



No. 623

February 2021

NEWSLETTER

Talbot photo No 110 from the
Bryan Goodman collection



This is one of the Talbot photos recently acquired by the STD and you can read more about its purchase inside. It shows a family outing, possibly to Wells (can anyone confirm this ?). All the luggage is safely stowed at the rear but the two ladies don't seem too pleased, perhaps with the weather.

NEWSLETTER

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The deadline for submission of copy
for the March 2021 Newsletter is
20th February.

IMPORTANT Please note that views expressed in the STD Newsletter are not necessarily endorsed by the Sunbeam Talbot Darracq Register Ltd nor by the editor. In particular, advice and views of a technical nature reflect the experience of the authors which may not be applicable to all situations, and any person whether a member of the Register or not must not rely on them as being authoritative and any actions taken following views expressed are entirely at the user's own risk.

FUTURE EVENTS

2021				
MAY 19th	pre AGM evening	Kings Court Hotel, Alcester	Paul Wignall	01969 623585/ 07715 377340 pwignall@icloud.com
MAY 20th	AGM	Kings Court Hotel, Alcester	Paul Wignall	01969 623585/ 07715 377340 pwignall@icloud.com
MAY 25th-28th	Pre Fougères French Tour	Brittany	Martyn Griffiths	01299 266552 jennyandmartyn@hotmail.com
MAY 28th-31st	Fougères Rally	Brittany		
JUNE 22nd	STD 70th/71st Anniversary National	NMM, Beaulieu	Paul Wignall	01969 623585/ 07715 377340 pwignall@icloud.com
JUNE 23rd-24th	SLIPS & PIPS Tour	Poole/Dorset	Paul Wignall	01969 623585/ 07715 377340 pwignall@icloud.com
SEPT 7th -13th	Five Star Scottish Trip	Kilmorie House, Elgin	Paul Wignall/ Bill Clarke	01969 623585/ 07715 377340 pwignall@icloud.com

CHAIRMAN'S CHATTER

I want to look forward in this chatter and leave any review of last year until my AGM report. But firstly may I wish you all good health and a Happy New Year.

Some or indeed all of the events that were planned for 2020 are now programmed for 2021 and we are very hopeful that we can have the AGM live on the 20th of May.

STD Constitution

The directors have been considering our present written constitution. There are three amendments which we would like to make and details of these will be sent out later and voted on at the AGM. This advance notice is to give members time to write to me if they wish to make comments or if they think that there are other items that we ought to add or change. We do not intend to alter the constitution at all often so this is a good chance for any other changes to be considered.

The three proposed changes are:

1. Reduce the size of the quorum from 50 to 20 members.
2. The Annual General Meeting shall be held no more than 12 months after the end of the Financial Year.
3. Introduce a provision for electronic meetings.

The reasons for these changes are:

1. We are aware that many members are not able or willing to get to the AGM and that the numbers coming may continue to reduce. In recent years it has been around the 50 level. We consider that 20 would be a reasonable minimum number and would be sufficient to hinder the development of any minority controlling group.
2. It is our intention to continue to hold the AGM in the spring/early summer but this change would give us greater flexibility if we should need it.
3. In the coming years, electronic meetings and voting will be used more by all clubs and societies, and it is wise to include this provision now.

Changes in STD Officers

You will see in the announcement from Frank Haslam that two directors, Gill Brett and Stephen Lally do not wish to stand for re-election at this coming AGM. Both have done great service for the Register and I thank them most sincerely on your behalf. I would like to encourage interested members to apply to become directors of the Register and make applications via Frank. If we have more than two applicants we shall need to have a vote and I am keen to have at least one new director who has a strong Talbot interest.

Gill Brett did resign from her role as our secretary a few years ago but then offered to stay on for a while longer with a reduced work load. The time has now come when she wishes to 'hang up her hat' and retire fully as our secretary. I know that many of you know Gill well and are often

CHAIRMAN'S CHATTER

in contact with her. We look forward to seeing her and Chris at meetings or chatting on the phone for social calls and not STD business!

We need to find a volunteer to take on the role of secretary and I would welcome an informal discussion with anybody who is interested.

Janet Donovan has looked after Regalia for much longer than I have been a member. She has decided that she does not wish to continue. Thank you Janet for all your work over many years. Angela Yates has agreed to take over and the present stock will transfer once this lockdown is over.

Ben Yates has maintained and looked after the Sunbeam archives for many years too. Thank you, Ben. He has now passed these on to Adrian Donovan.

Contact details for all officers are given on the back page.

Photographic Archives

Many members will know that the late Bryan Goodman had a marvellous collection of photographs of early and vintage cars. They were sold at public auction in December. We were interested in obtaining those of STD vehicles and managed to get the Talbot lot for the Register. This was a joint bid with the TOC. The Sunbeam racing car photos were bought by an STD member but regretfully we were the underbidders both for the main Sunbeam and Darracq lots.

Finally It makes the administration of the Register much more efficient if members can remember to advise the appropriate contact(s) if they change cars, change address or email, resign or pass on membership to another person. I know that it is a sad and difficult time when a member dies but if the next of kin can let the Membership Secretary and/or me know it would be appreciated.

