Melbourne, make it an ideal event for the Club during a difficult period of world economics. All going well, we will report next month on another successful event for SCCV.

Last month I reported on a wonderful day at the 2026 Phillip Island Classic hosted by the Victorian Historic Racing Register. If you Participated in parade laps on Sunday morning, or even if you didn't, you might be interested in perusing professional photographs here:

https://sdpics.com/motorsport_2026/cars4339/?sub=7a39e50e348b33ba49eae4f776d68cca

I'm pleased to report the Sunbeam and Talbot Car Club inviting us to join them on a run to the Dowel Motor Museum

in Upper Beaconsfield on Wednesday 6 May, followed by lunch nearby. We seldom do anything on weekdays so it will be interesting to test the waters and see the response. Please note the details in this edition and respond by 1 May so we can confirm numbers.

On 17 May it will be the annual National Motoring Heritage Day where all Clubs are encouraged to hit the road and show the motoring community the size and enthusiasm of the classic car movement. We'll be conducting a mystery run, starting in Christmas Hills and heading north to a mystery lunch location. Again, numbers will be required, so please check the Club Calendar or on the website for more information.

That's all from me for now. A few more things to do and I'll be ready to head off in the morning on a drive over the stunning Reefton Spur. I look forward to seeing you in my rearview mirrors, or perhaps at our General Meeting this Wednesday, 22 April, noting April has five Wednesdays and we always meet on the fourth Wednesday. As usual, numbers for dinner in the Bistro will be collected via Whatsapp.

More and more Sunbeaming will never be enough!

Ian





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 florencethomsontour@gmail.com
May	10	Sunday	<i>Happy Mother's Day</i> 
May	17	Sun	*** Club Event *** Cavalcade of Transport National Motoring Heritage Day MEET: 10:30 am at Dark Horse Café, Kangaroo Ground LUNCH: At Yea (venue TBA) RSVP: Prior to Friday 15 May 2026 E-MAIL: sunbeamclubvictoria.secretary@gmail.com
		BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



2026 Calendar of Events

MONTH	DATE	DAY	EVENT
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>
May	30 31	Saturday Sunday	49th HISTORIC WINTON Winton Motor Raceway, Benalla Presented by The Austin Seven Club & AMARV www.historicwinton.org
June	8	Monday	 KING'S BIRTHDAY HOLIDAY
June	24	Wednesday	General Club Meeting at Box Hill RSL 6:00 pm Dinner in the RSL Bistro 8.00 pm <i>Club Meeting will be held in the RSL Sports Bar downstairs</i>
July	19	Sunday	Invitation to Join the Singer Car Club's "CHRISTMAS LUNCH in JULY" VENUE: Panton Hill Hotel 633 Kangaroo Ground - St Andrews Road Panton Hill TIME: 12-00 Noon RSVP: 24 June 2026 (June Club Meeting) E-MAIL: sunbeamclubvictoria.secretary@gmail.com
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS

Sunbeam Car Club of Victoria
Celebrate National Motoring Heritage Day
Sunday 17th May 2026

Meet 10:30 am

At Dark Horse Café, Kangaroo Ground

Travel to Yea for Lunch

RSVP Prior to 15TH May 2026

sunbeamclubvictoria.secretary@gmail.com



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The *Brighton Classic Car Show* differs from the expansive, large venue shows like Cruden Farm and Yarra Glen. Held at Firbank Grammar School, there is room for about 200 cars, provided you park them correctly, and there is no featured marque or theme that dominates the display. The result is an eclectic offering in a relaxed, almost intimate lawn setting that is easy to traverse. It might be the Goldilocks of car shows. Not too small, but not too big either.

It's also squarely in my stomping ground, which enables bringing both my old rides to the show, provided I could recruit a second driver to help out. And so it was on March 22nd, when I tossed my Tiger keys to my brother-in-law Kleo Mandikos, while I piled into my '53 Morris Minor convertible.



This was not the first time these two cars had attended the same show. The previous event was the All British in Palo Alto, California in 2003.

The Brighton Show was a proud day for me, of course, but also a great day on the lawn. The Tiger still had the Targa Classica decals on it, and I'd swear the Morris was smiling as attendees stopped to admire and chat.

Special tip of the hat to fellow Tiger owners Ray Graham and Darryl Misso for bringing out their fine examples. And many thanks to Kleo for expertly piloting my left-hand drive version onto the grounds and safely back home.



Looking forward to next year!

