

HOOOES



NEWS



First of all I must apologise for this newsletter, No 5 being somewhat late. The only excuse I can offer is time, this being taken up mainly with Holidays, work on my Falbot and Morris, mowing the lawns, rallies and cultivating a vegetable garden to try and offset the results of galloping inflation. However I trust the wait will be worthwhile.

May I appeal to you all once more for some more motoring material for the next newsletter as my correspondence cupboard is sadly bare.

D.C.

A.G.M.

The A.G.M. took place at this years April meeting starting somewhat late in the evening. After a fair amount of confusion on voting for the committee rule 7 was unanimously changed to voting by ballot instead of by show of hands, which should save any future embarrassment.

The meeting then got rather heated and members deeply divided over the suggestion that the club should not charge a fee to entrants at the clubs rally. After considerable debate, if that's the right word, two proposals were put forward. The first, that no charge should be made and money already received from entrants be returned. Two members guaranteed to pay the total sum of entrants fees if the rally turned out to be a financial flop. The second proposal was that entrants pay as usual, still getting their packed lunches and plaques. In a very close vote the second proposal was carried by one vote.

During this very lively A.G.M. at least nobody had a chance to doze off.

SOME NOTES ON THE ²

RACING HISTORY OF

SUNBEAM CARS

BY

GR. CAPT WYNDHAM WELCH



PART II

The first big international race after the war was the 1921 French Grand Prix run at Le Mans and limited to cars of 3 litres. Coatalen produced two cars for this race, this time they were based on the Ballot designed by Henry and had straight eight engines of 2,973 cc (65 x 112 mm) with twin overhead camshafts operating four valves per cylinder, two cylinder blocks and dry sump lubrication. These cars were a definite improvement on the Ballots but had to be scratched at Le Mans as they were not ready in time. However, one was placed fifth at Indianapolis.

It may be that Coatalen was envious of the success of the Peugeots and Ballots designed by Ernest Henry but in any case, in 1922, Henry joined the Sunbeam company and was instrumental in producing a car to the new Strasburg Grand Prix formula which limited engine capacity to two litres and dry weight to 650 kilograms. Although it was known that Coatalen favoured eight cylinder engines for racing, Henry produced a 1,975 cc (68 x 130 mm) four cylinder car with unit three speed gearbox and four wheel brakes which embodied characteristics of his Peugeots of some eight years earlier. These new cars met with some disappointment on account of their suffering from valve trouble; on the other hand, one of the 1921

straight eight cars mentioned earlier won the 1922 Tourist Trophy at 55 m.p.h. with Jean Chassagne at the wheel while another similar car, driven by Henry Segrave, put in a record lap at 57.7 m.p.h. before being forced to retire with ignition trouble. Kenneth Lee Guinness's car regrettably never left the starting line.

Lee Guinness entered for the Coppa Florio in Sicily two racing versions of the 24/60 production model. These were 5 litre (81.5 x 157 mm) cars and were driven by Segrave and Chassagne; Segrave came second and although Chassagne had the misfortune to break an oil pipe and lose all his lubricant, the story is told that he managed to finish in time after buying up all the olive oil obtainable in some remote village!

Coatalen now managed to get Bertarione to join the Sunbeam design team. Formerly designer for Fiats who had had a very successful racing season in 1922, Bertarione produced for Sunbeams for 1923 a six cylinder engine of 1,988 cc (67 x 94 mm) having roller bearing mains and big ends and which developed 168 B.H.P. at 5,000 r.p.m; this engine was mounted in the previous years (Henry's) chassis.

Three of these cars which, incidentally, were good for some 115 m.p.h. were entered for the 500 mile French Grand Prix which for 1923 was run at Tours. Their chief opposition came from the supercharged Fiats but in the event all these retired with blower trouble and the Sunbeams, after a most exciting race, took 1st (Segrave), 2nd (Divo) and 4th (K. Lee Guinness) places the winner averaged 75 m.p.h.

The only other race this season for which these cars were entered was the Spanish Grand Prix at Sitges near Barcelona which was run over a distance of 250 miles; this time Albert Divo came 2nd at an average speed of 97 m.p.h. Some people consider this year (1923) to be the climax in the racing career of Sunbeams.

