



An incorporated club

A0035462V

A friendly family social motoring club

Edition 50

APRIL 2002

15TH JUNE ANNUAL DINNER

**We are having our Annual Dinner
at The Chateau Wyuna in Lilydale
this year in what promises to be
a great night.**

**We start off the night with finger
food then move on to a three
course meal, this great night will
cost you \$36.00 per person.**

**If you would like to come along
to this great night out contact
Tom Cannon for more details.**



Editor: Heather Cannon

Email.. Heatoms@optusnet.com.au

EDITOR'S PAGE

Well here I go my first magazine
I'm sure to make some mistakes
so please have patience.

I've added this page so I can get some
feedback from you the members
because this is your magazine

If you have any ideas or suggestions
please let me know because I value
your input.

Heather Cannon

President
Frank Douglas
8704 2533

Vice President
Treasurer
Tony Hodges
5263 1580

Secretary
Val Jefferyes
9879 1213

Membership
Heather Cannon
9791 2949

Events
TOM CANNON
9791 2949

FRANK DOUGLAS
ROSS WOLSTENHOLME
5975 0970

Coming to you for your **PARTICIPATION**

EVEN TS

7 Apl. British & European show.

Meet at Bayswater Rd Mel 42 J-2 At 8.30 to leave at 8.45

\$ 8.00 per car

We have been Invited to Join the Jaguar Car Club for Breakfast in the morning. Please let me know if you would like to Join them as they need to know for numbers. Heather

16 April. An evening at MOTECH. Leading high performance engine management systems .

Please let Frank Douglas Know if you are coming.

20th Apl. RACV Fly the flag tour 2002. 7 days of enjoyment. 20th Apl. RACV Fly the flag tour 2002. 7 days of enjoyment.

MAY 5TH. TO BE ADVISED

MAY 19TH. A DRIVE TO THE MORNIGTON PENINSULA.

WE WILL BE VISITING A FEW WINERY'S THEN STOPPING AT BILL WELLWOOD'S PLACE FOR A B.B.Q. LUNCH B.Y.O B.B.Q FOR MORE DETAILS CONTACT ROSS WOLSTENHOLME.

Early morning drives. Ring Neil Wakeman on 9841 7773

14th April at 7.am to leave at 7.15 am Nunawading Civic Center.. Be there.

OUR TRIP TO DAYLSFORD



Leaving Todd Rd at 10.00 we headed to the Western Ring Road, then the Western Hwy.

After leaving all the Sunday morning traffic on their way to Ballarat we turned off and headed for Blackwood.

Finding a nice little coffee shop at Blackwood we stopped for Morning Tea, then we headed off once more for Dayslsford, where we stopped for lunch at the Tower at Wombat Gardens that is the top of a hill overlooking Dayslsford.

After lunch we continued on heading through Woodend then past Hanging Rock to Mt Macedon where we parted ways after an afternoon cuppa.

All in all a very pleasant day out.

MEMBERS CARS



SUNBEAM ALPINE 1953 - 1955

WELCOME TO OUR NEW MEMBER'S BRIAN & JUDITH GALLAGER

This Photo was taken at the GREAT AUSTRALIAN RALLY CASEY START.

Brian's Cousin is Patrick Northeast which this wetlands was named after.

Patrick was the City of Casey's first town Clerk from 1973-1990, who recently celebrated his 70th Birthday.

Brian and his wife Judith recently joined our club and joined with us on there first outing to Dayslsford, we would like to welcome them both and hope to see them at many more outings.

THE SUNBEAM ALPINE - 1953 to 1955

Sheila Van Damm, whose father was the proprietor of the Windmill Theatre in London, was one of the Rootes Group Works Rally Drivers and a few days after the 1953 Monte Carlo Rally she was asked by the Norman Garrard, the Rootes Group's Competition Manager "How would you like to drive at a hundred miles per hour?" Rootes were to build a new two-seater sports version of the Sunbeam-Talbot. Stirling Moss and Leslie Johnston were to test the prototype and Garrard told Sheila that she would be driving one in the Alpine Rally if it was any good.

The Sunbeam Alpine was introduced in March 1953. It was fitted with an 2,267 c.c. overhead valve 4 cylinder motor which developed 80 b.h.p @ 4,200 r.p.m. and 124 lb ft torque @ 1,800 r.p.m. Stopping was achieved by hydraulically operated brakes with finned drums. The 4 speed gearbox was operated by a "finger tip lever on the steering column" and overdrive became a standard fitting in or about September 1954. The Autocar reported that the car tested by them weighed 30 cwt. It accelerated from rest to 60 m.p.h. (100 k.p.h.) in 18.9 seconds and they achieved a mean top speed of 96 m.p.h. Fuel consumption was about 24 m.p.g.

On 17 March 1954 an Alpine, fitted with a fared driver's cowl in lieu of a windscreen and a metal undershield and tonneau cover, driven by Sheila Van Dam on the Jabbake Highway, Belgium, recorded an average speed of 120.135 m.p.h. over two complete runs, breaking the Belgium national record for a car of the 2 - 3 litre class and gained her the title of the fastest woman in Europe in a production sports car. Both Stirling Moss and Sheila had both recorded an identical top speed of 120.459 m.p.h. Sheila was slightly faster on the second run. The car was then taken to the race track at Monthery near Paris where Moss recorded a lap of 116 m.p.h.

In the 1953 Alpine Rally, Moss, Murray-Frame, Fitch & Van Dam were awarded Coupes des Alpes, Sheila Van Dam driving with Ann Hall were awarded a Coupe des Dames. In Australia Harry Firth and Graham Hoinville won the 1953 Victorian Alpine Rally. In the 1954 Alpine, Stirling Moss won a Gold Cup and Sheila Van Dam and Ann Hall were awarded another Coupe des Dames.