Robert Mansfield

EDITORIAL

It seems that several members did not receive their copies of the December Newsletter as a result of the widely reported problems with Royal Mail which started during the Christmas period. If you do not keep your copies, it would be appreciated if you could send your December copy to Gill Brett, preferably checking with her first to avoid her receiving an avalanche of extra copies.

EDITORIAL

After many years of looking after the Sunbeam Archives it is time for a change and I am pleased to report that Adrian Donovan is now the Sunbeam Archivist. I wish him well and I am sure that he will bring new enthusiasm to the role. The change will allow me more time to deal with the Newsletter and the Sunbeam second-hand spares.

A final archives loose end is the tapes (a 7" reel and a cassette) of Leo Villa's talk at an STD dinner in 1970. Is there any member who has the equipment for transferring these to a modern format?

Chris Shaw kindly sent me a copy an article in the sports section of the Telegraph dated 24th November and headed "Motor racing's first knight is still king". The context was the news that Hamilton was the 7th British motor racing driver to be knighted but the article emphasised that "It is the first ever motor racing knight who stands out from the list". He was of course Sir Henry O'Neal de Hane Segrave and the article went on to cover his social and educational background, his time in the Royal Flying Corps, his win in the 1923 French GP, the 203 mph World Land Speed Record achieved in 1927 at Daytona Beach and his death after achieving a World Record 98.76mph on Windermere. This was unexpected but welcome publicity for Sunbeams. The lengthy article has been sent to Mike Lunch for possible inclusion on the Forum.

Stephen Lally reported seeing an episode of Antiques Roadshow on 20th December which was filmed several years previously at the Black Country Museum. The granddaughter of Sunbeam racing mechanic Thomas Barrett showed some of his archive photographs and other memorabilia. The lady was not named but the impression was given that these items were on loan to or given to the museum. Several of the photos are well known and appear in Heal's book on Racing Sunbeams but are there others that we have not seen? Are there any members living close to the museum who would be willing to investigate further, once present restrictions are lifted?

In this issue you will see an appreciation of Ian Walker. Soon after taking over editing the newsletter last year he wrote to me saying:

*"In welcoming you, ought I to mention a serious warning-
EVEN STD CARS MAY CONTAIN NUTS.*

*What a good thing that we all do things differently! Be careful of one contributor who invariably has to be retyped and I am sure you will have your methods of dealing with 'Punctuation Percy'.
Yours sympathetically, Ian*

Typical Ian and fortunately these warnings have not (yet) materialised.

Ben Yates

DIRECTORS' NOTICE

Notice is hereby given that nominations are being sought for vacancies on the Board of Directors to be finalised at the AGM on 20th May 2021. Four Directors are to retire at the AGM under the six year maximum term rule, i.e, Gill Brett, Stephen Lally, Paul Wignall, and Ben Yates. Robert Mansfield(Chairman) and Dudley Smith(Treasurer) have some time yet to serve. Gill Brett and Stephen Lally do not wish to stand for re-election, but Paul Wignall and Ben Yates do wish to stand.

There are therefore four vacancies on the Board as the rules state that there can be a maximum of six and a minimum of three Directors on the Board who can serve for a maximum of six and a minimum of three years.

Any member wishing to stand for election should apply for a nomination form from Frank Haslam as Company Secretary. The forms will need proposing and seconding by existing members and will have space for a short manifesto, setting out why they wish to stand. The forms should then be returned to Frank Haslam by 28th February 2021. Nominees will also, if elected, be requested to sign a consent form to act as a Director.

If a ballot for the vacancies is needed, voting forms will be sent to members with the April 2021 Newsletter, to be returned to Frank Haslam by 30th April 2021; the results will be announced at the AGM on 20th May 2021.

Please note that only fully paid-up members may vote, but partners of voting members may also become voting members for a one-off fee of £5.

By order of the Board
Frank Haslam F.C.A.
Company Secretary
9th January 2021.

SUBSCRIPTIONS REMINDER

IMPORTANT REMINDER - PLEASE READ

Have you paid your subscription?

The annual subscription of £45 was due on 1st January and there are still many members who have not paid. Full details of how to pay are set out on Page 5 of the December Newsletter.

If you cannot find the Newsletter (also available on the Forum) please message me at TreasurerSTD@hotmail.com or call me on 020 8946 7629.

If you have to send a cheque, please write it clearly to 'STD Register'. With the Covid lockdown I cannot visit the bank and have to pay cheques in with a mobile app. Cheques that are not written clearly can be rejected, in which case I will have to ask you for another one.

Please do it today. It really does help. **Dudley Smith, Hon. Treasurer**

IN MEMORIAM

Ian Walker

Register stalwart Ian Walker died on 7th December after a long neurological illness, just short of his 88th birthday. Ian will be remembered by most Register members for his witty editorship of the STD Newsletter for twenty four years between March 1993 and April 2017. His mischievous sense of humour was also present when he edited the STD Journal for six years.