In 1924, in an attempt to keep abreast of Fiats and Peugeots, Bertarione supercharged the two litre Sunbeams so bringing the power up to 138 B.H.P. at 5,500 r.p.m. which in turn raised their top speed to about 125 m.p.h. They were thus quite the fastest European Grand Prix cars of the year. However in spite of putting up the best times in practice, during the actual Grand Prix which was held at Lyons, ignition trouble dogged all of them. Nevertheless, Segrave put up a lap record at 76.25 m.p.h. and managed to finish 5th; as a matter of interest, he also won the 1924 Spanish Grand Prix at San Sebastian over a distance of 386 miles. His average speed in this event was 63 m.p.h. but might well have been higher had not his car been much overgeared; the course never permitted top gear. It is worth noting in view of the success of these two litre engines, that Bertarione designed a scaled down version of 1½ litres for voiturette racing; this had only four cylinders with the same bore (67 mm) but the stroke was increased to 105.5 mm and with a boost of 7 lbs per sq. inch developed 108 B.H.P. at 5,500 r.p.m.

The Sunbeam company was far sighted enough to embody in its production cars some of the knowledge gained through racing and in late 1924 Costalan produced the prototype of a new super sports touring car. The design of this model followed best contemporary racing car practice and showed definite evidence of development from the successful Bertarione designed 1923 Grand Prix Sunbeams. It had a six cylinder engine of 2,916 cc (75 x 110 mm) with two gear driven overhead camshafts, twin carburettors and dry sump lubrication; the power output was 90 B.H.P. at 3,800 r.p.m.

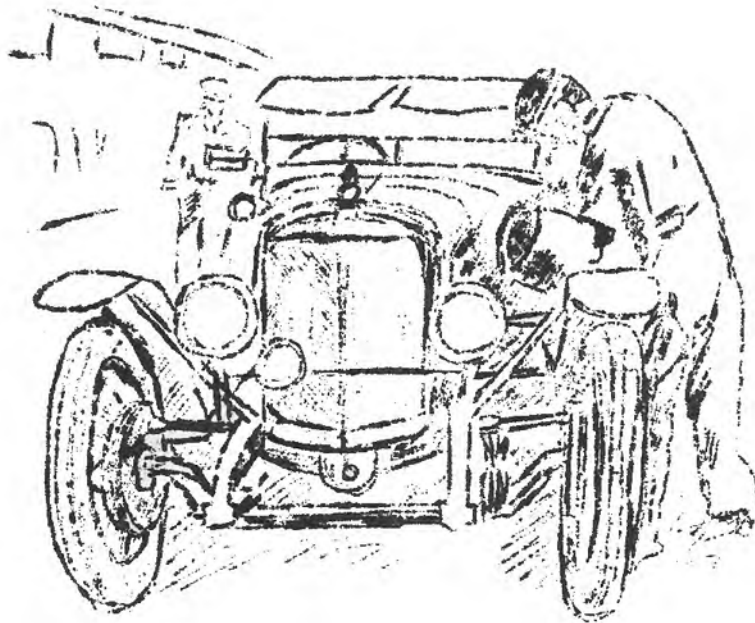
Two of these cars, now in small scale production for the public, were entered for the 1925 Vingt Quatre Heures du Mans. One, driven by Jean Chassagne and S. C. H. Davis, covered a distance of 1,343 miles and finished second to a 3½ litre Lorraine; the other, driven by Henry

Segrave and George Duller, unfortunately retired with clutch trouble. The Grand Prix this year was held at Monthlery and although three of the two litre cars were entered only one, driven by an Italian, finished; this was the last of the two litre Grand Prix and Delages took the first two places.

In 1927 a team of three of the 3 litre production cars was entered for the Essex six hour race at Brooklands driven by Duller, Segrave and Turner. Duller came first averaging 64.2 n.p.h. for 386 miles, Turner came sixth but Segrave retired through fuel shortage. Duller also won the Barnato Cup for covering the greatest distance and yet another award for the same performance by a car of under 3 litres.

The subsequent the 3 litre car was made available with a blower bringing its power upto 138 B.H.P. at 3,800 r.p.m. but in this form it lost some of its reliability and did not enjoy much success in the racing field. In any case, this late effort to keep abreast of the times was made in spite of the fact that it had already been announced in 1926 that no further Sunbeams were going to be built especially for racing. Nevertheless several 'one off' cars were in fact turned out specifically for challenging World Speed Records and some of these did in addition, take part in racing. Perhaps the best known car in this category was the 4 litre, 12 cylinder Sunbeam the engine of which was based on two 1923 two litre Grand Prix engine cylinder blocks mounted on a common crankcase to form a V12 engine. This engine in rootes supercharged form developed more than 366 B.H.P. at 5,200 r.p.m. and the car with a dry weight of only 18 cwt, was capable of over 150 n.p.h. Segrave drove this car in the Spanish Grand Prix in 1926 but retired early with a broken front axle; he also retired in the Italian Grand Prix but won the speed trials at Boulogne at a speed of 140.6 n.p.h.

