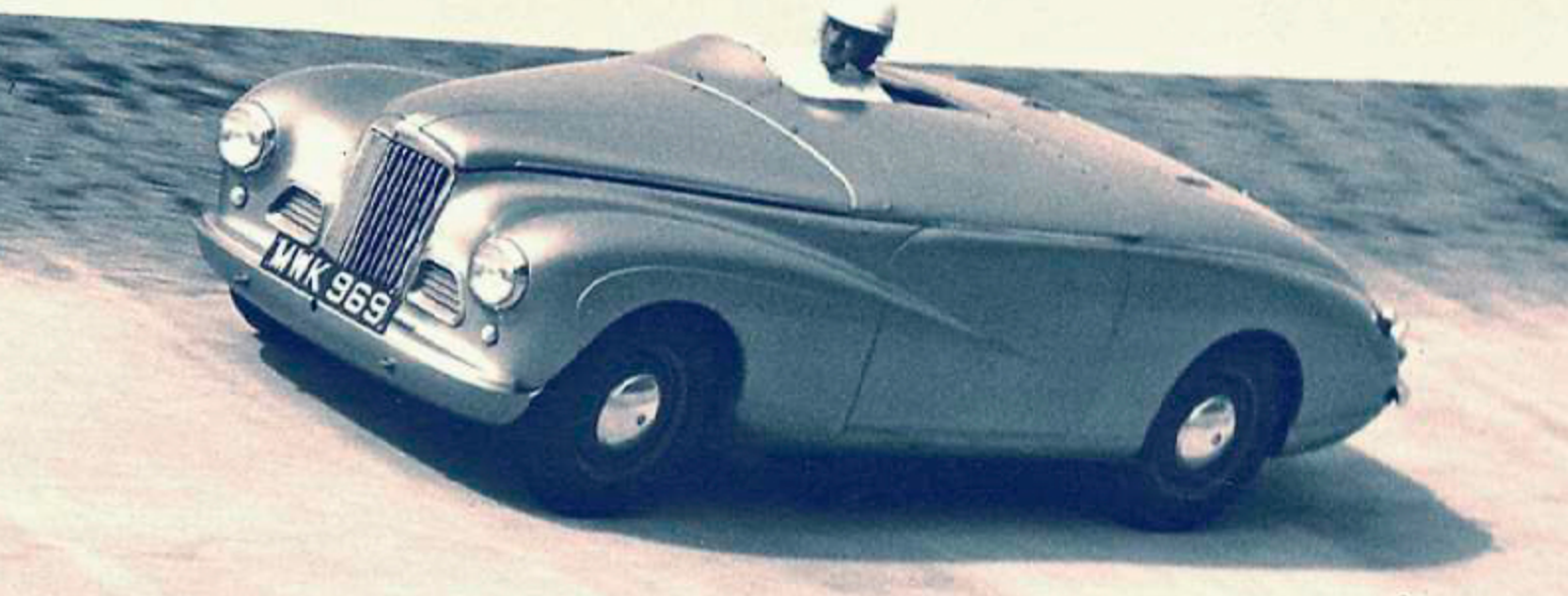
STARDUST

MAGAZINE



A SUNBEAM TALBOT ALPINE REGISTER PUBLICATION

ALPINE 70

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Cover Picture: 70 years ago! 18th March 1953. Leslie Johnson at speed high on the Montlhéry banking, in the Alpine prototype. 111 miles in the hour was achieved on the track near Paris.

Below: Stephen Leckie's 'Coffee and Classics' meetings in Crieff continue to be highly successful. Some of the STAR contingent are shown here: Bill Ritchie from Region 1 is in the centre, Robin Isla, Bill's son in law on the left and Allan Donaldson on the right.



EDITORIAL

Sincere thanks to all who have contributed to this, the February issue of *Stardust* magazine. Once again, I hope that there is something for everyone. Members may have noticed that I am trying out a new font on the title page. I hope people like it.

I would also like to thank everyone for their patience when waiting for the last issue. I think I mentioned in my editorial that I had got the magazine to the printers a few days late. The proof took longer to get to me than normal and whether busier than previously or understaffed, the printers also took a little longer than usual as well. These things happen and I wasn't particularly worried. However I was a little perturbed when I found out that the magazines had been posted out the day after the last posting day for Christmas (2nd class post). I then knew there was a problem but I was still to be surprised, when an Australian member was the first to tell me he had received the magazine! The last date for a magazine to be received in the UK (that I heard about) was 12th January - a month after posting!

The membership renewal wrap around is included with this issue. Please don't forget to renew your membership. Bill Hall is waiting to hear from you.

Keep in touch and don't forget to send me those magazine contributions!

Derek Cook

CHAIRMAN'S CHATTER

A very warm welcome to this first edition of Stardust for 2023.

I hope you are all managing to keep warm during this energy crisis and, hopefully, winter will soon be over and we can look forward to April, and National Drive It Day, followed by a great season of classic car events.

Our National Rally in Wales this year is sure to be another memorable weekend. I would like to make an early suggestion for another event, being organised by the Rootes Archive Centre Trust, to be held on Sunday 23rd July 2023. This will be the second Rootes Heritage Day and is once again being held at the British Motor Museum Gaydon, to celebrate the heritage of all Rootes vehicles. The cost is just £9.00 per vehicle, payable in advance, which includes both driver and passenger and access to the museum. Further details can be obtained at www.britishmotormesuem.co.uk\whats-on\rootes-heritage-day.

It is now almost a decade since I became a committee member and I have had the pleasure of holding the position as your Club Chairman for seven years, but it is time for change and I am taking this opportunity to announce that I shall be hanging up my Chairman's boots after this year's AGM.

It has been a most eventful period and a pleasure to chair one of the most successful classic car clubs in the UK. A good number of clubs have been struggling in recent times, but STAR has enjoyed a thriving period with globally growing membership numbers. We have seen a several benefits introduced over the last few years, making our annual membership fee excellent value for money, and of course I feel honoured to have been part of a great team winning a few National awards. My news obviously means that we will need to appoint a new chairman at the AGM in July. There will be the usual AGM notice within the next issue of *Stardust* which will give details of nominations for the three positions due for re-election this year.

Just as I complete this report, we have received the sad news that Leon Gibbs lovely wife, Joyce has passed away. Joyce was a great support to Leon over years in what has been a lot more than just a hobby for him and it was always a pleasure to see her when she accompanied him to STAR events. Our thoughts are with Leon and his family at this sad time.

Alan Brinklow

CLUB OFFICERS

PRESIDENT – JOHN BADGER – Email: president@sunbeamtalbotalpineregister.co.uk
11 Evesham Road, Cleeve Prior, Worcestershire, WR11 8JX. Tel: 01789 778659

CHAIRMAN – ALAN BRINKLOW – Email: chairman@sunbeamtalbotalpineregister.co.uk
Pen Hallow, The Paddocks, Stapleford, Lincoln, Lincs., LN6 9LH Tel: 01522 788084 or 07817 012590

VICE CHAIRMAN – TONY BLAKE – Email: vice.chairman@sunbeamtalbotalpineregister.co.uk
Forge House, Dag Lane, Lullington, Swadlincote, Derbyshire, DE12 8EQ
Tel: 01827 373670 (Eve) or 01827 373573 (Day)

SECRETARY – GINNY McCLOY– Email: secretary@sunbeamtalbotalpineregister.co.uk
The Manor, Birkby, Northallerton. North Yorkshire, DL7 0EF Tel: 07903 757250

TREASURER – PAM STACEY – Email: treasurer@sunbeamtalbotalpineregister.co.uk
55 St. Mary's Close, Timsbury, Bath, BA2 0HX Tel: 07790 301062

MEMBERSHIP SECRETARY – BILL HALL – Email: membership@sunbeamtalbotalpineregister.co.uk
32 King Street, Glossop, Derbyshire, SK13 8LY Tel: 01457 854447

SIDEVALVE SECRETARY – PETER HOLLAND – Email: sidevalve@sunbeamtalbotalpineregister.co.uk
Field House, Nash Road, Thornborough, Bucks, MK18 2DR. Tel: 07770 443639

EDITOR – DEREK COOK – Email: editor@sunbeamtalbotalpineregister.co.uk
3 St. Andrews Close, Great Finborough, Stowmarket, Suffolk, IP14 3DN Tel: 01449 678020

ARCHIVIST – MICHAEL MONTGOMERY – Email: archivist@sunbeamtalbotalpineregister.co.uk
12 Clotherholme Road, Ripon, North Yorkshire, HG4 2DA Tel: 01765 605276

REGALIA – SARAH BURNETT – Email: regalia@sunbeamtalbotalpineregister.co.uk
137 South Road, Horndean, Waterlooville, Hampshire, PO8 0EP Tel: 02392 598950

COMMITTEE MEMBERS:
JOHN DONEGAN – Email: website.pr@sunbeamtalbotalpineregister.co.uk
'Sunbeam' 6 Cross Lane Gardens, Ticehurst, E. Sussex, TN5 7HY Tel: 01580 201167 or 07973 516339

JAMES LUCAS – Email: sparessupport@sunbeamtalbotalpineregister.co.uk
329 Leake Road, Gotham, Nottingham, NG11 0LE Tel: 07932 653983

PRESS/P.R. & WEBMASTER – JOHN DONEGAN – Details as above

SPARES CO-ORDINATOR – TONY BLAKE – Email: sparessales@sunbeamtalbotalpineregister.co.uk
Other details as above

TECHNICAL ADVISER – JIM WILKINSON – Email: technical@sunbeamtalbotalpineregister.co.uk
Backacre, 40 Hollybank, Ackworth, Pontefract, West Yorks., WF7 7PE Tel: 01977 613772

2 LITRE LIAISON – ROY ROGERS – Email: 2litre@sunbeamtalbotalpineregister.co.uk
Bridles, 2 Watery Lane, Stoke St. Mary, Taunton, Somerset, TA3 5FY Tel: 01823 443875

3&4 LITRE LIAISON – PAUL WALBY – Email: 3+4litre@sunbeamtalbotalpineregister.co.uk
9 Churchdown Road, Malvern, Worcestershire, WR14 3JX Tel: 01684 574397

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REGIONAL CONTACTS

REGION 1 – Scotland/N. Ireland – STEPHEN LECKIE – Email: region1@sunbeamtalbotalpineregister.co.uk
Easterleigh, Ferntower Road, Crieff, Perthshire PH7 3DH Tel: 07967 650134