Ian in his 14HP Sunbeam accompanied by a jazz band, probably at Prescott

Ian first joined the Register in April 1959 after acquiring a 1923 Sunbeam 14hp in February of that year, a car which was to remain in his ownership for 58 years. He and wife Jane enjoyed many Continental trips with like-minded friends, one of whom remarked 'I always felt Ian's Sunbeam accurately reflected its owner's character: it had a certain dignity and sophistication which, together with a pinch of eccentricity, described the owner!'

The car became a real celebrity in the early '80s when it appeared in the film 'Chariots of Fire'; Ian drove the Sunbeam as a pace car for Harold Abraham's training sessions. Ian always had a certain resistance to 'modern' developments and was known to have an old fashioned rotary phone beside him when he was driving the Sunbeam, so when some smart Mercedes or BMW pulled up alongside at the lights with the driver (illegally) on their mobile, Ian could pick up his ancient receiver and pretend to be talking earnestly into it. His aversion to television was well known, so it was somewhat frustrating when in conversation with Ian a reference was made to 'One foot in the Grave' and Victor Meldrew. This would leave him bemused as he didn't know what it was all about!

Ian's other passion was his Gwynne 8 and for some time he was also editor of Gwynneformation, a journal for those unfortunate enough to own a Gwynne car. He and Jane drove theirs to many VSCC Light Car Welsh week-ends from their home in Hertfordshire, a long and slow journey. John Vaughan Shaw feels that the ever smiling Jane deserved a medal for enduring these long trips from Datchworth to Llandrindod Wells in the open Gwynne. This was fitted with an aptly named 'bath tub' body, as the occupants frequently found themselves surrounded by water in the event

IN MEMORIAM

of bad weather. Ian organised a number of dinners on the Friday evening of the Welsh week end for other Gwynne Owners and like minded souls; this was always a lively and often hilarious evening.

During the seventies Ian and friend Chris Draper acquired a rolling Salmson chassis with an AD9 Salmson aero engine and embarked on a project to construct a special. After Chris had engineered the installation of the engine on a special frame that he constructed with a drop chain to take the drive from prop hub to a shaft that ran backwards to a Salmson clutch, Ian assembled the rest with a Gwynne body. He installed a dry sump system and the seats came from the school where Jane was teaching at the time. Seeing the caretaker about to throw away a chair with a broken leg she thought that it would be ideal for the Salmson once the other three legs had been removed. Ian was delighted with it, so the next day she asked the caretaker, that should another one break a leg would he keep it for her. He promptly picked up a chair, broke a leg and presented it to Jane. Ian and Chris took it over to France to partake in the vintage gathering at Montlhéry which revealed that there were teething problems to remedy; the next outing was another French trip, this time to compete at Chanteloup hill climb near Paris. Further outings were undertaken at VSCC Curborough and Harewood where he achieved first place in his class on handicap.

Ian was born in Mill Hill, North London but spent his early years in Conwy, North Wales. Educated at Oakham School where he excelled in the school theatrical group playing Algernon Moncrieff in Oscar Wilde's 'Importance of Being Ernest'. On leaving school he was eligible for National Service. While almost at the end of his training at Eaton Hall Cheshire he was given 24 hours notice to travel to Malaya with The Royal West Kent Regiment during the Malaya Campaign (1951 - 1953). His saw early action in the jungle warfare and finally ended up in the intelligence section.

Ian met his future wife Jane through her friendship with Ian's cousin Elisabeth with whom she was at Reading University, eventually marrying Ian in 1972.

His working life was spent in International trade, initially with the United Africa Company, then with Unilever before he and a friend set upon their own company supplying pharmaceutical supplies to Nigeria. After a few years he joined Booker McConnell trading with Guyana. When Bookers decided to close this section of their business, Ian and a colleague at Bookers set up their own company which continued until his retirement in 1999.

Ian had an aversion to 'the season of good cheer' and one Christmas was presented with a black and white hat emblazoned with the message 'Bah Humbug' which accompanied him to the end.

IN MEMORIAM

The hat was a gift from Jane to whom, along with his extended family and god-daughters, we offer our sincere condolences. His humour and wit will be missed.

Paul Wignall, John Vaughan-Shaw and others



Ian attempting to overturn his Gwynne 8 on a VSCC Welsh Trial. Jane looks rather uncomfortable expecting the worst.

EVENTS NEWS 2021

AGM | May 20th.

Full details are in the December Newsletter but briefly we are holding the AGM on Thursday May 20th in the hope that restrictions will have been relaxed by then. Why a day in the week? You may have gathered that there is a backlog of weddings so all the weekends are booked up. As this will be the first Register gathering for more than twelve months we are hoping for a bumper turnout; with the later date hopefully you will be encouraged to come in your S, T or D. You can reserve your room now by 'phoning Kings Court Hotel 01789 76311

Room Rates are:

£69pp per night DBB room for two sharing. Single occupancy is £80per night DBB. Why not make it a two nighter and arrive on Wednesday and enjoy a convivial evening amongst your Register friends who you may not have seen for two years!!