Two of these cars were built, the 'Tiger' and the 'Tigress', both of which were later bought by Sir Malcolm Campbell who, after rebuilding the chassis raced them consistently at Brooklands and elsewhere. One of them, the 'Tiger', is racing with considerable success in Vintage sports Car Club events. This car was the one which broke the Worlds Land Speed Record in 1926 driven by Sir Henry Segrave at 152.33 m.p.h. This, however, is another story and rather outside the scope of these notes!



PIT STOP LE MANS 1925 S. C. H. DAVIS
WITH TWIN CAM 3 LITRE SUNBEAM.

7
BOOK REVIEW.



TWO RECENT BOOKS TO ADD TO YOUR MOTORING LIBRARY.
WITH CHRISTMAS JUST AROUND THE CORNER PERHAPS AN
IDEA FOR PRESENTS FROM FAMILY OR FRIENDS.



A HISTORY OF SPORTS CARS. BY G.N.GEORGANO.

PUBLISHED BY HAMLYN £1.95

Originally published in 1970 by Thomas Nelson, this latest version is in paperback form measuring 8" x 10" with 61 colour plates and 250 black and white photos both modern and contemporary.

The book is divided into five parts, the emergence of the sports car, the twenties, the thirties, post war recovery and the sports car today. These are subdivided into further parts from the main car producing countries.

Although a history of sports cars up to modern times, two thirds of the book deals with pre-war machinery. Possibly due to a far greater variety of sports cars to choose from before the last war. The book deals briefly with the history of the marques and the other models they produced that evolved into sporting machinery. Although not a reference book in the same vein as "The Complete Encyclopedia of Automobiles" by the same author and W. Boddy's "The Sports Car" pocketbook, the book is fairly informative and is interesting in how it compares different makes of the same size and class performance and price wise.

VINTAGE CARS. BY CYRIL POSTHUMUS.

PUBLISHED BY HAMLYN £1.50

This book deals solely with vintage cars in the correct sense dealing only with cars manufactured 1919 - 1930 inclusive. Although only 90 odd pages this book has a hard cover and measures 8 $\frac{1}{2}$ " x 11 $\frac{1}{2}$ " and has a good deal of period pictures and drawings some 30 of them in colour and 100 in black and white. The nine parts of the book start with a brief history of the vintage era, then to the early postwar boom which preceded the mini recession

of the following year, then the price cutting, cycle cars, sports cars, production methods, racing etc; and finally the depression which is the end of the vintage period and the start of a different era in motoring altogether.

D.C.

THE HOOE RALLY.

A dry start this year but drizzle set in after lunch which dampened an otherwise successful day.

Many non-entrants turned up this year in some nice pre-war vehicles and were allowed in as room permitted. Among these was a nice Standard 9 Selby tourer recently obtained fairly local to Hooe from an elderly lady owner.

There was also some nice cars from the official entrants although again only one Edwardian.

The wheel changing seemed fairly popular with the public even though we only had six entries.

The car and lady competition was very well supported this year and must have been a record entry. It only needed the sun to finish off a perfect day.

BEAULIEU AUTOJUMBLE

Those of you who ventured to the necca of motoring mania on the 14th of Sept; will know of the deluge that came down all day, but nevertheless it didn't put off the 10,000 enthusiasts who turned up.

This year the organisers asked stall holders only to sell motoring items as all sorts of objects were appearing on stalls from Victorian jam pots to grandfather clocks.

There are still too many stalls to examine thoroughly in a day. Bargains are still available but a lot of earlier stuff in fair condition is now scarce.

FOR SALE.

1938 AUSTIN RUBY CHASSIS £5.00
1934 AUSTIN 7 BRAKE SHOES AND DRUMS £7.50
1933 AUSTIN 7 SET 19" WHEELS @ CHASSIS WITH REAR AXLE £15.00
1933 AUSTIN 7 SALOON WINDSCREEN £5.00
1938 AUSTIN 7 RUBY SALOON WINDSCREEN @ SIDE WINDOWS £5.00
1938 AUSTIN 12/4 COMPLETE WITH LOGBOOK. NO HEADLAMPS SUITABLE FOR
SPARES OR REBUILD IF YOU HAVE A BODY. REG: LJC 196. £25.00