Hobey Landreth

*Congratulations to Sunbeam Car Club Country Member
Martin Carruthers (L) and his 1955 Sunbeam Mk III Saloon*



**Gippsland Historical Automobile Club Inc.
NEWSLETTER**

**April 2026
Edition 641**



**A happy group of category winners at the GHAC Display Day and below,
the winner of "car of the year", Martin Carruthers 1955 Sunbeam**



49th

HISTORIC WINTON[®]

30th and 31st May 2026



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Photos: Ian Smith



*This Tiger article is submitted by Club Member, Peter Swan,
and supplied with thanks, by Graham Vickery UK*

The Round and Square of it all

GRAHAM VICKERY tells all about doors and boot lids...

THERE WAS A KERFUFFLE recently on an American auction website about the MKI body shell. The issue was, when did Pressed Steel Co move the initial MKI shell onto the so-called 'cross-over' one of the later MKI? A subject worth clarifying, also because the early MKI LRX and HRO body shells changed at different times and this has added more confusion among some owners and buyers.

The change progression goes like this. First MKI body shell: These bodies have rounded trailing edges to the bonnet, doors and boot lid, (RRR) with metal soft-top bin covers. Cowl and sill seams are leaded. Second MKI body shell: These bodies have squared trailing edges to the bonnet and doors but continue to have round boot lids (SSR). The cowl seams and wing join sill seams are no longer leaded. The SSR bodyshell continued to have metal soft top bin covers. These cars are often described as having 'cross-over' bodies. These SSR bodyshells carried over into early MKIA production. Third MKIA body shell: Continued as a 'cross-over' shell but its metal soft-top bin covers are replaced by a vinyl cover and it gets cabin ventilation. Fourth MKIA and MKII body shell: Not long into MK1A production PSC changed the body shell for the final time by replacing the rounded boot lid with a squared-off one (SSS).

Many trim changes happened over time, but this discussion is only concerned with PSC's body shell. The on-line argument went on for quite a bit with *The Book of Norman* being challenged and all manner of claims prompted from digging through the Parts Manual. Amid this clamour it was clear that no one was aware that the second body change occurred at different times on the LRX 'North American' spec cars and our own home market HROFEs. So here are the facts gathered from the Register of Cars, the Jensen Factory Ledger and hundreds of photographs. The dates represent events on Jensen's assembly line.

FIRST MK1 BODY SHELL – Ended at B9473099 HROFE on Friday 19th March 1965. Second 'Cross-over' Body shell – Started on LRX and LRO cars at B9473100 on Monday 22nd March 1965. For the HRO cars the start point is B9473264 HRO on Monday 2nd May 1965. Third Body shell – Started for all cars at B382000001 on Monday 9th August 1965. Fourth Body shell – Started for all cars at B382000838 on Monday 1st November 1965. *N.B.* The VIN number could be a one or two lower than 838.

The Register of Cars notes whether every entry recorded has a RRR or SSR or SSS body shell. There may well be Tigers out there with a different combination but sadly unlikely to be factory built. Members can contact me for any clarification sought.

P.S. Back in 1973 the doors of my MKI Tiger were falling apart so I looked around for replacements and unknowingly went after a SV being broken in Bromley, about 20 miles away. They were already off the donor when I arrived. On getting home I was pleased to loosen off the door hinge screws on my car with screwdriver and mole-grips and soon had the replacements nicely fitted... until it hit me a square ended door won't fit into a round aperture. Back to *Exchange & Mart*.

**FOR
SALE**

\$30,000 ono

Contact John

(07) 3341 5555



Series IIIA Rapier – 1962
Reg No: NPA 016 (QLD)
Chassis / Engine No: B3060153

142,000 Original Miles

Original pistons - never bored

Kept under cover for last 62 years

Original paint except from windscreen forward due to accident damage in 1972

As new tyres

Very good upholstery, carpets

O/drive – oil cooler – heater – radio

Motor good – vehicle runs very well

No rust

Service records available

Have owned car since 1964



Singer Car Club Of Australia

Invitation to Rootes Group Car Clubs



We welcome all members from the Rootes Group Car Club, Humber Car Club of Victoria & Sunbeam Car Club of Victoria to join us again for 'Christmas in July' lunch & a fun Trivia session at the Panton Hill Hotel.

The perfect excuse for another get-together.

Panton Hill Hotel
633 Kangaroo Ground-St Andrews Rd,
Panton Hill

Sunday 19 July 2026 at 12.00

This is a SCCA event. Lunch & drinks will be at hotel prices. Parking is adjacent both sides of the hotel. Please advise if you are able to join us. **RSVP : 20 June 2026**

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

SUNBEAM RAPIER & ALPINE



Rapier H120s, such as this electric blue model, were fitted with powerful Holbay engines. The brown Sunbeam is a standard Rapier, and the dark blue car's an Alpine.