The Alpine was about 20% more expensive than the Triumph TR2 and Austin Healy 100 and it was not considered a true sports car. As a consequence the Alpine's sales did not match their rally successes and after manufacturing less than 3000 cars, production ceased near the end of 1955.

When it left the production line in England, my Sunbeam Alpine was exported to the USA and I purchased it from Collectable Classics in South Australia on 8 December 1990. The advertisement said it was a complete running car, very original, trim has been done, needs paint - \$10,990.00. When I inspected the car at the time of purchase I had no trouble picturing Stirling Moss sliding corners in the Alpine Rally and a moment later I could see Grace Kelly driving Cary Grant on that delicious winding road in To Catch a Thief. As a result I failed to anticipate the 10 year period of pain and suffering that was about to commence.

When the car was delivered to my home a few days later my wife was concerned that I had taken leave of my senses and I had to admit that the condition of the car was not too good. I decided to put in the garage and think about it for a while. I joined the Sunbeam & Talbot Owner's Club (now the Sunbeam Car Club of Victoria Inc.) and at one of the meetings I met another import from England, Mal Clark who knows almost everything there is to know about these cars and he agreed to carry out the mechanical restoration.

The body was removed and the everything was taken apart and at the end of May 1994 a completely restored chassis, complete with engine, gearbox, suspension, steering etc. was returned to me and all that remained to be done was the bodywork and trim.

When I purchased the car it had been my intention to talk my eldest son, Martin, into carrying out the repairs to the bodywork. Martin is a very skilled panel-beater and he demonstrated that he has more brainpower than me because every time I asked when would work start on the body he fobbed me off. After some time the penny dropped and at the beginning of March 1995 the body was sent to Richard Stanley's Coachcraft Pty. Ltd. As work proceeded, in addition to the necessity to repair rusted panels, it was discovered that the car had been badly crashed and poorly repaired. Finally on at the end of September 1997, after spending several more dollars than I had intended, the body was back on the chassis looking attractive in my garage in its new Platinum Green Metallic paintwork.

I decided I would now have to wait until I recovered from financial exhaustion. In April 2000 the car went back to Mal Clark's for the final assembly. Re-wiring was carried out by Rod Smith of Classic Wiring Looms and Maynes Motor Trimming of Ringwood provided the new upholstery, carpets and hood. The Alpine was registered STA 54 on 6 October 2000 and since then it has traveled 4,500 miles.

The Alpine looks magnificent, and even though it has a slightly vintage feel it is a delightful touring car, particularly on a nice Spring or Autumn day and I am reminded of the instructions Norman Garrard gave to his Rally Drivers, "Keep your mind on the job, the car on the road, and remember - there are no excuses."

Brian Gallagher

ALL BRITISH CLASSICS CAR CLUB

Annual General Meeting

Held on the 24th February 2002 at RACV, 200 Queen Street, Melbourne.

The President Frank Douglas declared the meeting open.

Present as per attendance book.

Apologies: Nello & Dianne Maffodo, Craig & Rhonda Douglas, Ross & Pat W, Aurora J, Harry & Jean Cooper
Tony & Maxine Pett.

It was agreed by everyone present to run the meeting informally.

The minutes were read out for the last meeting.

The minutes were accepted by Tom Cannon and seconded by Lyn Higginson

The President welcomed everyone and reported that we have had a good year. The members are Working well together and getting to know each other. A few members did not renew their Subscriptions. The future is looking good. We have raised close to \$100,000 for charity. Social and car activities are looking good and we are looking forward to RACV Fly the Flag Tour. Financially we are going from strength to strength. We have purchased a BBQ trailer and CB radios.

The President thanked the committee and marshals.

The president's report was accepted by Don Johnson and seconded by Tony Hodges.

The RACV Fly the Flag tour will start at government House. Tea coffee and sausages will be provided. Work is needed on the trailer.

Treasurer's report typed report available. The bank balance is healthy. Subscriptions due 1/01/2002.

Don asked about public liability policy covers. 10 million - negligence needs to be proved.

Ray - Marshals are covered by RACV policy. The club does not have competitions.

For someone to sue they must prove negligence.

Ray move that the treasurers report be accepted, seconded by Geoff.

Membership Heather: Most people have paid.

Heather helped by Tom will do the magazine. Computer - scanner - and extras come to \$240.00

Are required for Heathers computer.

Moved Thelma Seconded Don.

Membership: annual fees - some members support raising fees to \$30.00 for annual subscription.

Geoff suggested we advertise in magazine for 150 marshals and officials.

How to get the message across that we are not trying to poach members from other clubs.

Show of hands for fees to remain at \$25.00 was carried.

Election of Office Bearers

President Frank Douglas - returned unopposed.

Treasurer Tony Hodges

Secretary Val Jefferyes

Don Johnston Membership for RACV Fly the Flag Tour -for new members and other special things.

Heather Cannon has agreed to be editor of magazine (no events)

Events Tom Cannon and Frank Douglas - Ross W and Geoff W for Peninsular events

Try to get different members to organise an event.

Trailer - needs some work doing - need to replace sign writing - Tom will paint trailer

\$500.00 needs to be spent on the trailer.

Authorised Ray Higginson seconded Don Johnston.

THE NAGGING CAR

Many men treat there car's like mistress but, it seems the car manufactures have got wise to this and are turning out car's that are more like wives.

We already have car's that nag if we forget to fill up with petrol, or put our seat belts on, now a new Swedish security device, give's the driver an electronic kick if you don't follow a certain procedure.

What next a car that hit's us with a rolling pin if we are late!