EVENTS NEWS 2021

Fougères Rally and STD Trip

This has been re scheduled to take place on May 28th - 30th . The featured marques are Talbots (both French and English) plus cars of the STD. It is quite an honour to be selected as the featured marque so we intend making it a good turnout. Most people who were going in 2020 have rolled over their entry to 2021, same goes for the STD pre Fougères trip to Brittany 25th - 27th May, there maybe a place or two left on this trip so if you are interested in a three day jolly in Brittany give Martyn Griffiths a ring on 01299 266552.

For an entry to the actual Fougères Rally please go to www.rallye-fougeres.org where there may be some space available.

A Fabulous Five Star Scottish Tour

We have four cars signed up for this trip, details of which are in the December Newsletter. That leaves room for two more couples/cars. If you would like to join, please e mail or phone me to book your place pwignall@icloud.com or 01969 623585.

STD National Rally and 70th anniversary celebration (71st maybe?)

This will take place at Beaulieu on June 22nd with the Pip and Slip Tour taking place following the National on 24th and 25th June.

The arrangements will be exactly as per 2020, the hotel will be the Forest Park Hotel where there will be a group dinner on Monday 21st June for those staying on that night. On Tuesday we will be displaying our cars in the Arena Area during the day with three optional tours within the museum complex (Fast Ladies, Motorsport, and The Workshops for limited numbers). In the evening the plan is to have our dinner in the actual museum amongst the cars.

THIS IS THE PLAN! I will be putting more details in the March Newsletter once we have a more accurate picture of how the pandemic recovery is going.

1,000 HP fund.

We are getting there!! To date we have raised nearly £5,500, the target is £6000. If you have not yet made a donation now is the time to help us get this one over the line. To donate please send your cheque made payable to the STD Register to : Dudley Smith, The Ridge, 15E Copse Hill, Wimbledon, London, SW20 0NB marked 1000 HP fund, or by bank transfer, STD Register, Sort code 30 98 29 Acc02899425

EVENTS NEWS 2021

Garden Parties anyone??

Not so long a go we used to have a number of garden parties around the country organised by members, sometimes these were at a member's house, others were at a stately home, gardens or other suitable site. With a glimmer of light at the end of the tunnel could we have some Regional volunteers to organise some of these for perhaps August this year ??

How about The South East, South West, Midlands, North West and North East and Wales and Scotland??????? Please contact me with your ideas and we will get the ball rolling...we need some regional events.

Paul Wignall

CORRESPONDENCE

Hi Ben,

Might it be possible to ask, through the Newsletter, if anyone has a spare original cast iron piston for a 1912 Side valve Sunbeam 16/20 which we could borrow? We need it to measure the compression/deck height, whilst addressing the lack of compression in mine.

Sadly there'll be no report on the December STD lunch, as it's been cancelled, by Covid!

Best regards,

Delphine G-F

Hi Ben

Please find pic of Pat Durnford in his garage, talking to George Beckett about his Calthorp magneto which Pat had just tested. So is he moving his elegance to this very popular make with its racing pedigree ?

You can just see Pat peering over his glasses at me as I steal the photo of him.

Merry Christmas to you both, **John Burton**



CORRESPONDENCE

Dear Ben,

You will be pleased to know that my 1925 'time-warp' Sunbeam 14/40 saloon (as featured in The Automobile in 2007) is now definitely staying in my garage. i am parting instead with the 1928 Alvis saloon and this very original car is going back to its last owner who lives only 20 miles from me.

My Alvis "Ducksback' will also be back in my garage sometime soon I hope , hooray !!

Rob Ashton

(ED. Rob had placed a for sale ad for his Sunbeam but has found a way to keep it)

.....

Hello Ben

Rob Ashton's article in the Dec 2020 Newsletter was of great interest. Thanks for publishing it. First, of course, was the Sunbeam content. Second was reference to Cyril's driving for Alvis (in both straight-eight and four-cylinder cars). Third, in the article there is reference to a doctor, Adrian Padfield, who was on duty at the July 1984 VSCC Silverstone race meeting and who attended to Cyril who had been spectating along with Rob when he had a bad angina attack. Adrian, as an Alvis duck's back 12/50 owner to this day, has been a very good friend of mine since 1964 and I still see him every month at the Alvis Register's Skype meeting which I run during this awful Covid-19 period. As soon as I saw the article I phoned Rob and asked him if he would like to be put in touch with Adrian. I now know they have been in touch – a nice outcome.

I would like to offer Rob's article to the Editor of the quarterly Alvis Register Bulletin. Would this be OK with you (and with Rob, of course)?

Kind regards.

Mike Tomlin

.....

Dear Colin ,

Good Afternoon, I have a conundrum that has been annoying me for decades! By way of introduction I am the grandson of R.E. Green (Ltd). He had the business in Moseley, Birmingham from 1928 partly as a Sunbeam Agent. He was ex Daimler and was rather well known in Coventry and the motor industry in general.. My other nexus was that the late Roy Jones was a very good Pal of my father Alastair to the point that he was Godfather to my younger brother.

CORRESPONDENCE

When Segrave achieved 202+ in the 1000hp Sunbeam dealers were presented with a large cast alloy model of the vehicle. I still have that model some 50 years after we sold up, it having resided in his office until 1972.

Years ago someone suggested that only 50 were made. But and here's the question the actual car is red. Mine is and always has been blue?