Once underrated and overlooked, the fastback Sunbeam Rapier and Alpine are attracting more attention from enthusiasts, yet prices are still reasonable. Kim Henson investigates these stylish Hillman Hunter based grand tourers.

SO, YOU want a sporty classic, which is fun to drive and easy to work on, but won't cost a fortune to buy and run. Tough criteria, but the fastback Sunbeam Rapier and Alpine models of the late 1960s and 1970s are up to it. Arguably better looking than Ford Capris, the Sunbeams are certainly rarer. They are mechanically straightforward, even the potent Holbay-tuned Rapier H120 version, and can provide fast, enjoyable and reliable motoring in the 1990s. With mechanical spares still relatively easy to find, keeping a Rapier or Alpine on the road is easy.

The attractive interiors are comfortable, with room for up to five adults, and have a lighter and airier feel for back seat passengers than the Capri.

Instrumentation in the more basic Alpine is adequate, while in the sporting Rapier and H120 it is very comprehensive. The H120 has a rev counter plus coolant, oil temperature and oil pressure gauges.

Even in the slowest of the range, the Alpine, performance is reasonable — reaching 60 mph from rest in around 15 seconds, and the car is capable of well over 90 mph. It can also cruise happily at 70 mph.

The 100mph plus Rapier will

scoot to 60 mph in a little over 12 seconds. And it is more relaxing to drive for long distances, due to its standard fit overdrive. Long motorway trips are eagerly and easily undertaken, the engine just loping along at 70 mph in overdrive top.

COMMENDABLE SPEED

DESPITE higher gearing, the H120 reaches 60 mph in 11 seconds, and the car can exceed 105 mph. These figures were commendable in 1968 and are still respectable today.

The cars are easy to drive, helped by a slick-changing gearbox, and ride comfort is good. Roadholding and handling are

competent, and rated by H120 owners as excellent, although its suspension is firmer than on less powerful versions.

Luggage capacity is reasonably good, and the boot is loaded easily from bumper height.

On a personal note, my brother and then my father owned a Rapier in superb condition, back in the late 1970s and early 1980s. I thought it was a wonderful car and always took the opportunity of driving it whenever possible. On these rare occasions, I enjoyed every minute behind the wheel. It was an imposing, very capable and enjoyably fast car. I only wish I'd bought it when I had the chance in 1981.



FOR

- Cheap to buy and run
- DIY maintenance easy
- Reliable running gear
- Rewarding to drive, especially Holbays

AGAINST

- Rust can be extensive
- Original panels scarce
- Trim hard to find
- Good examples rare

£200 TO £2000

WHICH MODEL?

ROOTES launched the new Rapier in October 1967. Its distinctive fastback looked totally different from, and was larger than, the well-liked Rapiers that had gone before. Indeed, its graceful, pillarless coupé bodywork used the floorpan from the then new Hunter range from Rootes. Other common panels are the rear valance and the inner and outer sill assemblies.

As befitting a car with sporting pretensions, the Rapier used Rootes' twin carburettor 1725cc engine, with an aluminium cylinder head and high lift camshaft from the upmarket Humber Sceptre.

The Rapier was instantly recognisable by its four headlamps. Closer inspection revealed reclining front seats,

comprehensive instrumentation, standard Laycock de Normanville overdrive, and fully retractable side windows, giving a frame-free outlook to the sides for all occupants.

For those seeking two-pedal motoring, Borg Warner automatic transmission was available.

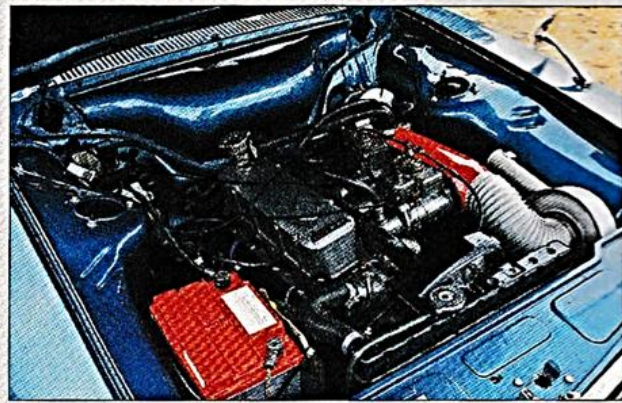
The Rapier was no slouch, indeed by the standards of 1968 it was a fast car. However, in October of that year, the tuned H120 version arrived, with the engine breathed on by Holbay Racing Engines. The resulting machine was considerably more rapid, courtesy of improved engine breathing and twin Weber 40DCOE carburettors on a special inlet manifold, replacing the Strombergs of the normal model. The Holbay used higher gearing than the standard Rapier, allowing more relaxing

HOLBAY — IS IT THE REAL THING?