REGION 2 – Northern England – CHRIS BRYANT – Email: region2@sunbeamtalbotalpineregister.co.uk
45 Parkway, Steeton, Keighley, W. Yorks. BD20 6SL. Tel: 01535 652535

REGION 3 – S. Wales/Marches – CURRENTLY VACANT

REGION 4 – Midlands – PAULINE BLAKE – Email: region4@sunbeamtalbotalpineregister.co.uk
Forge House, Dag Lane, Lullington, Derbys., DE12 8EQ. Tel: 01827 373573 (W) or 01827 373670 (H)

REGION 5 – East Anglia – MARTIN ANDREWS – Email: region5@sunbeamtalbotalpineregister.co.uk
2 Park View, Church Hill, Kelvedon, Colchester, Essex, CO5 9BY. Tel: 07952 708220

REGION 6 WEST – West Country – TREVOR STACEY
Email: region6west@sunbeamtalbotalpineregister.co.uk
55 St. Mary's Close, Timsbury, Bath, BA2 0HX. Tel: 07791 338161

REGION 6 EAST – West Country – ROD ALLEN – Email: region6east@sunbeamtalbotalpineregister.co.uk
The Cottage, St. James Square, Butleigh, Glastonbury, Somerset, BA6 8SD Tel: 01458 850656

REGION 7 – Central/Southern England – JOINT ORGANISERS:-
HUGH CRABTREE Email: region7@sunbeamtalbotalpineregister.co.uk
Ashleigh House, 236 Wokingham Road, Reading, Berkshire, RG6 1JS Tel: 01189 261236
PETER FINCH – Email: region7@sunbeamtalbotalpineregister.co.uk
7 Three Maids Close, Winchester, SO22 6SN Tel: 07778 783838

REGION 8 – South East England – CURRENTLY VACANT

REGION 9 – USA/Canada – PETER WOODALL – Email: region9@sunbeamtalbotalpineregister.co.uk
18801 NW 47th Avenue, Ridgefield, WA 98642, U.S.A. Tel: (001) 360 576 4969

REGION 10 – Europe – RONY HOEYKENS – Email: region10@sunbeamtalbotalpineregister.co.uk
Weymouthlaan 10D, Brecht (St-Job), Belgium. Tel: +32 473 59 53 40

REGION 11 – New Zealand – ANDREW BLAYMIRES – Email: region11@sunbeamtalbotalpineregister.co.uk
1210 Maniatutu Road, RD6, TePuke, 3186 New Zealand. Tel: 0064 7531104

REGION 12 – Australia – MAL CLARK – Email: region12@sunbeamtalbotalpineregister.co.uk
310 Queens Road, Wandin, 3139 Victoria, Australia. Tel: 0061 3 5964 4043

REGION 13 – S. America – Humberto & Rossana Rufino–Email: region13@sunbeamtalbotalpineregister.co.uk
Rua Tenente Silveira 293, Ed Reflex 1101, Florianópolis, Santa Catarina, CEP 88010-301, Brazil.
Tel: 0055 48 9 99720852

REGION 14 – Isle of Wight – JONATHAN BRAIM – Email: region14@sunbeamtalbotalpineregister.co.uk
St. Clare Farmhouse, 14 Puckpool Close, Seaview, Isle of Wight, PO33 1PD Tel: 07753 255224

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AROUND THE REGIONS

REGION ONE

The next Coffee and Classics will take place at Easterleigh on Saturday 22nd April 1000 – 1200. It would be lovely to see you.

Here are two photos from the last Coffee and Classics in October:





Stephen Leckie

REGION TWO



Well folks here we are, a new year which I hope will be better than the last one, I'm afraid this bit is brief because I'm late with it for Derek, due to circumstances beyond my control. I'm always pleased to see a report from Bill when a new members appears accompanied by the phrase, 'car previously unknown to STAR,' several years ago we thought they'd all been found and yet they still turn up, if you are a new member Derek Cook is always on the lookout for stories and photos to print in *Stardust*, why not drop him a few lines or photos of your car?

The Spring Run is getting booked up (details in last Mag) - 21st April, the Drive It Day weekend if you missed out putting it in your diary. For those unable to get to the STAR National Rally the classic gathering at the Keighley rugby union club takes place on 9th July raising funds for a local cancer hospice, other events will be confirmed for the next issue. 4th June is the date for the revived Skipton car show, save the date - details later.

I still have a couple of jobs to finish on the Mk 1 Saloon (see picture, above, showing the new spats), but I really should also make an effort to resurrect the Alpine EVE, which has been ignored while I was fettling "Bert." The clutch is stuck so she needs a bit of TLC. Don't forget to also send "stuff" to Derek if you have been out and about to local events, as I've said before the price of petrol may be a limiting factor to attending events some distance away, so just let him know what you've been up to.

Happy Sunbeaming. Chris Bryant

REGION FOUR

First of all if I am not too late I would like to wish all STAR Members a Very Happy, Healthy and Sunbeam Motoring New Year.

I don't know whether many of you have been able to get out in your Sunbeams during these winter months, we have managed a couple of trips on good winter sunny days and look forward to be able to get out more over the coming months.

At the end of November me with my car "Bess" and Ken Meddings with his Sunbeam went along to the Claymills Pumping Station in Burton on Trent to take part in the filming of a new television series written by Sir Lenny Henry about the "Windrush" years, I believe the series is partly based on Sir Lenny Henry's Mother's experience of this time. Claymills Pumping Station buildings were turned into Tilbury Docks, this does seem very strange in some ways as two fields away from where we live is the furthest anywhere in England from the sea and Burton is only about six miles from us. Mostly the vehicles were just parked to hide items that could not be moved for the filming. At one point of the filming some of the cars are parked in front of a very large blue screen that was hiding the buildings behind it, when you see this on the television you obviously will not see the blue screen but instead you will see a large ship moored alongside the harbour. I think we were told that it will be a six part series and the scenes with our cars will be in the first episode and it should be screened this summer.

With regards to future events in the area on Wednesday I will be having another meeting at Statfold Barn Railway to finalise the arrangements for the "Drive it Day" event that will be being held there this year. The one advantage to holding it at this venue is that before, at the National Memorial Arboretum, you had to be on site before 11am and you weren't allowed to depart until 4pm, this is not the case at Statfold. In fact one local car club are doing a 25 mile run to the event leaving Ashbourne earlier. This arrangement might suit STAR members better, being able to arrive and leave when they like. I will be giving further details via Facebook and possibly sending out an email and putting it in the next STARDUST, if enough members show an interest. If any members would like to stay over at the Appleby Inn, I will ask if we can have a group discount.

The other event I already know the dates for is the Lullington Open Gardens and Classic Car Display. This year's dates are 24th & 25th June, normally 12pm till 6pm. Again more details later and again if you would like to come and stay I will try for a group booking at the hotel. Several members in the past have come along, stay and go somewhere else on one of the days and we normally try to get a club booking for the Saturday evening at the Appleby Inn so we can join together for a meal.

Finally I am sad to report that I received a telephone call from Leon Gibbs' daughter Sue on Saturday, some of you will have seen this on Facebook but I know some of our members are not on Facebook. Leon's wife Joyce aged 85 years old passed away on Saturday 7th January after a short illness. I passed on our and the Club's sincere sympathy to Leon and all the family. Joyce was a lovely lady involved in many organisations over the years having lived in Bulkington all her life, mainly with her singing groups and art clubs, she was a very fine artist and we are proud to be the owners of three of her beautiful watercolours. Joyce also supported Leon with all of his involvement with STAR. I am sure if any of you had the opportunity to visit Leon and Joyce's home you would have received her excellent hospitality. Tony and myself, along with our Chairman Alan and his wife Jane will be attending the funeral on behalf of ourselves and STAR. Rest in Peace Joyce.

Happy Sunbeam Motoring, Pauline Blake

REGION FIVE

Good gracious, 2022 has slipped away and suddenly we are already looking forward to the opening events for the New Year.

But firstly a short report of the last meeting held at The Butcher's Arms, North End, nr Gt. Dunmow, Essex. This took place on Saturday lunchtime 17th September. Please see the photograph, below, which shows John Beardwell's Mk 3, Chris Scott's Alpine and my 80 Coupe.



We are still trying to sort out the Suffolk venue, however the onset of the winter period now means further news for this will appear in the spring hopefully!

So initially, looking at the New Year, our traditional opening events will be as follows:

Sunday 12th February 2023, meet for midday.
Lunchtime meeting at The Talbot, North Weald near Epping, and the original Harlow turn off on the M11. Don't take the new first one after the Stansted junction if travelling south! Take the exit signposted A414 to Chelmsford.

Sunday 12th March 2023.
Lunchtime meet at The Magpie, Stonham, Suffolk, on the A140 Norwich route.

Any queries please phone me.

Martin Andrews. Tel: 07952 708220

REGION SIX – WEST

Before I start, I would like to wish everyone a very Happy New Year and hope 2023 meets with everyone's expectations. I think the term, kicking one's heels, comes to mind, with no STAR car, (still looking!) to fettle or clean and also no garden to potter around in. I'm sure you've guessed that Pam and I are still in exile in north Somerset. So once again I thank the goodness of the king of the European highways, who has kindly once again stepped in with news from the west of the region, thank you Neal Wells:

On December 11th, Region 6 west held their Christmas meal at The Fox and Hounds at Comford, just outside Redruth. We had about 30 people attend. These are not all STAR members as our west events are open to all classic car enthusiasts, unfortunately the only classic car we had was a MK2 Jaguar. I didn't take my Sunbeam Talbot as the weather was still cold and frosty, so the local council had been salting the roads, I even had to de-ice my modern car. On the way down to the pub, the traffic was really slow as many of the drivers were concerned about the risk of black ice. The closer I got to the far end of the region the weather improved and it became a tropical 6°C. I was told they had not had the same frosty

weather as the rest of the country had been experiencing and they had not seen any frost, so it was safe to drive the old cars without the risk of them dissolving in rust due to the caustic action of salt and water.

Several STAR members and ex-members made up the group including David Scholefield, Rikki Knight, and Chris Whitely, who had just sold his Alpine at auction, the week before, and of course myself. Trevor and Pam had hoped to attend as the workmen were supposed to have completed renovations but had failed to do so, we hope they get back soon. We all had a very nice meal and the crackers had some truly awful jokes!

There won't be a gathering in January as people will have overindulged over Christmas. We will be having our first event for 2023 by returning to The Victoria Inn, Threemilestone, Truro on 12th February.

This year's Spring Run is also being organised by Neal Wells, it will be on 30th April, starting from Exeter Services at 10am for 10.30am, so remember to put the date in your diary, we hope to see you all there.

