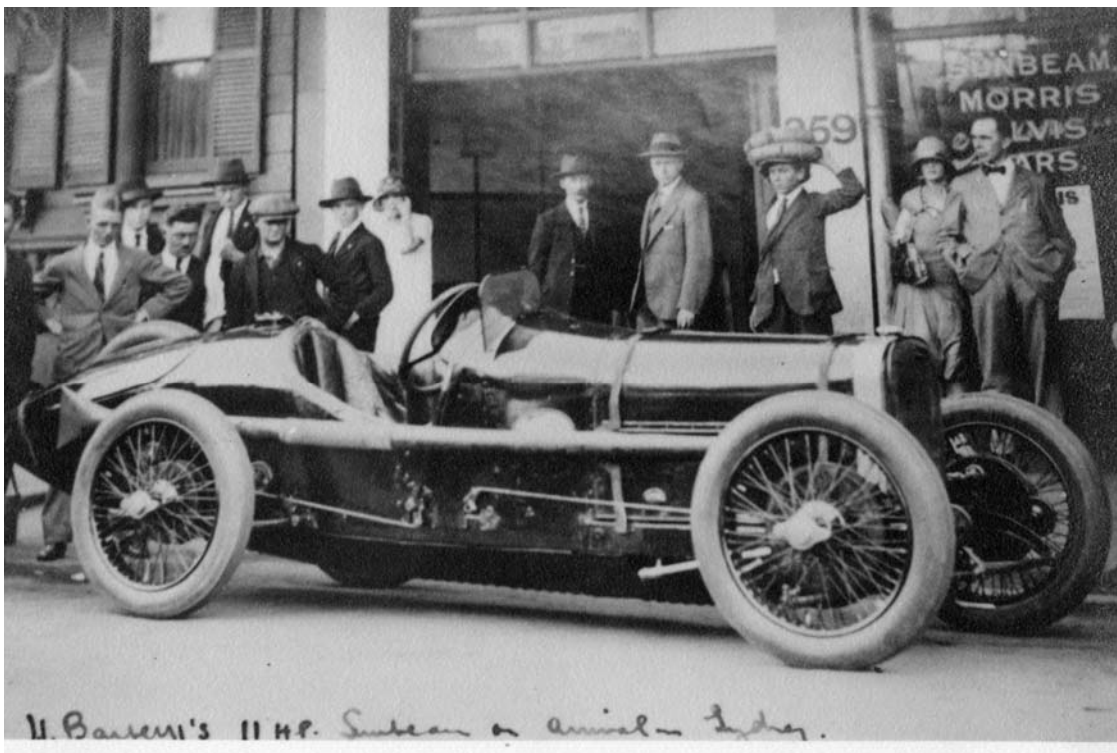


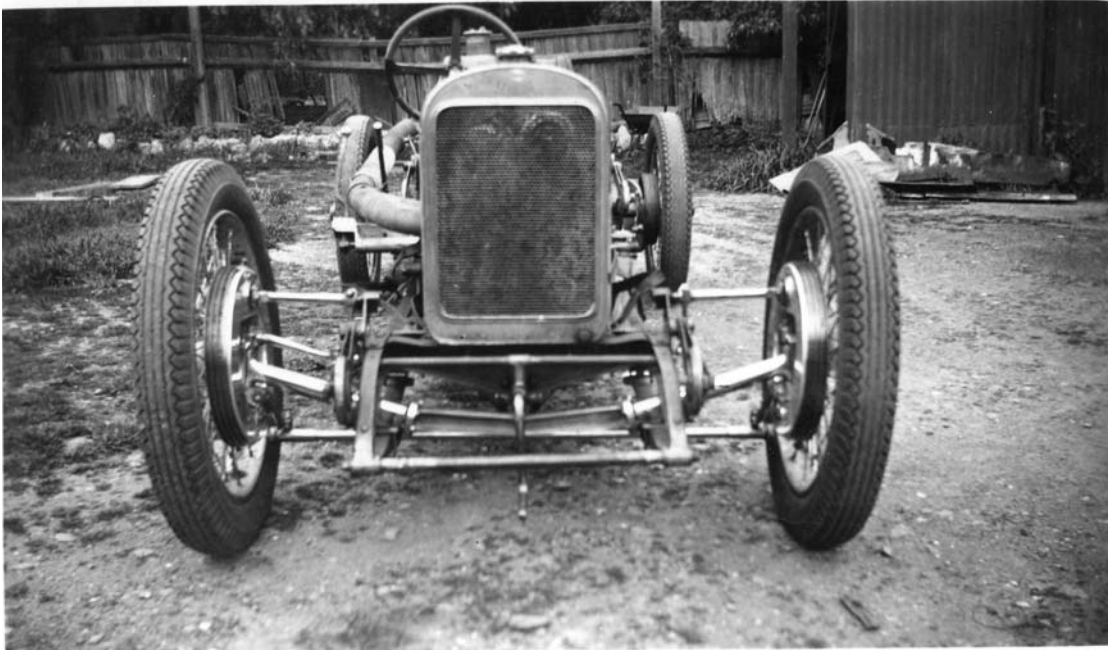
The Club has just purchased Club member Neville Webb's excellent new book on the four Strasbourg GP Sunbeams and having been immersed in it for a few days I thought some of our own archives shots would tempt members to read or buy the book. Both Bob Pritchett's albums and Gordon Nichol's superb scrapbooks contain numerous photos of this wonderful 1922 Sunbeam Grand Prix car that was driven by Sir Henry Segrave in the 1922 French Grand Prix and most are to be found in the new book. Neville Webb's book interestingly contains a 1945 letter to Bob Pritchett from Ash Moulden who owned the car from 1935 to 1939 giving much of its history and bringing to light how Bob Pritchett came to be in possession of these photos. It would of course be impossible for a vintage enthusiast in the early days of the VSCCA not to be interested in this highly competitive and beautifully engineered racing car.



The first photo shows the car's arrival in Sydney in December 1925 for its new owner Hope Bartlett. Hope Bartlett was highly successful in this car with numerous wins and places at the Maroubra track and Geringong Beach and then even taking the car to New Zealand in 1927 where he ran 2<sup>nd</sup> in the NZ Cup. Bartlett sold the car after this and it then began a long series of owners and modifications. The photo is reputed to be taken outside Williams Bros whose address is shown as 822 George Street Sydney in their advertisements, so what is the odd number on the masonry pier behind the young man carrying the unusual load on his head?

Our archives contain a valuable set of photos taken by Ash Moulden in the years 1935-38 when he totally rebuilt the car and meticulously recorded its technical details both diagrammatically and photographically during its strip down. Some of our photos which are not found in the new book, include this excellent front view of the bodyless car illustrating the exquisite polished front axle ends (note the three piece axle) and the

finish to the brake backing plates and rods. The backyard scene is typical of those days and a far cry from the spotless antiseptic workshops that cars of this caliber are now found in.



The car passed through many hands, not necessarily as sympathetic as Ash Moulden's, and in the end the car was fitted with an American V8 and a fiberglass body. The original four cylinder twin cam two litre motor was virtually cut in half by a flying con rod and discarded. Fortunately both parts are now with the car.

Neville Webb acquired the remains of the car in 1964 in South Australia and embarked on a painstaking and ultimately successful search for its missing parts. Not only that, but, a meticulous investigation of its physical evidence and scraps of history have resulted in the historical truths now evident. The restoration, still not complete, has taken over 40 years. The value of photographic collections has never been more evident.