THERE'S more to an H120 than a rocker cover bearing the Holbay legend. First make sure that the proper Weber 40DCOE carburettors and inlet and exhaust manifolds are fitted. Such items can disappear. Obviously you can't check visually whether the original uprated camshaft, higher compression pistons and many other

higher specification components are still fitted. But you can establish that the engine number matches that on the V5 registration document — if not, ask the vendor why not.

You may find a standard Rapier modified to Holbay specification — it may perform like the original, but it won't be worth as much.



CHECK BEFORE YOU BUY

- Ask vendor if anti-freeze containing corrosion inhibitors has been used consistently. If not, internal corrosion of aluminium cylinder head is a certainty.
- Check for evidence of overheating and coolant loss, due to blown cylinder head gasket or damaged head (troubles often start at around 90,000 miles).
- Physically examine engine oil condition — if it is very dirty, blocked oilways and wrecked crankshaft bearings can result.
- Listen to the engine being started from cold. Oil pressure should build up quickly, without clanking from the bottom end, indicating general wear.
- Watch the oil pressure gauge during a test drive. With the oil fully warmed up (after 10 miles or more), readings should be approximately 40psi or higher.
- Check the gearchange — in good condition, the gearboxes have a sweet, slick change action. Watch/listen/feel for worn synchromesh on second gear.
- On Rapier and H120 versions, ensure that the overdrive operates as it should — on both third and top gears.
- If looking at a Holbay, ensure that a proper engine is fitted. Check number with V5 Registration Document, and watch for correct Weber DCOE carburettors and manifold, plus Holbay rocker cover.
- Always check the state of the interior — original panels, seats, etc in new or even good secondhand condition are very hard to find now.
- Ensure that all brightwork is present and correct, as replacements can be hard to source.

cruising at high speed. The H120 became more attractive still by the fitting of the then trendy Rostyle wheels, shod with wider tyres, and sported broad body stripes and a bootlid-mounted rear spoiler.

For customers looking for a less expensive car, yet still retaining the character of the Rapier, Rootes applied an earlier model name to a de-trimmed version, the Alpine, in October

1969. By contrast with the car from which it was developed, the Alpine had only a single carburettor — yet still developed a useful 74 bhp — and had conventional steel wheels with chromed hub caps, plus far simpler interior trim and instrumentation. Options included overdrive or automatic transmission.

For motorists on a limited budget, the Alpine was significantly cheaper than the Rapier.

BUYERS GUIDE: Sunbeam Rapier & Alpine



Paul Howell is the owner of the dark blue Alpine featured — he has owned it for three years, and uses it everyday.



Fastback's boot is surprisingly generous and easy to load.



Interiors varied over the years — from March 1972 Alpines were given this attractive wood veneer dash.



Only a single Stromberg carburettor for the Alpine, which loses out on performance.

In 1970 you would pay £1503 for an H120, and even the standard Rapier would cost £1282, whereas an Alpine could be yours for just £1141.

CHANGES

ENGINE revisions introduced in March 1972 included new camshafts in the Alpine and Rapier, plus revised carburation for the latter. New seats were specified, along with a three spoke steering wheel. Radial tyres and revised wheel trims were now fitted on the Alpine.

Further changes came in November 1973, when both the Alpine and the Rapier gained heated rear screens, and the Rapier featured overriders, push button radio, improved exhaust system, and leather trimmed steering wheel.

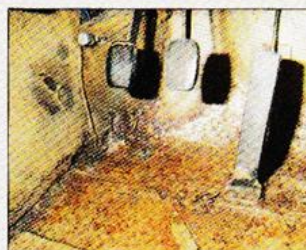
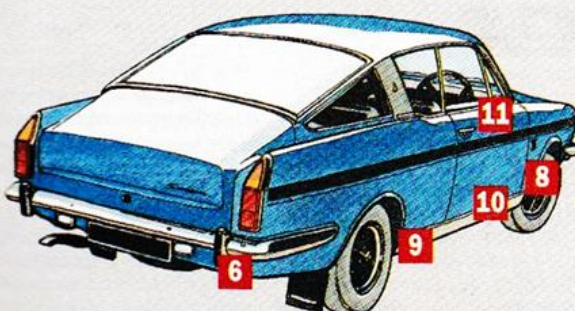
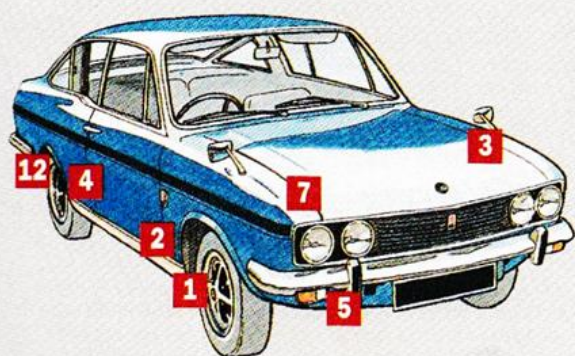
Buyers of the H120 gained new sports road wheels. The following October, tinted glass and electric screen washers became standard fittings.