We hope you all have a great year showing off your wonderful Sunbeams.

Trevor Stacey

REGION SIX – EAST

It seems like only yesterday that I received my December issue of *Stardust*, well come to think about it, it was just yesterday and now I am getting reminders from the Editor for copy to be included in the next issue! There is no rest for some! Not a lot has happened to be honest, so I will do my best!

By the time you read this Christmas will be a footnote and we will incredibly be starting to look towards Easter and the spring which means we all need to be getting our cars sorted out for the season. This seems a good point to look into the Pits and see what you have been up to and again not much seems to be happening.

I have this week heard from David Bonnefin a recent member enquiring about removal of the front doors and the sun roof on a 90. I was able to give him guidance on both counts and I am pleased to hear that the sun roof now works correctly following some welding but the doors will have to wait a while. Keep at it David, we hope to see you out and about in your car very soon. But please everyone remember you do not have to attend events in a Sunbeam!

Andrew Owst has completed his exhaust repair and now he is plucking up the courage to remove the speedometer as it has stopped working.

Julian Bittleston has fitted some 'adjustable lever arm shock absorbers' to his Alpine, I am awaiting details of how effective they are and the suppliers for anyone out there who may wish to consider fitting them.

I understand that Neal Wells' 90 has not as yet had the water pump repair completed following the failure during and on his way home from the Tour des Alpes last year.

I have not heard any other news other than Trevor Stacey is still looking for a decent Mk 3, I hope that the search is soon successful.

We have had a couple of run outs, the first was a brunch during November at the Otter Valley Ice Cream and Field Kitchen there were not too many takers but those of us who attended had a very pleasant morning and the late breakfast was good as well!

In December we had our Christmas Lunch at the Globe Inn, Milverton. There were too many of us to fit in the one dining area so we were split up which was a shame. However the food and company was excellent and everyone appeared to have a good time.

Our regular Spring Run will take place on 30th April 2023 @ 1000hrs for 1030hrs from Exeter M5 Services. Neal Wells is organising it so please give him your support. I shall be away during April somewhere in Europe so if it is your intention to attend please let Trevor Stacey or Neal Wells know by 23rd April at the latest.

So that's about it for this time, I will circulate separately details of up and coming

Sunday run outs to everyone!

Finally can I for the last time thank everyone who helped us put together the National in 2022 at Dawlish and especially those members who travelled to be with us, we appreciated your support. We now look forward to Llandrindod Wells in July for the 2023 National!

I look forward to seeing you all in the not too distant future!

Rod Allen ~ Tel: 01458 850656 ~ Email: st90dhc@gmail.com

REGION SEVEN

Our last monthly meeting before Christmas took place as usual at the Cart & Horses in Kings Worthy at the end of November. How our joint organiser arrangements might work out in practice concluded Hugh would deal with desk-based admin and Peter focus on activities and meetings content. We are both delighted that Roy Reynolds is happy to continue to provide technical support to the region. He's an excellent engineer, very knowledgeable about our cars and a constant source of wise council. Plans for our forthcoming Annual Seasonal Lunch were discussed and by the time you're reading this it will have taken place at The Swan in Alresford at the end of January. A good turn out of two dozen members and partners is promised and I am sure we'll have a good time with a few staying over at the hotel.

Some initial thoughts on activities in 2023 were also aired based on the online survey that Peter Finch had set up and it seems we will be doing a familiar mix of events, member organised runs and meetings at the pub. Peter has a few other ideas up his sleeve too so I expect there'll be plenty to report on during this year. The discussion amongst members was lively with the ladies present offering to give some insights into the intricacies of crochet. Perhaps needless to say the meeting's attention quickly turned to Richard Vaughan's Alpine and his search for a Mk 3 engine and gearbox! As previously mentioned the great National Rally venue hunt is well and truly on. There was much discussion on this subject and although we've got a little time in hand before it's our turn (2025) seasoned organisers will know it's as well to plan very well ahead especially when it comes to picking a suitable venue. We're not there yet but have three offers to consider…so far!

Recently returning member Stewart Couzens joined the meeting a little later and this resulted in some lively and nostalgic reminiscences about former Region 7 members and organisers. Stewart also caught up with those attending many of whom he knew. All in all a very enjoyable and chatty meeting with loads of entertaining discussion on a variety of topics. Exactly what membership of this great club is all about and long may it continue.

Here's looking forward to a splendid year in the company of our cars, current friends and friends yet to meet on the road into 2023!

Hugh Crabtree

REGION EIGHT

New Year's Lunch

Just back from our annual bash! Great to see all my friends. Special mention to David and Jayne Beckett who braved the weather and arrived in style! See picture, right. From the left running down the table; David Powdrill, Nick Allen, David Beckett, Ian Fields, Jo Slater, Gill Woodhams and Guy Woodhams. From the right running down the table; Peter Rodd, Tina Allen, Jayne Beckett, Caroline Donegan, Claire Pyant and Doug Lyons. Unfortunately, Dave and Lesley Wheeler could not join us as Dave was not well, get well soon Dave. Roll on sunny weather and Sunbeams.





John Donegan

REGION 14 IOW

I'm scribbling this update to you on twelfth night, prioritising getting my copy to editor Derek over taking down our festive decorations and not having to keep them up 'till Shrove Tuesday. Then I'd have to burn them to cook my pancakes apparently, which sounds like bad luck of sorts by diverting me into making pancakes rather than fettling the Sunbeams in readiness for 2023's exploits. (And) a Happy New Year to you and yours by the way – my self-prescribed hangover cure was a day out at Brooklands Museum, Classic Gathering. T'was just the job!

In November some of our 'Alpine Boys' (Jono Dent, Nick Rootes, and me) went to the Classic Car Show at Birmingham. Nick cut a ribbon on the other Alpine plus Tiger stand, Jono tucked into 'Blakey's cakes' while I helped or most possibly hindered STAR stand duties. With a few of our number enjoying a break in warmer climes abroad - nine of us got together for our December Noggin and Natter at Chessell Cafe. We indulged as ever - in the swapping of intel, technical tips, classic mags and some other bits and bob's; and most importantly our Sunbeaming wants lists for Christmas.

Talking of things you'd hoped to receive, we have ably supported Nick's determined efforts to enlighten himself as to what goes on under the bonnet of his Alpine 'Gracie'. (So) He is now the proud owner of some 50's Shell Motoring pamphlets, covering everything from the engine, to transmission systems and can now talk about epicyclic gears as eloquently as he can the footie off-side rule (maybe?). Nick now needs little encouragement to whip out his vintage lubrication maintenance log book, impressing anyone (yep!) as to when to grease 'Gracie's' nipples! Chessell regulars are, we think, getting used to our 'carry on' banter. Anyway, Colly also rocked up in her Coupe 'Betty' (see picture, below) together with friend Dylan in his wrong choice of classic (an Austin-Healey something or other I think he mumbled defensively!).

I welcome your captions on Dylan apparently losing his head to the stream styled beauty of 'Betty'!



Mid December we had our Festive Film evening focusing on Sunbeams in action. Linda and Chris hosted us superbly at Niton Undercliff. The Channel storm raging outside was kept at bay by the log burner, some huge dollops of cottage pie lubricated by alcoholic beverages, with our enjoyment of the ‘flicks’ liberally sprinkled by a healthy dose of Sunbeaming bonhomie and 'doering do's'. Film treats included the factory Alpine development & marketing films from 1953 (‘Road to Fame’) and ‘54 (‘Gold Cup’), plus some contemporary Monte Carlo Rally footage and a mid-50’s tourist film that had Sunbeam-Talbot’s hill-climbing the Ventnor Cascade’s. Encore! was the assembled feedback, so we shall be doing it all again soon! - but can Linda and Chris's cellar cope I wonder?

Looking ahead to the summer, our Island’s Classic Car Extravaganza is back to its usual September slot along Ryde Esplanade. This year it coincides with the Bembridge Sailing Club (BSC) car rally, when sailors haul in their mainsails and step onto dry land to drive their land yachts (ageing motor homes) around our Island’s byways creating a mobile road block en-route to getting lost! It’s a nice problem to have choosing which event to attend? (And) with this year’s BSC rally visiting the esplanades of East Wight, opinion is ‘tacking’ (maritime pun!) towards our flotilla of Sunbeams ‘sailing’ gracefully along local esplanade’s turning heads as we pass by in search of the next golden beach. Paints a picture don’t you think? - to see us through the dreariness of February and March. Talking of spring, David Langdon recently came across this photo (see below) from early April 2017 - when he met up with Alan Brinklow, Pauline & Tony Blake and Dickie & Colly Donn at a favoured watering hole - the Sun Inn, Hulverstone. David’s fabulous ‘family heirloom’ Saloon is nearest the camera. Alan tells me he’s planning a reappraisal of the trip, to help him through celebrating his milestone birthday (year) which he shares with the launch of the Alpine! Promised Alan I’d only share this nugget with a select group of people, promise kept I reckon!



...and, U-turning to the start of this update we have a New Year change of leadership! Our chum Jono Dent has said au revoir to his stint as our region's esteemed coordinator, handing over the reins to yours truly for a bit. Jono's taking a well deserved sabbatical from RC'ing and with all our thanks for guiding us through three years of small island Sunbeaming!

Our updated activities for 2023 thus far are:

- Friday 3rd February 2023 - First Noggin & Natter (N&N) of 2023 + a talk on the history of Isle of Wight Vehicle Registration & Number Plates by local authority Martin Wallis & our Groups' expert David Langdon. Venue is Shanklin & Sandown Rowing Club.
- ...then, N&N Saturday morning brunch (& runs) on 1st April, 3rd June, 5th August, 7th October & 2nd December - which are usually held at Chessell Pottery Cafe near Yarmouth.
- Brooklands Easter Classic Gathering - 8th April.
- Goodwood Members Meeting - 15th & 16th April 2023.
- Beaulieu Autojumble(s) - 13th & 14th May and 2nd & 3rd September 2023.
- Le Mans Classic - 29th June to 2nd July (supporting the Le Mans Centenary), then...
- STAR National Rally hosted in Wales - 7th to 9th July 2023.
- Bembridge Sailing Club Classic Car Rally (of the 'Esplanades') - 9th September.
- Classic Motor Show, NEC Birmingham - 10th to 12th November.

As ever, please give me a shout if you'd like more info about joining us for any of the above.

