

HOOLES



NEWS

HOVE'S OLD MOTOR CLUB.

HEADQUARTERS: THE RED LION, HOVE.

MEETINGS: FIRST FRIDAY EVERY MONTH.

CLUB OFFICIALS.

CHAIRMAN AND FOUNDER

Gen. Capt. Wynnham Welch,
'Firtrees' 28 Dame Road,
St. Leonards-on-sea,
Sussex.

HON. SECRETARY.

David Hance,
4 Beauport Home Farm Cotts;
Battle Road, St. Leonards,
SUSSEX.

TREASURER.

Peter Honisett,
202, St. Helens Road,
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SUSSEX.

COMMITTEE

Bob Poynter,
10, St. Georges Road,
Bexhill,
SUSSEX.

Dave Colthan,
Redfern Cottage,
East Mountain Lane,
Kemington, Ashford,
KENT.

RALLY COMMITTEE.

David Hance.

Bob Poynter.

Francis Fowler;
14a, Dame Road,
St. Leonards.
SUSSEX.

John Powys,
7, St. Marys Terrace,
Hastings,
Sussex.

HONORARY MEMBERS.

Keith Barton. Landlord of the Red Lion.
Prince Marshall. Editor of 'Old Motor'.
John Jones. of Charringtons.



It will only be a matter of weeks before the first of the seasons rallies are upon us. So far we have escaped the rumoured compulsory seat belt legislation, but with the budget almost upon us rumours are rife of road tax increasing to £50 or so whether this is true or not we shall have to wait and see, but no doubt we shall all manage some vintage motoring for another season.

As will be seen by this issue contributions have improved during the winter although we have nothing for the 'Open Road' series this time. I'm sure we have not yet exhausted interesting motoring journeys in old cars from members yet. More material will be required for the next newsletter.

IMPORTANT.

FRIDAY 4TH APRIL IS THE CLUBS ANNUAL GENERAL MEETING, would all members please try to attend, it would also help if all could turn up a little earlier than usual so we have time for business of the evening and a 'noggin and matter!

This is also a good opportunity to remind one and all that subs are now one month overdue, still only 75p in these days of galloping inflation and must be the bargain of the year. I would remind you that only fully paid up members are entitled to vote at the A.G.M.

SOME FORTHCOMING EVENTS.

WED 9TH APRIL. VETERAN, VINTAGE AND P.V.T. AUCTION OF CARS, SPARES, ACCESSORIES AND BOOKS ETC; at the cattle market Maidstone. Details from Hobbs Parker, 9 Tufton St, Ashford Kent.(22222).

SUN 11TH MAY. EIGHTH PAGEANT OF MOTORING at Penshurst Place, nr Tonbridge. Details and entry forms from, Lt.-Col. E.B. Barrass. 6, Montacute Rd, Tunbridge Wells, Kent.

SUN @ MON (SPRING BANK HOLIDAY) 25TH & 26TH MAY. SELLINDGE STEAM SPECIAL. Sellindge Kent.

SOME NOTES ON THE RACING HISTORY OF SUNBEAM CARS

BY
GP. CAPT. WYNDHAM WELCH.

PART I

The first car to bear the name 'Sunbeam' was built in 1899 by John Marston maker of Sunbeam bicycles and later to become better known for the manufacture of radiators bearing his name. Production models, known as Sunbeam Mableys, started in 1901 and were fitted with de Dion engines. One of these early cars is in the Science Museum.

In 1904 the Sunbeam Motor Car Company was formed and production continued under various designers but no outstanding car was turned out until a naturalised Frenchman named Louis Coatalen joined the firm in 1908 as Chief Designer. Coatalen had previously been with Humbers and his ability and enthusiasm were soon to have a marked effect on the future of Sunbeams.

Only two years after joining the company, he designed and built the first Sunbeam racing car; this was a single seater with a long pointed nose and practically no other bodywork. It had a four cylinder engine of 4,257 cc (92 x 160 mm) and the fact that it had four valves per cylinder was early evidence of Coatalens advanced thinking. It was apparently the practice in those days to give names to special cars and this one was christened 'Nautilus'. It was followed in 1911 by 'Toddles' with a smaller engine (3,217 cc 80 x 160 mm) but one having inclined valves

operated by a chain driven overhead camshaft . 'Toddles' had considerable success particularly at Brooklands where it took several prizes.