By the end of 1975, the end of the production road was in sight, and although, in January 1976, the Rapier gained the same sports wheels as the H120, this was to be the last major modification. In the same month, the Alpine ceased production and during April the

RUSTFINDER

Sunbeam Rapier & Alpine

Rusty examples can be expensive to restore — to the extent that they may cost more to rebuild than it would take to buy a good one. So take care when buying to ensure that the shell is as sound as possible. In addition to the specific areas shown, open the boot and examine the floor and rear inner wing panels.



1 FLOOR PAN
Examine the floor from above and below, looking especially closely around its perimeter. Water and salt thrown up by the front wheels can cause serious rot in the front footwells.



2 OUTRIGGERS
Carefully check the outriggers, found just behind each front wheel, from under the car. Damage like this is quite usual but repairs are not difficult with a DIY welder.



7 FRONT WINGS — UPPER, FORWARD CORNERS
Usually rusty on neglected fastbacks, the tops of the front wings harbour mud and salt if left to their own devices, with the inevitable unsightly results.



8 FRONT WINGS — TRAILING EDGES
It is not unusual to find evidence here of rust attack. In severe cases there will be large holes (or lots of body filler) to deal with. Check carefully.

Rapier name became history.

Conventional wisdom was applied to the Rootes 1725cc engines used in the fastbacks. All were variations on a well proven, pushrod-operated overhead valve theme. Even the

overtly sporting Holbay motors are essentially straightforward units with few vices.

Given proper maintenance — in particular regular oil and filter changes — the engines usually last 100,000 miles or more

before falling oil pressure and rising consumption dictate a major overhaul.

On the down side, if one has been run for long without antifreeze containing corrosion inhibitors, the waterways within

the aluminium cylinder head will have suffered. Heads in good condition are now quite scarce. In any event, if the car you are looking at has anything approaching 90,000 miles on the clock, with its original cylinder head, this is good going.

Apart from worn synchromesh on high mileage cars, and final drive units that can whine with increasing volume as the total distance covered clocks up, there are few inherent vices with



H120 Rapiers (above and left) were fitted with sporty-looking interior and extra instruments.



3 MACPHERSON STRUT UPPER MOUNTINGS

The structure around the upper suspension mounts needs very close scrutiny. Check adjacent inner wings, too, from under the bonnet and under the wing.



4 REAR SPRING MOUNTS

Deficiencies in this area can obviously be potentially dangerous — examine the steelwork very closely. Any repairs here should be carefully seam-welded all round.



5 FRONT VALANCE

Taking a constant pounding from road debris, the exposed front valance panel is often rusty. Make a point of looking at it very closely, especially at each end of the panel.



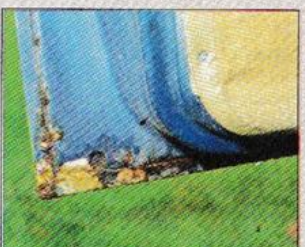
6 REAR VALANCE

Identical to the rear valance on the Rootes/Chrysler Arrow range saloons, that on the Rapiers and Alpines is equally rust-prone. Check it very carefully.



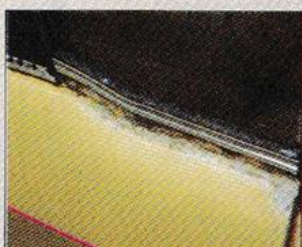
9 INNER & OUTER SILLS

Shared with the Arrow cars, the inner and outer sills can rust, but new replacements are readily obtainable. Examine the whole length, inside and out, on each side of car.



10 DOORS — REAR LOWER CORNERS

Rust in the panelwork here is common; open each door and examine the corners carefully from both sides. Look for filler and rust on the outer skins as well.



11 BODY SIDES AND DOOR TOPS

The areas just below the bright trims under the rear side windows are at risk, as are the tops of the doors. Watch for bodging as well as honest rust.