Jonathan Braim (JB)

For any part, new or used, for Sunbeam Talbots 1951 to 1957, breaking or rebuilding, welding or just a chat, contact:

Graham Brooks

01362 688371 / 07775 511708

The Coach House, Main Road, Sparham, Norfolk, NR9 5QU

Website: www.sunbeamtalbot.co.uk

Email: graham.brooks@yahoo.com

NATIONAL RALLY NEWS



Unfortunately all the reserved rooms at the Metropole Hotel (78) were taken by the end of November 2022, but there are a good number of other hotels in the town and Bed & Breakfast accommodation at various local venues.

In addition it may be handy to get on the waiting list for 2 or 3 night stays at the Metropole at the discounted rates negotiated for STAR members.

Bill Hall

MEMBERSHIP MATTERS

This has been a busy year with more people coming and going than usual. The total number of members who have left us are made up of 53 resignations, 11 Lapses and 6 deaths, a total of 70. This is the highest number of losses for many years caused, I believe, by the insidious effects of the pandemic and the two periods of lockdown, leaving many with negative feelings of ever getting their cars back on the road.

On the credit side we have gained 67 new or returning members in the calendar year, leaving us with a membership total of 723 at the end of December. Conversely this has been the largest number of newcomers, also for many years.

There has been a diminution in numbers of 3 as against the same period in 2021. Although this is the first year since 2013 when we have failed to increase membership numbers, we must not lose heart and take comfort from the continuing influx of new people, together with the spirited response from both old and new to complete attendance forms for the National Rally next July.

We have only a handful of members now who have owned cars new or nearly new in the fifties. Many members have memories of riding in those early days in cars driven by fathers, uncles and grandfathers. The obvious difference being that those chaps wore hats. Trilby, Homburg, Flat Caps even Stetsons were de rigeur, with lounge suits & ties or sports jackets and flannels!

Such formalities lasted well in to the Seventies as can be seen in the early Club films made by our founder Gerry Simmonds, although it would appear that some, like Garry Humphris, have never worn a suit in their lives.

Let's bring back a proper hat. Slapping a Panama on when the sun comes out does not qualify.

Bill Hall

WELCOME TO NEW MEMBERS

Hugh Atkinson Region 4/A.124 '53 90 Mk 2A Saloon LER 773 (1)
2 Harrowby Hall Estate, Harrowby, Grantham, Lincolnshire, NG31 9HA
(1) Car previously owned by E Harding (H.230),M Chapman (C.218) & A Gatherer (G.150)

Lorna Meek Region 5/M.315 No car at present (2)
Old Glebe Farmhouse, Station Road, Little Steeping, Spilsby, PE23 5BH
(2) Lorna is planning to buy one of our cars this year

Joe Ewoldt Region 9/E.98 '53 Alpine Mk 1 (3)
5133 Irish Lane, Fitchburg, Madison, Wisconsin, WI 53711, USA
(3) Car not previously known to STAR

Warren Webb Region 9/W.317 '54 Alpine Mk 1 (4)
P O Box 182, Seligman, Arizona AZ 86337 USA
(4) Car not previously known to STAR

Leo Schepman Region OS/S.391 '53 Alpine Mk 1 AM-16-09 (5)
Malakkastraat 141, Den Haag, 2585 SM, Netherlands
(5) Car previously owned by J Van der Steen (V.27)

WELCOME TO RETURNING MEMBERS

James & Charmaine Jenkins Region 2/J.102 '39 ST 3 Litre Saloon EFY 687 (6)
14 Horse Carr View, Barnsley, South Yorkshire, S71 5HF
(6) Members from 2012 to 2016

Michael Bradley Region 3/B.183 No car at present (7)
Field Bank, Ford Heath, Shrewsbury, Shropshire, SY5 9GG
(7) Michael was a member from 1988 to 1997

Stewart Couzens Region 7/C.224 '46 ST Ten Saloon HXC 787 (8)
1 Buckland Close, Boyatt Wood, Eastleigh, Hants, SO50 4RD
(8) Stewart was a member from 1999 to 2006

Anthony Crabtree Region 9/C.208 '54 Alpine Mk 1 (9)
4380 Fernwood Road, Myrtle Beach, South Carolina, SC 29578
(9) Tony was a member from 2008 to 2021

Bill Hall

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90 & ALPINE GRILLE

With the grille off the car and assuming that the vertical bits are still attached but bent, as they usually are, they can be straightened surprisingly easily on a simple wooden jig as follows:-

Use 3/4" ply or similar about 15"x6" for a baseboard. Next make two timber 12" long strips about 3/4" x 5/8" with a chamfer on one 3/4" face of each about the same as the front to back taper on the grille member. The only important dimensions are to ensure that the top face of each strip fits between the adjacent vertical grille members. Pin & glue these strips along the centre of the baseboard about 1/4" apart with the chamfered faces facing each other to form a raised channel to match the profile of the widest grille member (They do vary). I'm going from memory so treat my dimensions with care though there's no need for too much accuracy.

Now make a tapered "male" former to fit the inside profile of the grille member from a piece of ½" thick hardwood preferably, about 4" long and big enough to either hold & hammer and/or push into the back face of the grille member which has been laid face down on the baseboard with one of the bent grille members bits offered up to the aforementioned channel. The brass is so soft that as you work along the length gently forming it back to straight in the channel jig you won't believe your eyes or your skill!

It does NOT WANT TO KINK! A side effect is that the grille bits end up in line with each other as they are easy to gently twist, in or out of the jig.

Hope you understand the above - I've repaired three grilles this way and I've always ended up smiling - trust you will!

Terry Poole

The above first appeared on the "Sunbeam Talbot Email List" ~ 18th June 2008

REGALIA NEWS

It's been a chilly start to the New Year, so why not keep warm with a new fleece, body warmer, scarf or beanie hat from the STAR online regalia store?

https://logothatpolo.co.uk/store/sunbeam/

Stardust binders, car badges, stickers and key fobs are available on the Club website, alongside Ken Sparkes' book. If you don't have access to the Internet but would like to purchase some regalia, my contact details are in the club officers section on page 4 of this magazine, and I will be happy to order your items.

The Club has also acquired a small quantity of the book *Sunbeam Talbot & Alpine in Detail 1935-1956* by Anders Clausager. We are offering them to UK club members at £35, including p&p - we have five copies available. If you are interested, please contact me via the details in the club officers' section of this magazine.

These books can also be sent to overseas members - please contact me for postage outside the UK.

Sarah Burnett

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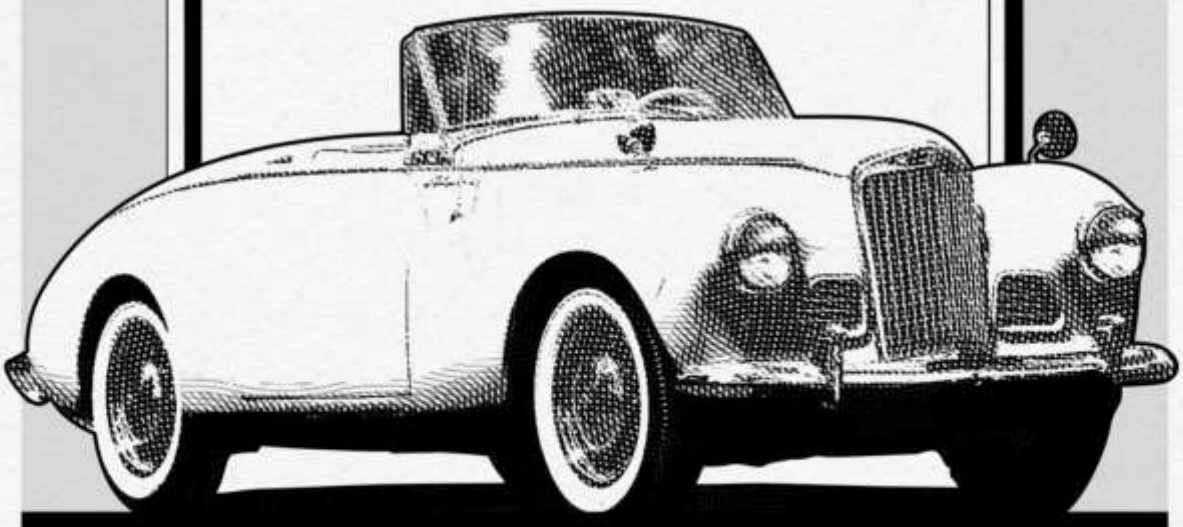
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STAR APPOINTED INSURANCE BROKERS

LETTERS, POINTS and PLUGS





Dear Derek,

I was fascinated with the story of David Bevan's Special and the probable tie-up with 'Sunny Jim' in the last *Stardust* magazine. I remember David's Special very well, although I know nothing of its demise other than what he has described.

During the early seventies David came to my house when we were living in Harrow and then transported us, in the Special, to Alton Towers for the STAR National Rally.

Alton Towers was not a theme park in those days and I think the National was a one day event. I recall sitting in the back cockpit facing rearwards. I don't think there was any form of weather protection, but I don't think it rained!

Nick Hardey

SAOC NATIONAL RALLY 2023

Dear Derek,

All of the various Rootes clubs are invited to come en-masse to The Sunbeam Alpine National 2023 which will be held at The Friars, Aylesford, Maidstone, Kent ME20 7BY from Thursday 27th July 2023 to Monday 31st July 2023.

The 2023 National will be different from previous Alpine Nationals insofar as we are trying to fill every moment of the weekend with something happening. In fact there should be so many things taking place that people will have to choose between two options when they may want to do both!

More activities are being added and developed all the time but so far we can confirm that we have secured 60 tour places around the incredible Spitfire Factory at Biggin Hill, at a significant reduction on the usual price (first-come first-served so it will pay to book your National tickets promptly) This unique factory maintains and restores Spitfires, Hurricanes, Mustangs etc and keeps them flying.

There will be an opportunity to ride in a Harrington bus. Justin Harrington himself will be hosting a session on the development of the Harrington Alpines and the history of the relationship between Rootes and Harrington coach builders ahead of the publication of the new Harrington book.

Billy Hollis will be hosting a session on the story of the 'real' Chitty Chitty Bang Bang and his lifetime involvement with it. This will include the rivalry with Sunbeam and how Ian Fleming took it as both his inspiration and the name for his book.

There will be a visit to the magnificent Westerham Brewery, there will be driving tests, an 'Ask the Experts' session, a million selling, chart topping band playing live and other musical entertainment as well as various other attractions that we are currently working on. This is all in addition to the 'normal' events that take place at every Sunbeam Alpine National.