It seems only B&W photos are available. So would you be able to cast any light on subject? Maybe the original was blue (the real thing) until Sunbeam adopted red as per the likes of say the Tiger and Tigress once in the entry hall to The Rootes Group at Ryton, as I recall.

I can send a photograph at some stage but not it seems by way of this contact.

I do hope some intrigue might just fire someone up and that progress can be made.

All the very best, and thank you in advance,

Ian Green

Dear Ian,
Thank you for your interesting message.

Please do send a photo and I will then circulate to see if we can turn anything up.

Best wishes, **Colin Weyer (Webmaster)**



WONDERFUL ADDITIONS TO STD ARCHIVES

In December we had a great success in buying a collection of 367 contemporary Talbot photographs at the auction of the Bryan Goodman collection. Before I get too excited, I should join our Sunbeam and Darracq friends in mourning the fact that we did not win the lots relating to their cars but quite a lot of Darracqs came with the Talbots.

The photos the Register now owns offer a wide range of ages, coachbuilders, models and bodies, racing, rally and domestic scenes. They are being pored over to identify all the details. Many very old photos are faded but modern technology will bring out the fantastic detail. 367 photos offer many hours of enjoyable viewing. They will be seen on the STD Forum when all the work is done but if you can't wait I can send you quick scans of them all.

WONDERFUL ADDITIONS TO STD ARCHIVES

This lot was bought in collaboration with the TOC for the benefit of all Talbot owners and TOC experts will be doing the high quality scanning.

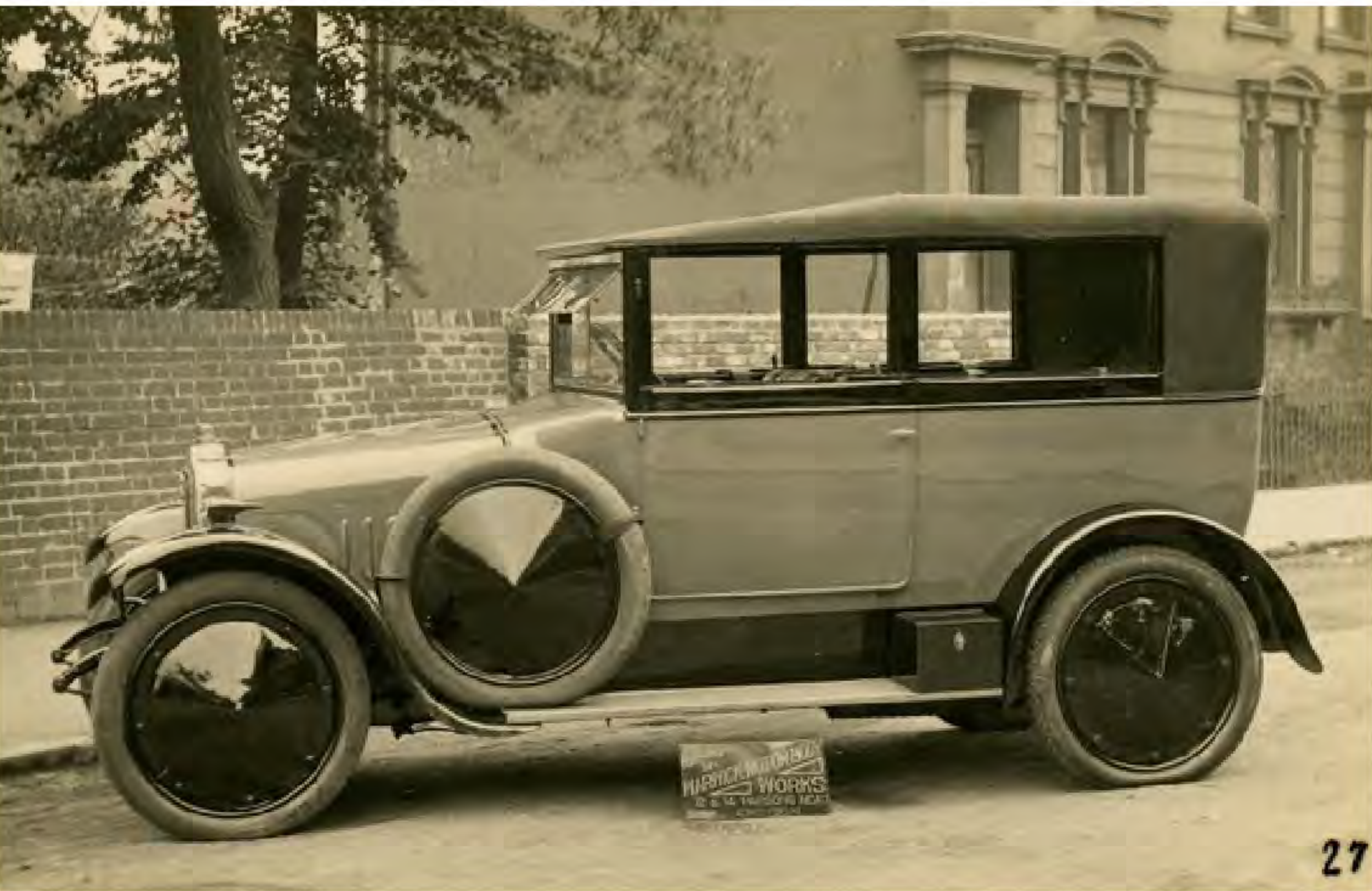
Any thoughts that the bottom had fallen out of this market were dispelled by bidding from all over the world, in person, on the phone and internet. Prices were generally about three times estimate and it is a bit of a mystery how we won the Talbot lot within the maximum estimate and we are delighted with our prize.