The same year (1911), another car was built for the Boulogne Coupe de l'Auto; this was based on the Sunbeam production model first turned out in 1909 and known as the 12/16 which had a sidevalve four cylinder engine of 2,412 cc (80 x 120 mm); for the racing model, however, the stroke was increased to 149 mm in order to bring the capacity up to 2,996 cc or as near as possible to the racing limitation of 3 litres. The car performed quite well at Boulogne in the hands of Richards although trouble with the steering prevented it from finishing the race. In spite of this none too successful debut, the general concept of the car appeared sufficiently promising to warrant following up and so, for the 1912 Coupe de l'Auto which was held at Dieppe, a team of three similar cars was fielded. These three were also entered for the two day Grand Prix for unlimited capacity cars which was run concurrently with the Coupe de l'Auto for cars of up to 3 litres. The drivers were Rigel, Caillois and Resta who gained the first three places in the Coupe de l'Auto (the winner averaging

65 m.p.h. for the 900 miles); they also gained 3rd, 4th and 5th in the Grand Prix. The latter placing was almost the more rewarding as the first two places were taken by cars of 7½ and 14 litres respectfully. A creditable performance indeed.

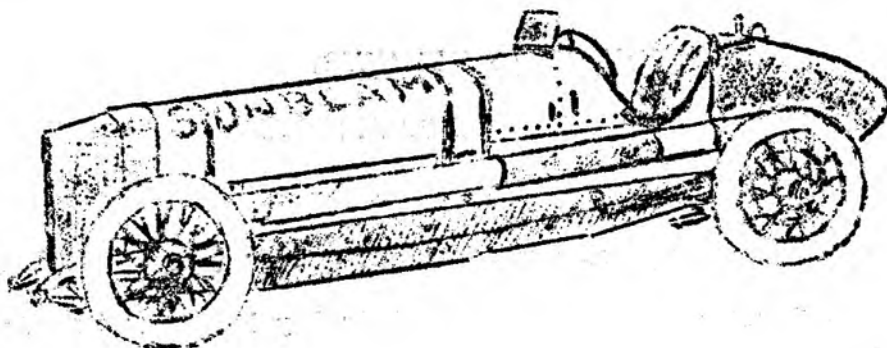
A modified car based on these successful machines was fielded for the 1913 French Grand Prix which was run at Amiens on a fuel economy basis. (the rules stated that not more than 20 litres of fuel were to be consumed per 100 kilometres which was about 13 m. p. g. and the cars weight was to be between 800 and 1100 kilograms or 1760 -2420 lbs.) Four of these cars, which had six cylinder engines (80 x 150 mm) giving a capacity of 4½ litres, were entered and driven by Jean Chassagne, Dario Resta, Caillois and Kenneth Lee Guinness. Chassagne came third and I believe Resta was sixth but Caillois retired with a broken torque rod whilst

Lee Guinness crashed as a result of a front tyre burst. This was rather disappointing but was, to some extent, made up for by Lee Guinness coming third in the Coupe de L'Auto at Boulogne; the first two places in both these races went to Peugeots. Subsequently, one of these $4\frac{1}{2}$ litre Sunbeams driven by the same four drivers covered 1,000 miles at Brooklands at an average speed of 90 n.p.h. Further public interest in Sunbeams was stimulated by a specially built car known as Toddles V which, fitted with a 12 cylinder Sunbeam aero engine of some 9 litres capacity, covered 150 miles at an average speed of $105\frac{1}{2}$ n.p.h.

For the 1914 R.M.C. Isle of Man Tourist Trophy which was for cars of up to 3,310 cc, Coatalen produced a sixteen valve, twin overhead camshaft, four cylinder car of 3,255 cc (81.5 x 156 mm). The engine, which had its crankshaft running in ball bearings, was said to develop 100 H.P. at 3,000 r.p.m. and the drive was through a single plate clutch and four speed gearbox. It is said that little imagination was needed to see that the design of these cars closely resembled that of the 1913 racing Peugeots designed by Ernest Henry. Whether there was anything more in it than that will never be known but one of the Sunbeams in the hands of Kenelm Lee Guinness won the T.T. averaging 56.44 n.p.h. for some 600 miles. Kenelm's brother Algenon, in a similar car, was running second until the last lap when he had to retire with transmission trouble.

For the French Grand Prix held at Lyons that year (1914), four cars were entered with engine capacity increased to $4\frac{1}{2}$ litres (94 x 160 mm); two retired but Resta came fifth behind three Mercedes and a Peugeot.

Although the coming of the Great War put a stop to Sunbeam's racing activities, Coatalen stayed with the company designing aero engines and it was one of these which formed the basis of perhaps the most famous of all racing Sunbeam racing cars. It was built in 1920 round one of his 350 H.P., 12 cylinder 'Manitou' aero engines of no less than 18,322 cc and it had considerable success in racing and even in hill



climbing events. Perhaps it is best known for having on three occasions, in 1922, 1924 and 1925, captured the World's Land Speed Record driven by Captain (later Sir) Malcolm Campbell.