We aim to ensure that everyone who comes can enjoy a high summer long weekend in Kent at the beautiful and historic Friars Abbey with like minded friends, without breaking the bank. The earlier that people book their tickets, the cheaper the event will be for them.

Please let us know if your club would like to attend as a group and display your vehicles together. If you wish to camp together next to your friends, please book together. If you do not wish to come as a club, individuals from your club that would like to attend will all be welcomed. To book tickets please e-mail qplus@sky.com - for further information call Bob Prior on 07720 911718 Owners of any Rootes vehicles are welcome to drive onto the main display field and can book camping places there.

Best Wishes,

Tim 'Oily Puddles' Raymond

LETTERS, POINTS and PLUGS



HAREFIELD SHOW

The Harefield car show in conjunction with the Village Fete is on 10th June 2023. The fete starts at 12 noon, but cars have to be in position by 11.30 am at the latest. The gate shuts at 12 noon as there is no vehicular movement while the fete is on. It finishes at four.

As you can see it is a rather delightful venue and last year we mustered three STAR members' cars. It would be wonderful to have a few more.

It could make a rather good venue for a possible National Rally. The green is large, there is a pond, a war memorial and a pub adjacent. There is also a very large posh hotel within six miles of Harefield at Gerard's Cross on the old A40, called The Bull.

I have made no enquiries yet, but I would if there is any interest.

Nick Hardey



Dear Derek,

I was not pleased with the road holding on my Sunbeam Alpine around corners so I have looked into replacing the front shock absorbers with adjustable ones.

There is a firm in Wales which will take your old shock absorbers, remove the arms and put them on theirs which look exactly the same as the old ones, except that they have a nut at the bottom with 12 settings for adjustment. I have set mine at number six and it is a noticeable improvement.

To carry out any adjustment, it is not necessary to remove either the shock absorber or the wheel.

The cost is £120 per shock absorber plus delivery. The name of the firm is:
V & C Engineering Ltd., The Old School, Llandderfel, Near Bala, Gwynedd, LL23 7HW.
Tel: 07544 596014. Web: https://www.vandcengineering.co.uk

I am sure you will find it a great improvement.

Regards,
Julian Bittleston - astonmartin2julian@icloud.com

ALPINE FILM PROJECT

There has recently arisen a new interest in one of our historically important Alpines.



The car concerned is a 1955 Sunbeam Alpine Mk 3 registered PKV 940, which was finished in Crystal Green and despatched on 8 April 1955 to Lady Ruth Rootes, the wife of Reginald Rootes. He, of course, together with his brother Billy (the future Lord Rootes) were the founders of the Rootes motor empire, the legacy of which we at STAR continue to enjoy to this day.

We have no doubt that Lady Ruth enjoyed driving the Alpine (she allegedly had powerful but elegant shoulders) but at a later date she moved the car on in favour of a 1958 Sunbeam Rapier Convertible.

We had no record of previous owners of this Alpine until it was acquired by member John Cockerill of Whitby in the early 90s in a rather decrepit state suitable for a complete restoration. Other Alpine projects took precedence, so that little progress had been made by John's death in 2018. This Alpine has now moved on to the hands of an expert restorer in London.

However an earlier owner, Garth Inman, has recently contacted the Club to find information about the car, which he owned from 1974 to 1976, He has supplied some contemporary photographs of the occasion when it was used in an amateur film, shot and produced by keen young chaps, members of Norwich Castle Round Table, in the grounds of Felbrigg Hall in north Norfolk.

The plot involves the kidnapping of a local amateur golf champion (Galahad) by three villains employed by a betting syndicate who require a rival golfer to win the trophy The first photo shows the first villain (Mordred) waiting in the driver’s seat for someone to call "Action".



In the second photo he is joined by his two colleagues Maleagen and Accolon (all three wearing London hats).



Galahad, having been captured and shoved in the Alpine boot, luckily had a supply of golf balls secreted about his person, enabling him to throw them (gently) out of the open boot to allow his chums to follow the trail of balls (before birds ate them up) and rescue him from the villains' clutches. As illustrated in the third photo.



You will observe that there appears to be a fourth villain riding in the car (not named and probably a stand in).

Galahad was shackled to a post on Cromer beach to await the incoming tide. However his chums who had followed his trail, who were all golfers, assembled on the cliffs with their clubs and balls which are driven with astounding accuracy at the villains who flee from the fusilade of gutta percha and Galahad is released.

He is just in time to enter the competition and win the trophy. And so the betting syndicate and their London villains are confounded.

Bill Hall

LETTERS, POINTS and PLUGS





BLETCHLEY PARK 2 LITRE SUNBEAM TALBOT

Dear Derek,

I was very interested in the article (in Stardust 283) by Paul Walby entitled "Visit to Bletchley Park" because as part of my role as Archivist I had been in touch with Bletchley Park in July 2013 about the 2 litre Sunbeam Talbot. I was put in touch by Guy Woodhams with Sarah Kay of Bletchley Park they had inherited the car and Sarah was interested in its history. I asked Sarah for the Chassis number and she responded with 787200 and I was able to tell her it was despatched on 12 September 1947 and it was built as a Saloon for export (Dealer: Rootes Limited Export) the engine number was the same as the chassis 787200. In India they drive on the left so although it was built for export, it was RH drive.

I was told it was registered in New Delhi DLE 8459 it was built as a saloon and converted to a Tourer in India. When it was imported back to England it was given a London registration, FLR 586 which was issued between March and May 1939 which is all wrong for the age of the car and indeed the date of import. The last thing I discovered about this car is that the registration FLR 586 is not on the DVLA website it comes up as "Vehicle details could not be found."

Michael Montgomery

SIDEVALVE CLATTER



Well, the NEC Classic Car Show proved to be a great showcase for our old STAR cars with the club stand containing only sidevalves:

- The club owned 1939 Black 3 Litre Saloon displayed as a wedding car together with an RAF Bridegroom and a Bride in a period wedding dress
- The Chairman Alan Brinklow's recently acquired 1947 Old English White Ten Tourer ex Jim Waywell with a lovely display of a Teddy Bears tea party alongside which received

plenty of interest - see picture

- My 1936 Talbot Ten 2 seater Special with Dickey seat which was there to display the ash frame

All 3 cars attracted a great deal of attention as we had hoped when the display was planned by the Committee. Credit must go to the indefatigable Blakes, Pauline and Tony as well as our Chairman Alan and his wife Jane. We enjoyed visits from several club members who were, of course, attracted by the cars and not Pauline's superb cake selection supplemented by an excellent array of rolls washed down with coffee or tea!! One such visitor was Colin Knowlson from Abergele in North Wales, who owns a 3 Litre Saloon. He is determined to get her running well enough to make the journey south through Wales to this year's National so I wish him well in his endeavours. I hope to go and visit Colin to see his car and his old fire engine!

Whilst it is something of a chore to get your car to Birmingham in November on Thursday and take it home again on Sunday night it really is rewarding when so many positive comments are received about the Club display.

I am typing this note having visited one of our long standing club members Paul Taylor who has owned his beautiful 1936 Talbot Ten Tourer for the last 60 years acquiring her when he was a student. By his own admission he had to learn the hard way how to work on the car as a poor student. He drove 30,000 miles in her in the 1960s and recalled how his friend couldn't afford an MG in those days but loved the fact that the Talbot 10s were cheap to acquire and run.



He has restored the car in recent years to an outstanding condition and he took great pride showing me round the car. There were many touches I really liked but the stand out one was the clever use of LEDs and a set of period indicators (See photo). The front indicators are contained in with the sidelight which displays white changing to flash orange when required. NB The semaphores still function but as we all know they don't provide anywhere near the level of safety required on modern roads.

Late last year I visited another well known STAR member Roy Rogers to collect an engine and gearbox. I was blown away by his superb collection of three Sidevalves which are all in Concours condition.

♦ 1937 Talbot Ten Tourer ♦ 1946 2 Litre DHC ♦ 1947 2 Litre Tourer ♦

The last two are rare beasts so it was a delight to see them looking superb and spend time talking to Roy with whom I had more in common than STAR cars as he used to work for a large electrical company in the Bristol area who worked on fire stations which is where I started my career 50 years ago.

It continues to be very clear that our cars are returning to the roads in increasing numbers we just now need to see more of them at our STAR events particularly this year's National Rally in Llandrindod Wells.

Peter Holland

P. J. KRUEGER

...AND THE SUNBEAM SEGUE INTO AN AERO MINX

I bought my first Sunbeam-Talbot Alpine (a “Mark” Alpine only produced from 1953 to 1955) in 1970 for $50 from a junkyard. It had been stolen, the seats and steering wheel taken and the motor had frozen and had blown a freeze plug. I had never seen one before. I intended giving it to my brother-in-law as a project. He had just turned 16 but his severe eye problems precluded his driving. I figured it would take him years to get it on the road. But, instead, he wanted a Chevy. The old Sunbeam Talbot Alpine sat during the next 20 years of Military service, then graduate school and finally I brought it down to my home in Texas, where I could work on it myself.

Coincidentally, I had a cousin, also living in Texas, who had two of these cars, one of which he gave me and the other which I bought, so here we go! I needed parts for these three cars and ended up mortgaging my soul to buy eight more Talbot Alpines in 1988 from a guy in Pennsylvania, one of which was documented to be the car from the movie *To Catch a Thief*. I think there were actually two cars used in the movie, one in Monaco and one for the “green screen” shots in California. Strangely, the second car was imported from France, restored with my help, and is still in Texas, documented to be worth around $500,000! I had sold my “Grace Kelly” car in 1991 for around $16,000 to pay off what I had borrowed, but also to acquire three more Alpines from various places, giving me 14 of these cars, obviously more than anyone else in the world. It also created a niche business for selling parts all over the world, which continues to this day although now I am more interested in helping others to appreciate and restore these cars, just to keep them on the road.



Now in my 70’s, I’ve decided that, realistically, I won’t have time to finish all the project cars I had accumulated. So I’ve slowly sold off all project cars except for the original $50 car, which is pictured, right, after the body and paint resto and which will be my last project. It’s not original colours, but, hey, I’m a bit colour-blind and decided to do one in colours I like! I’ve kept a total of three Talbot Alpines, two restored already including one “Special” (of which there were only 92 of the 1500 Alpines produced from 1953-55) and one modified with a V-6 Capri motor. I also have two Sunbeam Talbot Sedans (one in New Zealand, my second home), and I just sold my 1966 Mercedes 250SE Coupe which I bought in Germany from the original owner in 1973. Besides, of course, my everyday cars, one a 2005 & one a 2017. My wife, who has loved Jaguars from 1983 (and has owned five), presently has a 2006 Jaguar “S” Type, British, but not totally since Ford had owned them at that time. We both do love British cars!