Shown here are just two of the photos that appeal to me. But the collection covers everything from 1903 to 1938, nearly every one showing a car in its original setting.

Stephen Lally

Goodman 111

A massive Talbot, a 36hp perhaps, being driven by Mr Craig of the Adelphi Motor Group, Brownlow Hill.



Goodman 112

A charming Allweather body on what looks like a 12hp Talbot. The body by Warwick Motor Body Works of Croydon looks post-war. The rounded radiator was introduced in 1916 and the 12hp was sold into 1920 so this could be new or an ex-military car re-bodied.

THE BLUE CARAVAN
A Norfolk Odyssey



The inspiration for this trip was sparked off by a talk given by Judith Webster about her book 'The Yellow Caravan' detailing the exploits of a group of three young ladies who took a horse-drawn caravan on a tour around Norfolk in 1912. Armed with a copy of the book, my friend Becc, Pax the Westie and I set off in August 2020, hoping for an adventure.

The Cast, who set off from near Woodbridge in August 2020

The Car, with the power of thirty horses 1930 Sunbeam 3 litre. RD 2094
The Caravan, 8 feet long, 6 feet wide, weight 1 ton 1929 Eccles Collapsible deLuxe Driver, ostler, provisions manager, site finder, caravan winder, breakfast manager John
Co-driver, photographer, head chef, routefinder, tent magician, dog handler Becc
Security, public relations agent, photogenic prop, the vintage motor-loving Westie Pax



The Route

Consulting the 'Yellow Caravan' book we found their tour began in the far west of Norfolk and followed a clockwise route along the North Coast, East Coast, past Norwich, Wymondham and on to Swaffham. Our original aim was to pick up the route near Cromer and to follow it to Wymondham, but due to the lack of suitable sites to stay we modified our plans, and for this trial run just set out to have an enjoyable time. The reality of following the original route with a six and a half foot wide caravan along some of the single-track lanes was daunting. The combination was virtually impossible to reverse had a lane been blocked. The routes on the North Norfolk Coast and round the south of Norwich were likely to be congested as it was holiday high season, so we decided to stay north of Norwich and cross the county to Aylsham.

THE BLUE CARAVAN - A Norfolk Odyssey



Map credit Susanne Mason (detail)

The Campsites and meanders between

The first two nights were spent in a very quiet loke at Paston Green near Bacton, courtesy of a friend of a friend who, upon hearing of our jaunt, was most hospitable as she had already read 'The Yellow Caravan'. A loke is a small lane giving access to farmland and this sheltered spot was very pleasant. Leaving the caravan at this site allowed sightseeing in the car; Paston Green Barn, Edington Church, Cromer (by chance we stopped right by the Links Hotel and then a route back through Felbrig Woods to Bacton.



Making Camp in the loke, Paston Green



The original Yellow Caravan took a Westie

Moving on from a campsite is quite time-consuming with a tent to stow, and the caravan to make ready. Unlike the three girls in the Yellow Caravan we did not have a 'man' to appear at 9am to help, but equally we spent less time on the road to the next stop-over. In one day they covered an exceptional 23 miles, for us that was a normal mileage.

THE BLUE CARAVAN - A Norfolk Odyssey



At Hingham, in the same spot as the 'Yellow Caravan' photo on p.115 and by Wymondham Abbey



Heading off next day there was a warning the temperature would get into the 30's, (90F in period measurement) which is very hot for old cars and young dogs, to say nothing of ourselves. Consulting the map I saw Thetford Forest was not too far off route, and a smaller nearby forest carried the promise of less people, something we had aimed for all the trip.



Background and Caravan history

The caravan was purchased about forty years ago and regrettably has been in store for most of that time, with rare outings to the Goodwood Festival and Revival events when it acquitted itself well winning a Cartier Concours on one visit and finishing first, second and third in a Caravan Race at the Revival. Due to the lowering feature it tows well on the road and is happy at 40-50 MPH although I keep nearer 40 as the tyres run quite hot, with half a ton on each. It has overrun brakes, which work efficiently. The dog van is a useful trailer, 6'x4'6" and tows as fast as required. Ideal to attend the Beaulieu Autojumble, arrive, unload and sleep in it! I don't tow them both on the road as besides being borderline legal it is impossible to reverse.

THE BLUE CARAVAN - A Norfolk Odyssey

At Goodwood, the Sunbeam was a 1928 2 litre, which I ran for 20 years, but two years ago a 3 litre with very similar Weyman fabric coachwork came up for sale, so I part-exchanged the 2 litre, just as would have happened in the early 1930s. The 3 litre, fitted as standard with oil cooler, servo brakes, silent gearbox and now high ratio rear axle, is a much superior tow car.