FEBRUARY MEETING

An interesting evening was enjoyed by members who managed to attend the Feb; club meeting. Mike Hodgson gave us an interesting talk on restoring Austin Sevens and a few other vehicles. This was supplemented by some excellent slides of Austins etc; there was also some shots of that ranch talked about scrap yard somewhere in Sussex, that was closed in 1937 and is full of goodies to vintage enthusiasts and which is now being cleared.

Our thanks to Mike and to Dave Hance who organises these special club nights for us.



THE ODYSSEY OF THE ALVIS.

(AN IRREVERENT ACCOUNT OF JOHN POWYS ' DISCOVERY OF THE ALVIS ----- BY HIS WIFE.)

Once long ago, when summer days were long, hot and golden (and petrol $4/4\frac{1}{2}$ d a gallon), a poor student found a holy relic. An Alvis lay lonely and forlorn in a musty barn at Pevensy. Over come with joy, he made a solemn vow to rescue the holy relic from its mildewed shrine. Armed with cheque book and pen (mightier than the sword) the Alvis was most nobly won.

There are steep wearisome hills betwixt Pevensy and Hastings and the poor student was sorely tried. On his journey the water pressure arose and the Alvis boiled mightily. Abandoning his quest, he found sanctuary that night (a lowly garage on the Bexhill road) towed there on a piece of string still was the Alvis beautiful to behold.

At cockcrow next day, the poor student straight way came unto Sir Robert (Bob Pointer of Curry's fame). "Wilst thou help me noble Sire ?". "Verily" replied Sir Robert.

And lo the students gratitude led them to a tavern near and pints of meade and yards of ale.

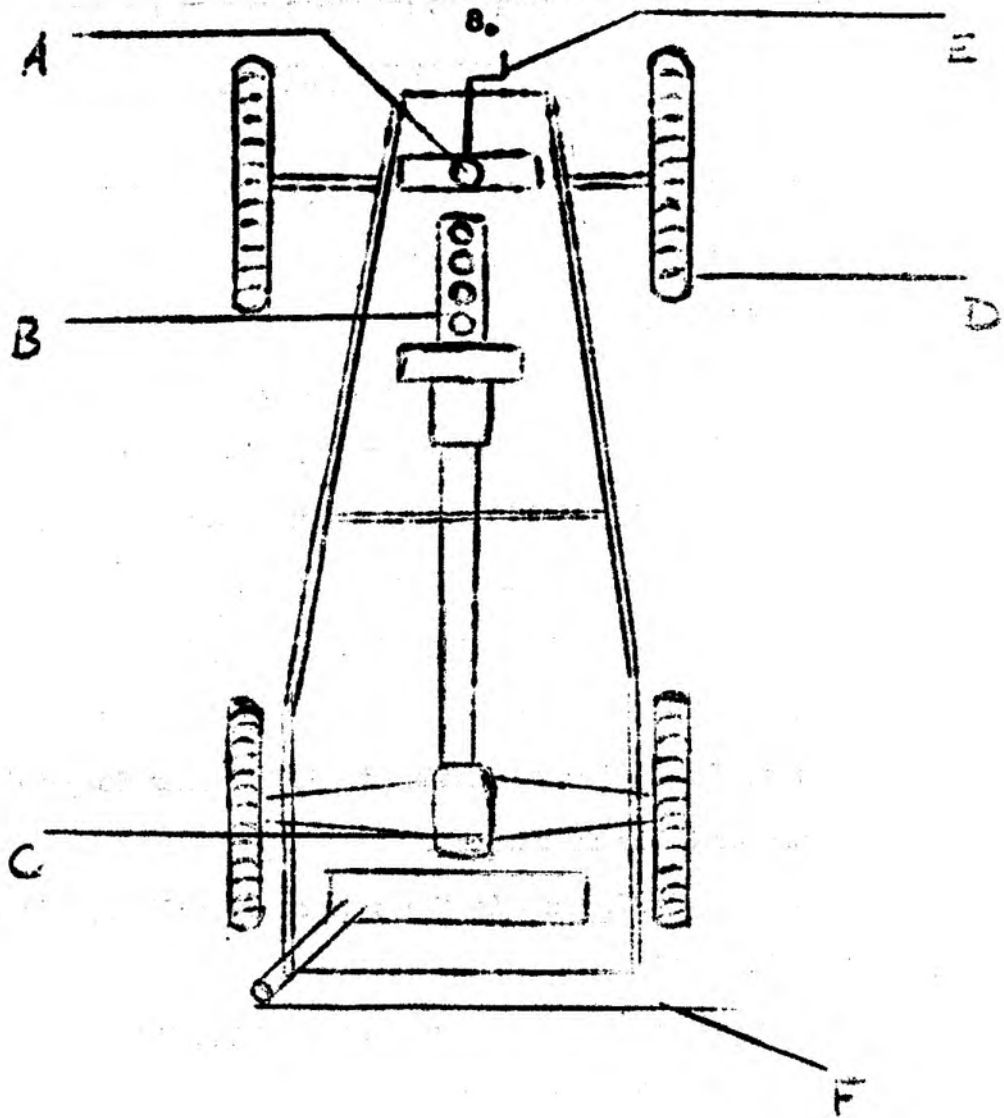
And unto those days the quest has set a pattern :-