Despite swearing off the acquisition of any other cars, when I learned that Ruud Lem was selling his 1937 Abbott-bodied Talbot Ten Drophead (one of only 13 made), which I had lusted after for years, I called him immediately. Ruud Lem is a Dutchman who lives in the U.K.., but he and I met in New Zealand while we were both looking at an old Sunbeam. Ruud had subjected the Drophead to a five year restoration from a basket case. I told him I wanted it and we would work out the details since I had money from the sale of some of my Alpines. See picture, below.



Now, Ruud Lem is quite a guy and has written a huge book on Sunbeam Talbot side-valve cars. Sadly, he is unable to drive any older cars though he is still a STAR member. Interestingly, in the very front of the book was a small write-up of Hillman Aero Minxes (which company had just been purchased by Rootes Group) with a picture of a “Streamliner”. That was another of the other dream cars I had wanted, although I had not, until then, known what it was and had only seen old pictures. The Aero Minx “Streamliner” resembles the beautiful 1936 German “Wanderer”.

I contacted Tim Green, of the Aero Minx register, to see if any Aero Minxes were for sale and when Scot Hillman (note the name) contacted Tim about selling his deceased Father’s Minx, Tim put him in touch with me and another deal was culminated. I was a bit sceptical since the car had been restored in 1984-1986 by one individual doing most of the work himself - this was Dave Storey, guitar maker for such bands as “Queen”, “Pink Floyd” and “Def Leppard”. Sadly, he passed away in September 2022 just after visiting me and taking a final ride in the Minx. Quite a guy.

Scot Hillman knew little about the car since his Dad had been the owner. The photos reassured me however. It took a couple of months to get the car here from California - auto transporters, bah! - but when it finally arrived, I was stunned! Tis indeed an exquisite restoration and still drives well. Of course, it needs minor maintenance, having only ever been started and driven around the block for the past six years. Luckily, there was a wealth of information with the car including 300 pictures of the restoration. It was done as a very original car, and, evidently was pretty complete when rescued from a barn in England in 1979. Tim Green also knows some of the other earlier owners of the car.

It will perfectly compliment the 1937 Talbot and I am looking forward to displaying both at car shows until I can no longer function as caretaker of these beautiful automobiles. Hope this brings everyone a little up to date on me and my projects. The NZ Sedan will be sold in February 2023 on our next trip there if anyone is interested!

PJ Krueger - “The Sunbeam (Ba) Czar of Texas!”



PJ need not have been worried about the state of the Aero Minx that he had bought. As can be seen, it is both immaculate and beautiful!

THE END OF THE AFFAIR

After 50 years, I said farewell to my Sunbeam-Talbot today (15th January 2023) as it headed off from my home in Hackney to Graham Brooks' emporium in Norfolk.

It went on a trailer because years of limited use, and problems caused by the new petrol rotting the filler-pipe rubber connector had contaminated the carburettor and made starting the engine a problem. Keeping the car roadworthy had become more of a chore than a pleasure for the limited use I got from it.



Land-Rover & trailer driver Rodney and his wife Bobbie

Over the years when I stopped at a petrol station or at a cafe, I was constantly asked: "Are you doing it up, mate?" which was difficult for me to answer because I used it as an ordinary, everyday car and thought it was fine as it was.

I travelled in it on holidays to Denmark, France, Luxembourg and West Germany and, in the days of Communism, to East Germany where the low-octane petrol caused problems by overheating and distorting the exhaust valves. But my "lovely limousine" was something to admire in the land of the two-stroke Trabant.

Sometimes pulling a camping trailer and sometimes with a bike rack on top, the car provided the motive power for years of family holidays in Norfolk.

It also provided power when I "chased" and photographed steam engines in Wales and northern England.

I bought the car in 1973 when my previous Sunbeam Talbot (bought ten years earlier) developed a back axle whine after climbing the spirals to the 4,000 foot high Montserrat monastery, near Barcelona in Spain. Perhaps I should have taken the rack railway or cable car instead.

The car was previously owned by the manager of Palmsville Garage in Colney Hatch Lane, north London. He was asked by his employer to drive a more modern car!

Years later, near my home in east London, I was surprised when a young man flagged me down and wanted to buy the number plate – 475 AMM. He said his name was Anthony Minsky and he was born in April 1975.

I did not sell but became aware of the lucrative market in number plates which had previously passed me by.

Living close to Graham Brooks in east London was the key to keeping the car on the road. He provided rare and essential parts, help in repairing the bodywork and endless advice and leg-pulling.

It was more difficult for me when he moved to Norfolk but even there, he rescued us when the car had an embarrassing and catastrophic rear spring hanger collapse on the quay at Wells-next-the-Sea.

Back in London, times are changing and these days I find it easier to get about on my pedal bike and, for longer journeys, by train. The pensioner's freedom pass allows me to travel all over London by bus, train, Tube and tram while the expanding congestion charge area and the Ultra-Low Emission Zone will surround my home from August this year.

My daughter said "good riddance" although I cannot say I was glad to see the back of my Sunbeam Talbot 90 Mk 2A and will probably miss the admiring glances from passers-by.

Maybe a new age is dawning for me. There is now more room in the garage for my 1977 Triumph Bonneville motorbike.

Ray King

For any part, new or used, for Sunbeam Talbots 1951 to 1957, breaking or rebuilding, welding or just a chat, contact:

Graham Brooks

01362 688371 / 07775 511708

The Coach House, Main Road, Sparham, Norfolk, NR9 5QU

Website: www.sunbeamtalbot.co.uk

Email: graham.brooks@yahoo.com



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ANDERSONS OF NEWTON MEARNS

Robert Anderson (1872-1937), known as R.A., founded what became one of Scotland's largest Rootes Distributors, Andersons (Newton Mearns) Ltd. R.A. left school at the age of eleven to help his widowed mother run the family coal merchant and hauliers' business founded in 1832 in Spiersbridge near Thornliebank, on the outskirts of Glasgow, by his grandfather, William Anderson.

R.A. was a keen cyclist, and established a bicycle repair business in Spiersbridge, obtaining a Humber Cycles agency in 1897. The business developed to include repairing cars and in 1902 the garage at Newton Mearns was opened. William Rootes Snr, at the other end of the country in Kent, had also started in business repairing bicycles and had expanded into cars in 1898.



The original cycle and garage workshop, note early petrol pumps

The first car owned by R.A. was a Beeston built Humber which he purchased in 1904 and was registered HS 39. The first car sold by Andersons to a customer, was a 1906 Coventry built Humber 10/12 four-seater with side entrance. The Humber cost the purchaser, a Mr James Fyfe Jamieson, £358-6-6d.

R.A. was a skilled engineer, and in 1912 Andersons constructed the first motorised ambulance in Scotland. The successful business expanded and in 1915 acquired a second garage at Giffnock, East Renfrewshire. In 1919 Andersons was one of the first garages in Scotland to install petrol pumps with underground storage tanks. At this time petrol was usually sold in two-gallon cans.

Andersons introduced production line techniques for the servicing of cars which increased the number of cars serviced to 50 a day. Facilities included a brake testing machine, which was an early rolling machine. Today, all garages are equipped with brake testing equipment, for testing brake efficiency as part of the MOT test.

R.A. continued to develop the business with James, Robert and Maurice, his three sons. During the 1920s and 1930s, the firm were selling and servicing Humber, Hillman and Sunbeam-Talbot cars. Rootes having acquired Humber and Hillman in 1929 and Sunbeam and Talbot in 1935. In 1930, the business was incorporated as a limited company: Andersons (Newton Mearns) Ltd



The garage at Newton Mearns circa early 1930s

In 1937, R.A. died suddenly at the relatively young age of 65. On the death of his father, James became Managing Director with overall responsibility for the business, with his brother Robert, Director of sales and Maurice Director of engineering.

During World War II, Andersons' large engineering workshop was used to manufacture munitions and parts for military vehicles. James was responsible for a new vertical lathe that allowed exceptional productivity to be achieved with a largely inexperienced female workforce. In recognition of his contribution to the war effort James was awarded an MBE.

After the war, James developed his revolutionary lathe at a factory on the Thornliebank Industrial Estate, three miles from the garage at Newton Mearns. The lathe became the Vertimax, one of the first machine tools with a fabricated casing - see picture. The manufacturing rights were sold to Churchill and Co. Ltd. of Birmingham, and the Vertimax lathe was sold extensively worldwide. Churchill & Co also manufactured the Rootes Special Tools illustrated and referred to throughout the various Rootes Workshop Manuals.



During the post war years, Andersons was very successful and continued to expand, eventually employing over 120 staff, with their own training school for 25 apprentices. The business was one of Rootes most successful Distributors, eventually selling 1700 cars a year.

The Anderson brothers drove many different Sunbeam-Talbots, including RHP 704 owned by James, and RHP 700 owned by one of his brothers (possibly Maurice). Both cars were Alpine Mk 3s modified by the works for the1955 Alpine Rally. However, the 1955 Alpine Rally was cancelled following the Pierre Levegh accident at Le Mans that year, which killed 83 spectators, and the six RHP cars were sold to Rootes Distributors.

Robert Anderson, like his father, was twice President of the Scottish Motor Traders Association in 1943 and 1953. Robert was also the first President of the Rootes Dealers Association. Robert died in 1977 and his two sons, Robbie and Dirk, ran the garage until it closed in 1980.

Maurice Anderson was a keen rally driver, competing successfully in several rallies. In 1953, Maurice and Robert Hastie competed in the Monte Carlo Rally driving a Hillman Minx and won the coveted Concours de Comfort prize outright. Maurice was one of two Rootes Hillman Minx, and thirty Rootes Sunbeam-Talbots entered that year. Maurice died in 1964.

James Anderson was a gifted engineer and during the 1920s and 1930s he designed and built a number of Specials in the garage workshop. James and his brother (possibly Maurice) drove his Anderson Specials successfully in many competitive trials and hill climbs between the wars.

The first Anderson Special was built in 1922 with a Humber 8/18 engine, gearbox, axles and steering. The Humber 8/18 chassis had its frame side members and running boards all in one piece and was unsuitable for conversion to a sports special. Therefore, an integral chassis and body frame was fabricated, which today we call a space frame.