The Blue Caravan is an interesting piece of caravanning history. There were very few trailer caravans made before WW I but by 1920 Eccles of Birmingham had started to manufacture car-drawn caravans. In less than a decade they had progressed from a basic box on wheels to this example, known as the '1929 Eccles Collapsible deLuxe with Jacobean Oak Interior, 8 foot model' They also manufactured a large caravan with many luxuries called "Liberty Hall".



The party trick with this collapsible, which is a rare find today, is that by inserting something which looks like a starting handle into the back and winding for no inconsiderable time, by means of bevel gears, chains, sprockets and four screw jack posts, it slowly raises up to its full height. To still do this smoothly after 90 years is a credit to the original designers and builders.

The third part of the Goodwood 1-2-3 win was an Eccles trailer constructed in 1929 for the "Menton Kennels of Great Danes, Eastbourne". I bought it at Sotheby's in Hendon, to where it was consigned from Wales. Only on getting it off the trailer at home in Eastbourne did I see the painted-over signwriting on the rear door, detailing the kennels and their address, so it had come home again.

John Day, August 2020

A Funny Old Year

SUNBEAM NEW MEMBERS

3140 Peter S.Handley

6 Ivymount Street, Nathan, Queensland,
4111, Australia
Phone: +61 417 907627
e-mail: p_handley78@hotmail.com

1912 Sunbeam 12/16 Tourer
Chassis No. 4706
Engine No. 4269

Ownership record: Ownership record: Peter Hamilton, Sydney acquired at Giltrap's Auction in the 1980s; Peter Handley, 3140, Queensland, 2019, as yet unrestored and actual collection from Peter Hamilton in Sydney is Covid dependent but hopefully by the end of the month.

3141 John V.Taylor

60 Windy Arbour, Kenilworth, Warwicks,
CV8 2BB
Phone: 01926 854456
e-mail: jvtaylor2165@gmail.com

No STD car

3143 Ratislav Fabiny

SNP 18, Harichovce, Slovakia 05301
Phone: +421 902 789550
Email: rudge.rf@gmail.com

1933 Sunbeam 16hp (18.2) 6-light Saloon
Regn. JH 3276 (31st October 1932)
Chassis No. 5010R
Engine No. 5013R

Ownership record: Ownership record: Michael Weller, S589, Berkhamsted, 1955; Nick Wright, S1281, Worcester Park, 1975; Peter Fuel S1358, Monmouth, 1977, who restored the car over the period 1977 to 1980 to a very high standard; Philip Neate, S1240, Poole, 2020; Ratislav Fabiny, 3143, Slovakia, 2020.



SUNBEAM MEMBERS

3144 Peter J.Collett

51 Trefusis Road, Flushing, Cornwall, TR11 5UB
 Phone: 01326 378136
 e-mail: petercollet51@gmail.com

Ownership record: Mr Pratt, Goldminer and Newsagent, Corowa, N.S.W., 1930s; Arthur Lang, S1135, Victoria, who discovered the derelict remains, 1960; James Nesbitt, Corowa, who commissioned a full restoration with new dual cowl body, 1990; Andrew Nesbitt, 2002; Gary Ungless, 2998, Ely, 2014; Andrea Mandel-Martello, 2016; Peter Collett, 3144, Cornwall, 2017. Since acquisition Peter has put the car back on to 820 x 120 beaded edge wheels and has plans to replace the SU carburettor with an appropriate Claudel Hobson.

1924 Sunbeam 24/70 Tourer
 Reg.No. BF 7480
 Chassis No. 7079D
 Engine No. 7081D

**3145 Alastair J.Chalmers**

706 Gordon Road, Hastings 4120,
 New Zealand
 Phone: +64 204088 4523
 e-mail: alastairchalmers@hotmail.co.uk

Bought by the Barker family in Gisborne who visited the 1925 Earls Court Motor Show. Mr Barker bought a 20/60, daughter Maude this 14/40 and Mrs Barker, Maude's step mother a 12/30. All registered in N.Z. March 1927. There was a succession of owners until 1955 when bought by three young guys who trialed the car and let it fall into disrepair. Sad remains bought by Colin Kirby in 1958 who stripped it down but got no further. Bought by Fred and Jo Cox who joined STD in 1970 and did a comprehensive restoration after Fred retired. Selected as the VIP car in charity parade carrying naval personnel in recognition of the assistance they provided in the aftermath of the earthquake in Hawkes Bay in 1931.

1925 Sunbeam 14/40 Tourer
 Reg. No. ANL 651
 Chassis No. 5409E
 Engine No. 5418E



SUNBEAM MEMBERS

Ownership record: Maude Barker, Gisborne, N.Z. 1925; Herbert Halliwell, Gisborne, N.Z., 1929; James Redpath, and Philip Carter, Auckland, 1935; Alfred Way and Daniel Tucker, Auckland, 1940; Robert Whale, New Plymouth, 1941; Eric Bird, Peter Glendall and Lewis Joyce, New Plymouth, 1955; Colin Kirby, New Plymouth, 1958; Fred & Jo Cox, New Plymouth, 1970; Alastair Chalmers, Hastings, 2020

Owned since 1969 by Fred and Josephine Cox of New Plymouth who carried out a complete mechanical and chassis/body restoration between 1999 and 2003. Acquired by Alastair Sept. 2020 and currently described as in very good overall condition. with an appropriate Claudel Hobson.