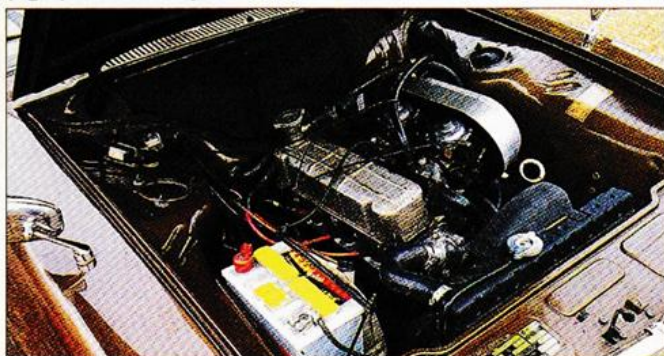


12 REAR WINGS

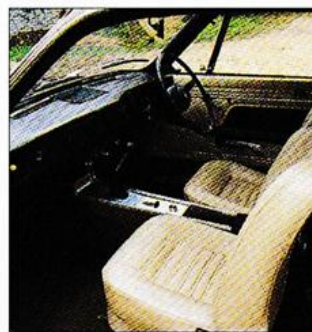
The lower edges of the wings, directly in the line of fire of road spray, can disintegrate. Look closely from the outside, and the inside by poking your head under the car.



John Bryant owns five Rapiers, including this brown model (right) and blue Rapier H120.



There's little to go wrong with the conventional Rootes 1725cc engine. Note the twin Stromberg carburetors of standard Rapier.



Rapier's airy cockpit provides quite a contrast to the dark, sporting interior of the H120.

the transmission. Watch for imprecise gear selection, indicating wear; in good condition the gearchange on a manual version is particularly slick.

There are no particular problems with the simple steering, suspension and braking systems. However, worn front shock absorbers cause dreadful handling and ride characteristics. To rectify this, the front struts need removing and dismantling.

SPARES

UNUSED, original body panels — especially front wings — are scarce now. However, inner and outer sills and the rear valance, along with the floorpan, are as on the Arrow range saloons, and can still be found. Unused, or even good secondhand chrome and interior trim are scarce.

The good news is that most mechanical items can still be sourced, and the suppliers

specialising in Rootes spares seem helpful and enthusiastic.

In all versions, access to the engine and its ancillaries is exemplary. There is plenty of room around the unit in which to wield tools and the traditional, overhead valve engines are all straightforward to work on. This also applies to the high performance H120 models, which are no more difficult to maintain than a standard Rapier.

Cylinder head overhauls are the same as any pushrod engine, the main complication likely to arise being aluminium cylinder head corrosion. Bear this in mind before you start work and, if at all possible, arrange to have a spare in stock, just in case.

Gearbox removal, for clutch or transmission work, is not a major problem, nor is an engine overhaul. Again, the uncomplicated design — with no need for special tools — pays dividends.

It is worth noting that sump removal is possible with the engine still fitted in the vehicle. In addition, the main and big end bearings can be changed without removing the crankshaft, as long as the crank itself is in good condition.

Overhaul or replacement of the running gear is also relatively easy, although spring compressors — and caution — are needed when dealing with the MacPherson struts.

Bodywork restoration is usually straightforward, but care is needed when fitting the welded-on and very large front wings, to ensure correct alignment, and the same goes for the sills. However, these aspects are no more difficult than on most cars.

WHAT YOU'LL PAY

EVEN top flight H120s generally sell for \$2000 or less, with standard Rapiers in similar condition costing under \$1500 and Alpines, about \$1200.

Average condition cars currently change hands for around \$700 (Alpine) and \$1000 (H120), while restorable examples are available from around \$200 (Alpines) to \$400 (H120).

At these figures, the fastback Sunbeams represent remarkable value for money, and the H120 in particular provides you with a lot of motor car for your cash.

The many virtues of these Sunbeams are nowadays being appreciated. For a relatively modest investment, you can acquire an interesting, practical and competent classic that will be easy to look after, reliable and refreshingly different.

SPARES SPECIALISTS

- Malcolm Anderson Workshops, 61 Dashwood Avenue, High Wycombe, Bucks, HP12 3DZ (01494 530930 tel/fax).
- Alpine West Midlands, 'The Firs', Stratford Road, Hockley Heath, Solihull, Birmingham B94 5NJ (01564 783222, fax 01564 782649).
- R J Grimes (Coulsdon) Ltd, Hadleigh Garage, Marpit Lane, Coulsdon, Surrey, CR5 2YE (0181-668 1455/7, fax 0181-668 6752).
- Gwent Humber Spares, 83 Somerset Road, Newport, Gwent, NP9 7GB (0633 254942).
- Speedy Spares Ltd, 19-25 Old Shoreham Road, Portslade, Brighton, Sussex, BN41 1SP (01273 417889, fax 01273 412764).