The Humber 8/18 engine was much modified with a carefully balanced crankshaft, the connecting rods were polished and lightened by drilling. Special high crown pistons were fitted which increased the compression. The induction ports in the cylinder head were enlarged. The valves were lightened and fitted with double valve springs. The pushrods were also lightened, and the cylinder head combustion chambers and ports were polished. A feature of the engine was the significant ignition advance that could be attained. The Humber 8/18 block was subsequently changed to a Humber 9/20 block.

The Humber 8/18 propeller shaft with fabric disc joints was modified with two bearings midway with ball and socket centring devices. A dog clutch was fitted in the drive to the dynamotor so that it could be disconnected from the driver's seat for speed work.

The car was fitted with a streamlined torpedo shaped body which was totally enclosed underneath and had very low wind resistance. The car had a top speed of about 70 mph and gained many successes in reliability trials. After an accident, whilst being driven by his brother (possibly Maurice) in a trials event, the first Anderson Special was dismantled in 1934.

The second Anderson Special, built in 1928 was powered by two Austin Seven engines in an 8-cylinder boxer configuration. The Austin engines were replaced in 1934 by a pair of modified 1928 Humber 9/20 blocks also in an 8-cylinder boxer configuration. One block was reversed so that all the plugs were on the upper faces of the engine blocks. The four-throw, two-main-bearing crankshaft was used, with the big-end journals widened to allow two big-end bearings to be mounted side by side. The bearings were dry sump lubricated at 80 psi.

One half of the engine fired 1, 2, 4, 3 and the other half 1, 3, 4, 2. Number one nearside cylinder firing simultaneously with number two offside, and number two nearside with number one offside. Petrol was supplied by air-pressure to twin downdraught SU carburettors and the ignition was a Bosch 4-cylinder twin spark magneto designed for a 4-cylinder engine with two plugs per cylinder. This engine developed between 70 and 80 bhp at 4,000 rpm and had remarkable smoothness and a maximum speed of 85 mph.

The engine was mounted behind the driving seat. The clutch was a multi-plate type, running in oil. The gearbox had gears from a Humber 15/40. The clutch, gearbox and differential formed a single unit. Suspension was by a transverse spring at the front and reversed ¼ ecliptics at the rear, with radius rods to both front and back axles.

The car featured a disappearing windscreen, a speedometer half-sunk into the top of the bonnet, and headlamps that swung back into recesses in the sides of the bonnet. The car weighed 18 cwt.

The third Anderson Special was built in 1932, using two new Humber 9/20 engines in a boxer configuration similar to the second Special. The car had unorthodox suspension, comprised of a front transverse spring with a vertical radius rod which passed up behind the radiator and fixed at the top by a damper so that it served both as front shock absorber and front brake torque rod. The car was entirely enclosed in a sports type body and weighed just 15 cwt.

The fourth Anderson Special, known as 'The Bug,' was built between 1936 and 1938 and featured a tubular chassis and the 8-cylinder boxer engine with dry sump lubrication used in the previous Specials. This engine was fitted with a Laystall crankshaft and duplex roller timing chains and was installed below the driver's seat.



The car had advanced hydraulic interconnected independent suspension and four-wheel drive. The suspension was unique and

comprised of four hydraulic pistons moving in cylinders with rubber rings between metal discs at the top and bottom of the cylinders. The system incorporated hydraulic oil (brake fluid) and air pressure. For trials competitions, the suspension could be controlled from the driver's seat. Raising the pressure resulted in the rubber springs beneath the piston being compressed, which stiffened the suspension and increased the ground clearance.

The chassis frame consisted of three straight tubes, which were also utilised to carry oil and water and to act as an air reservoir for the suspension. The front suspension and drive were Citroen 12. The rear suspension was swinging axles. All brakes were inboard drums.

Transmission was through two hydraulically operated clutches and two 4 speed gearboxes mounted front and rear of the engine. Although relatively low-geared, the car had a maximum speed of 80 mph. The car could also be driven through 2 ft. of water.

In 1963, The Sports Car Magazine reported that 'The Bug was one of the most formidable trial cars ever seen in action'. 'The 'Bug' is now on display at the Kelvingrove Museum in Glasgow.



After World War II, four wheel drive was banned from trials, which resulted in James building his final special with a Grand Prix styled body - see picture, left. The car was driven once in a competitive sprint by his nephew, Alistair, who triumphed over a Jaguar XK120! However, James was not keen on racing, having witnessed a friend who was killed whilst racing. James drove the car on the road for a year or two, then stating 'having to be my age' he removed the engine and presented the engine less car to the local Rover Scouts. Sadly, the first three Specials were all dismantled.



RHP 704 with cine camera supported by windscreen cradle

James was a founder member of STAR and owned RHP 704 for nearly 30 years and used the car extensively. James was also a keen photographer and fabricated a cradle with suction pads that attached to the inside of the windscreen of RHP 704 to support his cine camera. As well as touring and filming in RHP 704 in Scotland, James also toured and filmed in Norway. James died in 1987.



RHP 700 & RHP 704 at Glencoe, with possibly Maurice seated in RHP 700

Unfortunately, Andersons were exclusively a Rootes Distributor and failed as a consequence of the decline of Rootes and lately the failure of Chrysler. Had Andersons diversified in the 1960s to possibly a German marque, and latterly possibly a Japanese marque, the business would have probably survived. The site of the garage has been redeveloped and is now occupied by an ASDA supermarket.

John Donegan

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FRONT DISC BRAKE CONVERSION
FOR THE SUNBEAM TALBOT 90



Editor's Note: This article was written as an Internet based piece, so it could be read on a phone/tablet/laptop/PC. One of the few disadvantages of the printed page is that the links don't work!! However if this article is read on the Club's website, the links should work. If not they can be copy/pasted. Unfortunately it is not possible to link to the Cad files referred to in the text. If anyone wants these DXF files, don't hesitate to drop me an email and I will send them to you - I found that "Ifvanview" opens them. DC

This disc brake conversion was engineered by STAR members John Childress and Mark Caldwell. The purpose of the conversion was to improve the braking performance to ensure safer use of our Sunbeam Talbots in modern traffic. Many hours were spent researching and measuring various components, as well as purchasing and testing parts, in order to develop a reliable disc brake conversion that utilized off-the-shelf components which were inexpensive and easily sourced. This article outlines the components we ultimately used in our first conversion (installed on Mark's ST 90), as well as a short discussion of the results and our impressions.

Below is a list of the parts we used and modifications needed to mate the new and existing (Sunbeam) parts. The links shown to each part are to US-based companies, alternate sources may be available. The information provided herein is for informational purposes only. As this was our first attempt, the information we gained during the installation process will invariably result in minor improvements with regard to the next conversion. We are sharing this information with STAR members for general informational purposes only. Obviously, anyone attempting a similar conversion should take all necessary safety precautions and use proper tools. If you are not comfortable tackling the necessary modifications, seek qualified professional assistance. We are not responsible for the outcome of your efforts to repeat our exercise.

PARTS:
(2) rotors 2004-2008 Chrysler Pacifica 3.5L V6 rear Power Stop AR8759XPR (modifications required - detailed below)

https://www.rockauto.com/en/moreinfo.php?pk=3959940&jsn=723&_nck=FeYC9YpoY50y9a9EQ5cjH6aD50P7xxkZJXlpdg5M6%2B3h77TiwWjDE5yDy5BuHKxUkNWG7%2FteTV%2BQLsoN2qvNR%2BleNaU2NnoaieCCatIqj%2Fc0W2RFL%2BsrZiZir4pMoJvgTM3g142MB4x6PbBx7S01j%2BkefsieeCuVvk1ocziJmNKmJsmfiCNVV8Nstx3%2BJbYGEVsPKHSMaYEKWGmkEFLE%2FEFEKDPck%2BNG8ysVpDFXeMPt0xQdpx%2FZg3DNzzRlrG1kf8M7o9aKA%2BJXYwxofTZCZxEJaDu9kvj7zY7a2SGbR1uxU5AdKJhqBLvNdxSgy0I%2F7TOVhP7nKhUZnEFOvupytg%3D%3D

(2) calipers 1979-1984 Toyota pickup 4wd (not diesel) LH/RH NuGeon 97-01512A (R) & 97-01512B (L)

https://www.rockauto.com/en/moreinfo.php?pk=9744160&jsn=731&_nck=FeYC9YpoY50y9a9EQ5cjH6aD50P7xxkZJXlpdg5M6%2B3h77TiwWjDE5yDy5BuHKxUkNWG7%2FteTV%2BQLsoN2qvNR%2BleNaU2NnoaieCCatlqj%2Fc0W2RFL%2BsrZiZir4pMoJvgTM3g142MB4x6PbBx7S01j%2BkefsieeCuVvk1ocziJmNKmJsmfiCNVV8Nstx3%2BJbYGEVsPKHSMaYEKWGmkEFLE%2FEFEKDPck%2BNG8ysVpDFXeMPt0xQdpx%2FZg3DNzzRlrG1kf8M7o9aKA%2BJXYwxofTZCZxEJaDu9kvj7zY7a2SGbR1uxU5AdKJhqBLvNdxSgy0I%2F7TOVhP7nKhUZnEFOvupytg%3D%3D

(2) A two-piece bracket (mount) is used to connect the caliper to the Sunbeam Talbot uprights (the same bracket parts are used on both sides). The two photographs shown below show the two caliper mounting brackets before they were bolted together and welded. Cad files for the brackets are attached for reference (they won't open without the correct software, but should be OK for your local metal fabricator).

For final installation, the C-shaped bracket was mounted to the ST upright (replacing the drum backplate). The upper and lower bolts on the upright are different sizes, so the bracket was designed to fit either side by simply flipping it over. The remaining bracket (the caliper mounting block) was then temporarily affixed to the C-Bracket so the proper location of the caliper could be determined (centred with respect to the rotor and with adequate clearance between the outer rotor housing and the road wheel), then carefully marked. It should be noted that these clearances are very tight so proper measurement ensuring there is no interference (rotor to caliper and outer caliper shell to inner wheel). This is a critical procedure. A ½ inch wheel spacer was installed prior to checking the wheel-to-rotor clearance (otherwise the wheel will certainly rub the caliper). Once all measurements were confirmed and marked, the caliper mounting block was drilled, tapped, and bolted (with countersunk bolts) to the C-Bracket. The parts were reinstalled and the clearances were rechecked.

Everything looked good at that point, so the two bracket pieces were welded together and the holes (marked earlier) for the new (TR6) caliper bolts were drilled and tapped in the caliper mounting block. For future conversions, a one-piece caliper mount bracket is planned.