S1291 Tim C. Moore
(Joins with his father's July 1975 number)

Huntingdon House, 106 High Street,
 Sawston, Cambridge, CB22 3HJ
 Phone: 01223 836661
 Mobile 07802 668806
 e-mail: timmoore106@btinternet.com

1914 Sunbeam Isle of Man T.T.
 Reg.No. DA 5770
 Chassis No. IOM2
 Engine No. IOM2

This is one of three cars entered for the 1914 Isle of Man T.T.Race in June 1914 and believed to be the race car 15, MN 526 driven by Dario Resta with Tommy Harrison as Mechanic. Sadly it broke down on the first lap with a broken big-end bolt. Sold by Sunbeam in 1923 to Bushey agent R.F.Fuggle and bought by New Zealander Bill Hamilton while on holiday in UK. Taken back to New Zealand and campaigned by him over the next 5 years. For history of the car when owned by Hamilton see 'Riddle of the Hamilton Sunbeam' by Andy Anderson, Journals 74,75 & 76 1965-6.



Ownership record: R.F.Fuggle Ltd., Bushey, 1923; Bill Hamilton, Auckland, N.Z. 1923; John Farnsworth, N.Z., 1940; Andy McIntosh, N.Z.; Bill Hamilton again; Andy Anderson, 1958; Charles Howard, back to UK; Nick Ridley, Ipswich 1986; Tim Moore, S1291, Cambridge, 1997

SUNBEAM MEMBERS

2463 Mark R.J.Henderson (Rejoins with his Nov.2000 number)

The Thatches, Brettenham Road, Buxhall,
Suffolk, IP14 3DY

Phone: 01449 737739, Mobile 07905 353623

e-mail: markhenderson101@btinternet.com

The date of registration looks late for a straight 'F' sanction car and the razor edge body is unusual. It seems likely that it was re-registered. One might expect this car to have been produced in late 1926 or early 1927 and have a GF chassis number as are most of the late F sanction cars.

Ownership record: Richard Marston, Ludlow, of the Sunbeam Marston family; W.A.Weaver, Coventry, 1937; Alan Greenhalgh, Bolton and Paisley, 1946; G.Cunliffe, Ormskirk, early 1950's; George Milligen, S603, Norwich, 1956; Clive Palmer, S1331, Yeovil, 2004; Quentin Chases, 2527, Amersham, 2010; Mark Henderson, 2463, Suffolk, 2021



1926 3-Litre Weymann 6-light Saloon
Regn.No.VP 5679 (6th January 1929)
Chassis No. 4227F
Engine No. 4027F

Pat Durnford

TALBOT MEMBERSHIP

Jeremy Bayliss

9 Foxborough, Swallowfield
Reading, Berkshire, RG7 1RW
Tel: 0118 9883218
jeremy@baylissnet.com

The order was placed by Warwick Wright on 25.4.31. Chassis 30000, which had been erected on 1.1.31 and therefore in stock and the final chassis of the batch nos. 29901-30000, was delivered on 28.4.31. The original engine was AM475, has been replaced by AY1160. The factory records do not state as to which coachbuilder the chassis was sent.

Previous owners include M C Jones (2729) and M E A Manning (2348, who also owned a 1910 12hp 4AB Talbot)

Peter Allin



Talbot 1931 AM90 DHC by Offord.
Chassis No: 30000
Eng. No: AY1160
Reg. No: GP6096

FOR SALE AND WANTED

FOR SALE

1925 Darracq 15/40 DS Sport

Unique, unrestored, much treasured survivor. Completely original Suresnes factory bodywork and interior. Repainted in 1960s, retains deep shine. Engine and whole drive train rebuilt by STD specialist Ian Polson. Mechanically excellent. 2120cc, OHV, 4cyl, 3 speed, autovac, magneto, Grebel headlights; fast, comfortable touring car. Owned 4 years, previous owner almost 50 years. Massive history file, many boxes of spares. Shares mechanical parts with Sunbeams and Talbots. More photos available. **£42,500.**



Hugh McGarel-Groves

Phone: 01844 239468 or 07730 927095

Email: hugh.mcgarलगroves@gmail.com

FOR SALE

After the Great War the Talbot Company (London), operating out of its factory at Barlby Road, had a rather lean time and its future rested with their new small 970cc ohv engined car called the 8/18hp. This was later expanded slightly to become the 1074cc 10/23hp and both of these models were relatively successful at the luxury end of the small car market and contributed towards Talbot's survival as a maker of quality automobiles.

For sale is my late brother's two seater and dickie which was the subject of a body off renovation in 2009 and has only covered 50 miles since. Due to lack of use it will need re-commissioning. For further details please contact Ray Millard:



Tel: 01772 794460

E.mail ray.millard@blueyonder.co.uk

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