INSURANCE

ONCE you've found the car, you'll need to insure it. I asked David Morris, of JL Morris (Insurance Brokers) Ltd (01202 760828) to quote for an imaginary 30 year-old accountant, with a clean record and maximum No Claims Discount, living in Shaftesbury, Dorset, and seeking cover on a 1972 H120, valued at \$2000.

For Comprehensive, unlimited mileage everyday cover, with driving restricted to one person, the premium offered by one reputable company was \$265, but quotations on the same basis from other companies ranged from a \$185 to a staggering \$755. For Third Party, Fire and Theft cover, premiums ranged from \$143 to \$306.

By contrast, an agreed value, limited mileage policy, with Comprehensive cover for 1500 miles would cost \$109, and for 3000 miles, \$165.

Thanks to Peter Meech, of the Sunbeam Rapier Owners Club, for his help in arranging cars, and to enthusiastic fastback owners John Bryant and Paul Howell.

SPECIFICATIONS AND PERFORMANCE

	Alpine	Rapier	H120
Production period	1969-75	1967-76	1968-76
Engine	4 cylinders, conventional overhead valve		
Bore (in.)	3.21	3.21	3.21
Stroke (in.)	3.25	3.25	3.25
Capacity (cc)	1725	1725	1725
Bhp (net) at rpm:	74/5000	82/5200	95/5000
Carburettor(s)	1 x Stromberg	2 x Stromberg	2 x Weber
Transmission	4 spd manual	4 spd manual	4 spd with optional overdrive
		with overdrive	close-ratio manual
		or 3 spd auto	
Suspension	MacPherson struts front, leaf springs rear		
Steering	Burman recirculating ball steering box system		
Brakes	Front discs/rear drums, servo-assisted		
0-60mph (sec)	15	12+	11
Max speed (mph)	90+	100+	105+
Overall mpg	25-34	25-32	24-32
Dimensions (m)	Length 4.44, width 1.64, height 1.39		

SUNBEAM
RAPIER
OWNERS
CLUB

Peter Meech,
12 Greenacres,
Downton, Salisbury,
SP5 3NG (01725 21140).

CLUB
TOGETHER

Classic Advertisements

An Incomparable LUGGAGE TRAILER

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A new design trailer designed for fast safe towing of loads up to 2 cwts at 70 miles an hour. Sprung castor wheel trailing at the rear has torsional rubber spring and twin spherical universal couplings to the car. It has no articulated action and follows the movement of the car, thus making reversing very simple indeed. There is no need to remember the trailer is there, apart from length. It makes absolutely no difference to the handling of the motor car, no pull or drag may be felt, even when cornering at high speeds. The law allows unrestricted speed towing on motorways in this country and on the Continent. Very light for storage, actual weight being only 70 lb. Dunlop inflated tube tyre, twin sealed ball bearing wheel spindle grease packed for life. May be fixed to the car and taken off in ten seconds only. Supplied complete with twin rear lights and number plate illuminating light. Number plate extra. Also available leather straps specially made to suit at 10/- a pair, and green flax tarpaulins roped and eyeletted 9ft. x 7ft. £3/2/6. The trailer itself is priced at £25 retail. Free fitting for works callers only. Size 4ft. long 3ft 6in wide at bumper tapering to 3ft at rear. Height of fixing and width of fixing adjustable to suit most modern cars. Available for hire at £3/5/- a week. Specials to order. Special mounting shortly available to stand at 90° to road for cross channel ferry etc.

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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

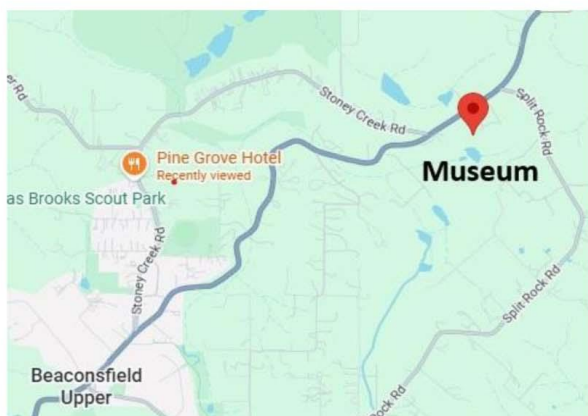




Motor Museum

Wednesday, 6 May 2026, 11am

Terry Dowels Museum, Upper Beaconsfield



Dowel Museum: 11.00am

76 Beaconsfield Emerald Road
Beaconsfield Upper

Lunch: 12.30pm

Pine Grove Hotel
45-51 Stoney Creek Road
Beaconsfield Upper



An event not to be missed, this museum is very impressive with over 90 unique cars on display. Pride of place is the only Tucker in Australia. Plus, heaps of motoring memorabilia and a tribute to Peter Brock.