(1) set brake pads 1979-1984 Toyota pickup w/hardware PQPRO Centric 50001371

https://www.rockauto.com/en/moreinfo.php?pk=10474844&jsn=739&_nck=FeYC9YpoY50y9a9EQ5cjH6aD50P7xxkZJXlpdg5M6%2B3h77TiwWjDE5yDy5BuHKxUkNWG7%2FteTV%2BQLsoN2qvNR%2BleNaU2NnoaieCCatIqj%2Fc0W2RFL%2BsrZiZir4pMoJvgTM3g142MB4x6PbBx7S01j%2BkefsieeCuVvk1ocziJmNKmJsmfiCNVV8Nstx3%2BJbYGEVsPKHSMaYEKWGmkEFLE%2FEFEKDPck%2BNG8ysVpDFXeMPt0xQdpx%2FZg3DNzzRlrG1kf8M7o9aKA%2BJXYwxofTZCZxEJaDu9kvj7zY7a2SGbR1uxU5AdKJhqBLvNdxSgy0I%2F7TOVhP7nKhUZnEFOvupytg%3D%3D

(2) wheel spacers 5” x 5 lug, ½” thickness

https://www.amazon.com/gp/product/B01KU5G0C6/ref=ppx_yo_dt_b_search_asin_title?ie=UTF8&th=1

(4) caliper bolts from Triumph TR-6 Moss Motors 320-215

https://mossmotors.com/bolt-caliper-mounting-3

(10) wheel studs M12-1.50 serrated 12.90 knurl, 56MM length Dorman 610-409. Stud holes in the hub must be slightly enlarged to facilitate a press fit with the new, larger wheel studs

https://www.dormanproducts.com/p-32691-610-409.aspx

(10) lug nuts M12-1.50 single sided 1” hex lug nuts

https://cmwraceparts.com/product/capital-motorsports-stl10173-20-12mmx1-5-metric-lug-nuts-20pk/

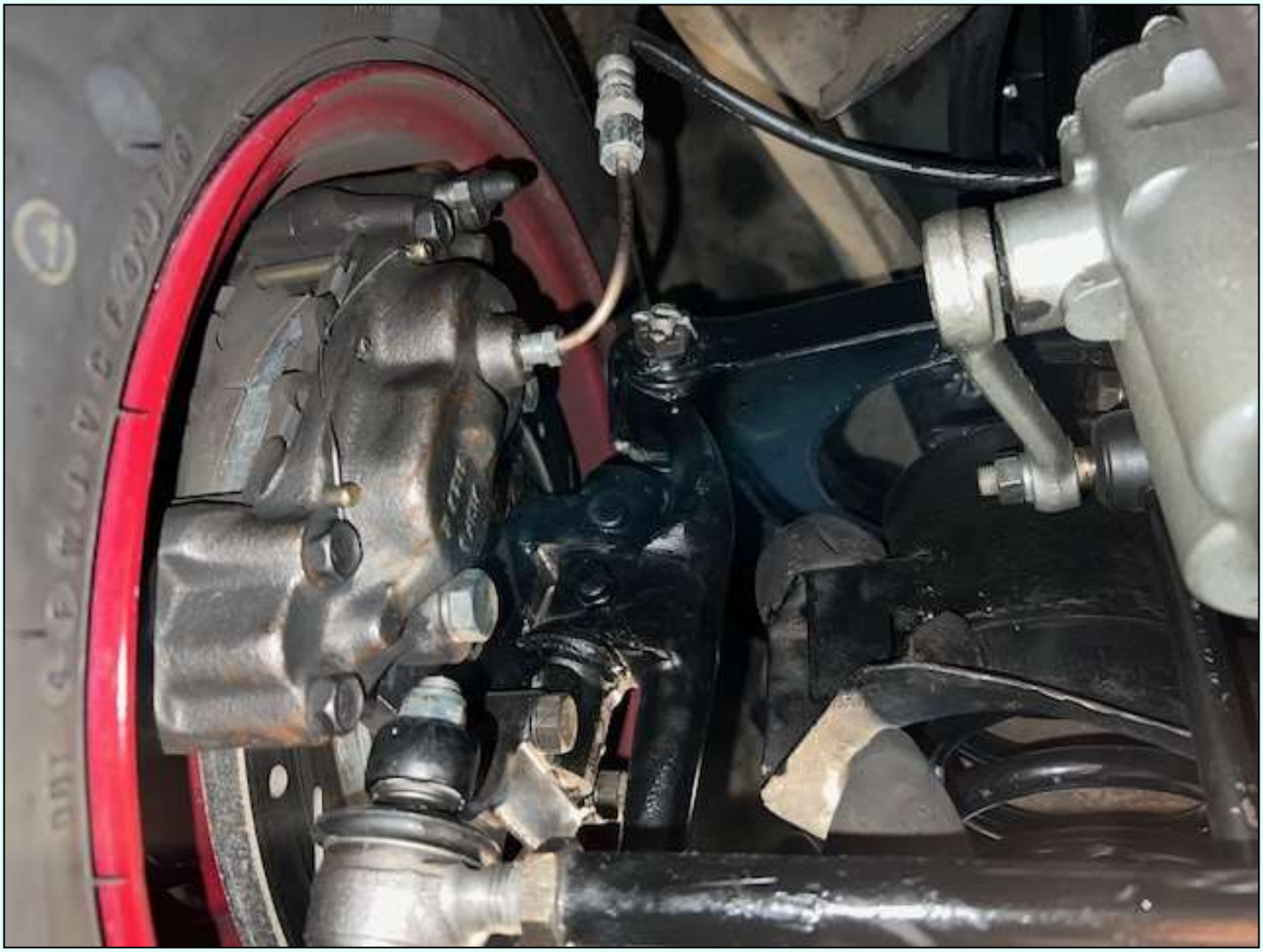


RH side- with metric male fitting M10.1



LH side with Metric banjo bolt

New flexible (metric) brake lines were fitted to the calipers. Various methods can be used to adapt new flex lines to the car. In our case, we fitted a short metal line from the caliper to the hose (the hoses we initially ordered turned out to be slightly too short (at 13”) to allow a lock-to-lock turn without straining the lines). Longer lines will be sourced for our next brake conversion. For the right board line, we removed the old (original) threaded brake fitting, installed a new (10MM 1.0 threaded) metric fitting, and re-flared the existing brake line. On the left side, a metric banjo bolt was inserted through the brass brake union, as seen in the above photo.



These flex lines were not long enough so short hard lines were added (but not recommended).

Machine work performed:

- Caliper mounting bracket may require minor machining (removal of a few thousandth's) in order to center the caliper with the rotor
- If necessary, chamfer 5 bolt holes inside rotor to clear studs on Talbot hub
- We removed the raised lip on back side of rotor so it did not interfere with mounting bracket or the caliper
- We enlarged the center hole of the rotor hub to match the diameter of the center opening in the original drum
- A countersunk hole was drilled in the rotor hub to match the thread hole in the ST hub in order to retain the rotor to the hub
- We replaced the wheel studs with longer studs either 12 x 1.5 or ½" x 20. The purchase of matching lug nuts will be required

Check for adequate clearance on the calipers, rotors, and wheels before use.

Misc. notes:

- The original tie rod end nut rubbed the brake caliper. We used a lock nut with a smaller profile
- The stock brake master cylinder was maintained









GOING SPARE

SALES AND WANTS

FOR SALE

1939 Sunbeam Talbot 10 Tourer

Advancing years have prevented my use and enjoyment of this car.

The Tourer is in good roadworthy condition with full tonneau cover, hood & sidescreens. Produced in July 1939 and later was supplied to the Lancashire Constabulary. Including the police whistle and handcuffs (not 1939 vintage) with other spares. Offers in the region of £16,500

Contact: Arthur Oldham

Email: a.oldham852@btinternet.com



1954 Sunbeam Alpine Special

Rare opportunity to purchase my lovely 1954 Sunbeam Alpine Special. Excellent condition and the Club Alpine concours winner, 2021. Alpine Mist with red interior.

£47500

Contact: Alan Brinklow for a chat

Tel: 07817 012590



FOR SALE

1951 Sunbeam Talbot Mk 2 Coupe

Black with lovely Red interior.

Imported from South Africa and now UK registered.

Recent recommissioning work completed by Forge Garage and has a MOT until 08/01/2024.

£16750

Contact: Alan Brinklow for a chat

Tel: 07817 012590



Door Brace Set

I have a set of door braces to be used to brace the tub if it is to be removed from the chassis for resto, which I am done with! Glad to "permanently" loan them to anyone needing them (I doubt I will need them again - BUT never know with car guys!). Probably would only be wanted by someone in U.S. due to shipping.

Contact: PJ Krueger. Texas, USA

Email: pkrue77@gmail.com

Manuals

Excellent original 1956 Sunbeam workshop manual for the 90 and Alpine.

Very clean complete copy with intact green cloth binding to the hard cover.

No oily finger-marks, no torn/damaged/dog eared pages. £45 - including postage.

STAR 'Technical Tips Manual' complete also in excellent condition, with index & tips 1-259 inclusive.

£35 - including postage.

Contact: Chris.

Tel: 07928 195146.

GOING SPARE

SALES AND WANTS

FOR SALE

1948 Sunbeam Talbot 10 Sports Saloon



Great condition throughout
Ready and willing for the 2023 season
Electronic ignition giving first time starting whether cold, warm or hot
Trafficators and flashing indicators work in harmony for safety
Unreliable fuel gauge - everything else working fine
LED lighting
New worm in steering box
New interior as original for year in leather and cloth
Under 1200 miles since MOT, although MOT exempt.
Perfectionists will find minor imperfections in paintwork but no dents or rust.
Further photos available on request.
Seen south Norfolk - £7750
Contact Eric Linford ~ Tel: 01508 531900 ~ Email: e.linford@btinternet.com

CELEBRATING 70 YEARS OF THE SUNBEAM ALPINE



It is now 70 years since the introduction of the Sunbeam Alpine in March 1953.

How the Club celebrate this landmark is yet to be decided, although I have a feeling that the Alpines may be the centre of attention on the STAR stand at the NEC in November.

Any suggestions & ideas would be gratefully received and would be discussed at the next Committee meeting.

Please feel free to contact any Committee Member.

DC



THE MONTE CARLO RALLY, 1952

The Moss ~ Scannell ~ Cooper Sunbeam Talbot 90 Saloon starts the climb into the mountains at the start of the last stages of the ’52 Monte. White-washed front wings identify the competing cars for the benefit of the marshals.