ADVENTURES WITH CARS - AN EXCUSE FOR DRINKING BEER !!



Tardy.





- A. Put water in here when it goes hiss hiss.
- B. Put oil in here when it goes clonk clonk.
- C. Put grease in here when it goes crunch crunch.
- D. Put air in here when taking out Aunt Mabel.
- E. Put handle in here when the lights have been on all night.
- F. Put petrol in here when it won't go at all.

A DESCRIPTION OF A FEW INSTRUMENTS AND CONTROLS FOR THE BENEFIT OF THE NOVICE

MOTORING ENTHUSIAST.

1. THE OIL GAUGE This is a little clock with one hand. A sudden return to zero means a hundred things to the expert, but the beginner won't have noticed it at all.
2. THE TEMPERATURE GAUGE. Some cars have a clock the same as the oil, don't get them mixed up. If it goes up to the end it is boiling and probably means you need a new fan belt or new radiator or new engine or else a new clock.
3. THE SPEEDOMETER. Slightly larger clock that is connected up to the wheels somehow. Speed has increased so much today that when you by a man in blue the hand was pointing to 30 and when it points to ten you are probably in reverse.
4. THE CLOCK. This is the same as an ordinary clock except that it always points to ten past five.
5. TRAFFIC INDICATORS. The idea behind this is to save disturbing the passenger when you want to turn left.
6. THE LIGHT SWITCH. The first position puts on the side and tail lamps, the next puts them out. The third position puts them on again with the head lamps. The fourth position dips the headlamps and after a year works the horn. The position that fuses the lot is not known as you don't find out until later.
7. THE HANDBRAKE. This in theory is a safety device it is often under the seat or the dashboard and takes anything up to a quarter of an hour to find.
8. THE GEAR LEVER. This used to be an important part of the car when it took two hands and a foot against the dashboard. Today they are like teaspoons or bullrushes that bend charmingly in a slight breeze.

9. THE FREE WHEEL . This is a clever device that allows the car to stop pedaling' like a bicycle. It has advantages to the motorists who like getting in to low gear descending a hill, by means of this device they can do so without losing speed.

The two previous amusing pages by FRANCIS FOWLER.

LIST OF CAR NAMES IN RHYME ON PAGE 10 OF LAST NEWSLETTER.

1. Singer.
2. Star
3. Albert.
4. Rover.
5. Morris.
6. McKenzie.
7. Standard.
8. Palladium.
9. Guy.
10. Swift.
11. Pick.
12. Bean.
13. Bond.
14. Triumph.
15. Essex.
16. Enfield.
17. Enfield Allday.
18. Beardmore.
19. Windsor.
20. Dodge.
21. Maxwell.
22. Moon.
23. Arab.
24. A.B.C.
25. Hands.
26. A.C.

A WARNING.

By the time you receive this newsletter it will be illegal to drive without lights during the daytime in POOR VISABILITY . Asthe new law does not define what poor visability is presumably it will be left to the Discretion of the police and courts to decide if we need light up everytime the sun pops behind a cloud as on

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the continent or only during fog and rain or snowstorms when the vast majority of us light up anyway. I'm not sure how this affects lighting up time and stationary vehicles., perhaps a better informed member can enlighten us on this aspect of the new law.

SPARES, FOR SALE AND WANTED.

FOR SALE.

Austin Seven axle shafts, used.

Austin 8 1938-40 crown wheel and pinion, unused, still in original box.

Morris 8 1935-38 " " " " " "

Also three more " " " " " sets so far unidentified.

Assorted track rod ends, shackle pins, speedo drive gears and 'U' bolts for road springs.

Pair of wire wheels (19") Singer Junior 1928-31. Also head gasket for same.

Austin Seven front axle.

Morris Cowley brakeless front axle.

D. Colthan.

WANTED.

For 1948 Morris 8 series 'E', clutch, oil seals for rear of crank shaft.

Richard Habbit

11 Chilton drive

Hastings 426271