Car clubs invited: TCCV, SCCV and the Rootes Group Car Club.

Entry is \$20 (pay the museum when you get there)

Followed by lunch at the Pine Grove Hotel

You do need to register for this event.

We need to confirm numbers for both the museum and the lunch. Please email your intention to attend either of both, plus number of attendees, to Tony tonyzuider@gmail.com or phone 0411 144 447

Close of bookings: Friday 1 May

Plenty of safe parking on the property, so bring your car for a run



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 and Lance Boyd*
Club Authorised Signatories: *Ian Andrew and Brett Ritchie (For CPS Renewals)*



AUSTRALIAN
MOTOR HERITAGE
FOUNDATION™

AU\$1.9 billion spent annually on classic vehicle mechanical repairs

The Australian Motor Heritage Foundation's 2024 landmark Automotive Heritage Economic Impact Survey has revealed that Australian motoring enthusiasts' spending on mechanical repairs each year has a \$1.9 billion economic impact on the Australian economy

The Chief Operating Officer of the AMHF, Geoff Piggott said:

At \$1.9 billion, spending on specialised and general vehicle mechanical repairs is the top-ranking category of expenditure of Australia's motoring enthusiasts. Mechanical repairs on older vehicles often require specialised knowledge and skills that are becoming difficult to source and are in high demand.

Including mechanical repairs, the Survey revealed that motoring enthusiasts contribute a massive \$9.9 billion to the economy through parts and accessories, restorations, fuel, insurance, vehicle registration, racing, lifestyle, publications, entertainment and automotive related holidays and clothing.

The AMHF survey also revealed that motoring enthusiasts' passion generates \$2.8 billion in annual wages from 42,000 direct jobs.

Geoff Piggott added:

Over the next few months, the AMHF will be releasing key facts from the survey on specific areas of motoring enthusiasts' expenditure, and highlighting the significant economic contribution we make to the broader Australian economy. The AMHF will be sharing this information with motoring clubs, industry and stakeholders and is a reminder that motoring enthusiasts should not be overlooked.

To obtain more information about the AMHF's survey, please follow this link:

<https://motorheritage.org.au/economic-value-study-of-australias-historic-vehicle-sector>

As a registered charity, the AMHF is dedicated to maintaining a comprehensive archive and library of materials about Australia's motor heritage for the benefit of all Australians through preservation, education and research as we're proud of our past and passionate about our future.

Australian Motor Heritage Foundation

Champions of Australia's motor heritage

Sydney Motorsport Park, Ferrers Road, Eastern Creek NSW 2766

Curated and run by volunteers, the AMHF is a registered charity, with Deductible Gift Recipient status for the Library, that welcomes financial donations and gifts

SUNBEAM REGALIA



**Sunbeam
Peaked
Cap**

\$20



**Sunbeam
Key
Fob**

\$15



**Sunbeam
Bucket
Hat**

\$20



**Sunbeam
Stubby
Holders**

**\$6 each
or 2 x \$10**



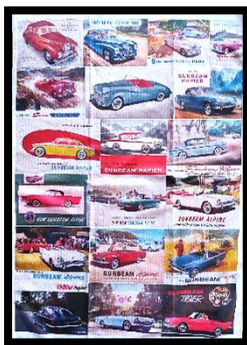
**Sunbeam
Tiger LAT
Cap**

\$25



**Sunbeam
Umbrella
Navy / Gold logo**

\$30



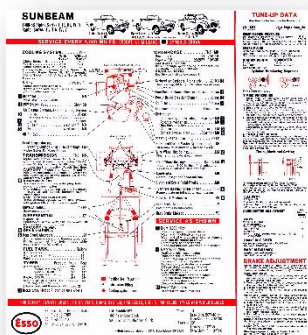
**Sunbeam
Tea Towel**

\$10



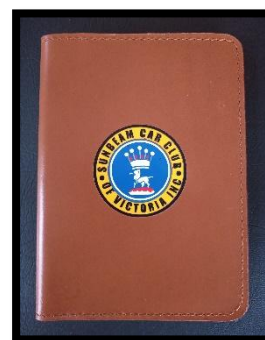
**Sunbeam
Polo Shirt
Navy**

\$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

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
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	Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
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WEBMASTER	Philip Livingston	alpine1bsa@gmail.com MOBILE 0414 052 736



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Today, Shannons is the insurer of choice for motoring enthusiasts across Australia, providing innovative and flexible insurance options. You can even pay your premium monthly at no additional cost.

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