

THE
Alpine
MARQUE

The Newsletter of the SAOC of America



The Success at LeMans 1961

ISSUE 1
Spring 2002

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NEXT ISSUE: The continued story of 3000RW and the continuation of Norman Garrad’s letter. Technical topics, your letters, and much, much more.

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OFFICER REPORTS

President - Ian Spencer



Welcome to the first issue of the Alpine Marque. We have worked hard to bring you a quality publication that will be valued by Alpine owners throughout the Sunbeam Alpine community.

In this issue, we will learn about the famous Harrington Alpine that raced at Le Mans in 1961. This car, 3000RW, won the Index of Thermal Efficiency and helped to pave the way for the Alpine's successful

racing history both in Europe and the United States. This car is now owned and still raced today by the son of it's creator, Clive Harrington. We have extended an invitation to Clive to be our special guests of honor at Invasion III in Reading, Pa in 2003. If things work out, we will be featuring 3000RW as the focal point of this event. This event will be based around an SCCA hillclimb which should be fun for everyone involved and I'm sure Clive would be thrilled to race 3000RW up the hill a few times!

We've been working hard over the past months to build the foundation for this new club. I appreciate all the positive feedback we've received and I look forward to putting all these wonderful ideas into motion. There have been many concerns about having two web sites (saoca.org & sunbeamalpine.org) and I must agree with the points that have been given. At this time my thoughts are to continue building sunbeamalpine.org as an educational vehicle. My goal at this time is to continue building the Concours Alpine section of the site and possibly packaging it in to some sort of paper format. Perhaps, something similar to this newsletter. The SAOCA web site will continue to be used strictly for club related material like; upcoming events, new membership, voting and the online membership roster.

We have lots of ideas that will help to promote the Alpine and guide Alpine owners in the direction they chose to go with their projects. In time we should see a wealth of material available to us all. - **Ian Spencer**



Vice President - Jeff Sankus

Many of you may not know me as I am fairly new to the Alpine world. I'm Jeff Sankus presently living in Allentown , Pa. I have recently accepted the title of Vice President of the SAOCA as well as Director of the Allentown, Pa. Chapter. I have a total of about 10 years experience in the collector car hobby. I've owned various cars other than my 67 Alpine. All of which, I have restored myself.

I first met Ian at last years Invasion and have developed a good friendship and "business" relationship ever since. This is something that we all should try to achieve over the coming years as our new organization develops and thrives. I have been in constant contact with Ian over the past few months while building SAOCA. One of the main issues that is always on the top of our list is catering to our membership, basically, making sure that everyone is aware of and kept in "the thick of things". This is the main reason for our developing this newsletter. Another issue is keeping the membership active. In that we would like to see the many chapters start to bond, plan meetings and activities. Many things have been accomplished over a glass of beer or a cup of coffee. If any of the chapter directors need any assistance, please feel free to contact one of the board members for help.

We have also talked about many activities for the membership, such as: A five state rally, a trip to the U.K. to visit our sister club (SAOC), regional rallies, hillclimbs (Pa. is great for this one) and manufacturing hard to find parts, just to name a few thoughts. If anyone has a suggestion for an event send a message to either Ian or myself. I hope to meet many of you over the coming year and hope to see SAOC of America become the leading Sunbeam Alpine club for the U.S. I hope you enjoy this first issue and remember, restore 'em, don't junk 'em.

Jeff Sankus



Secretary - Scott Christie

Welcome to the first edition of The Alpine Marque. It's truly amazing that in such a short time The Sunbeam Alpine Owners Club of America has become an active, thriving club. But when you look at the dedicated team of officers and members it becomes quite clear that we love the Sunbeam Alpine! The future of this club is in good hands.

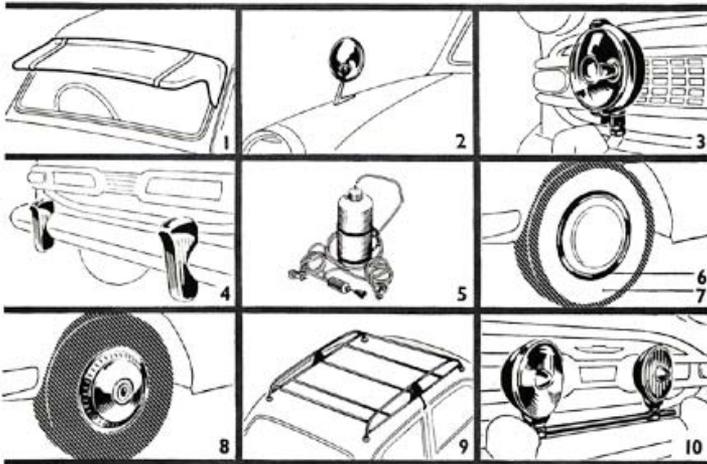
So what constitutes the official duties of the SAOCA Club Secretary? That remains to be seen, but in the meantime I've been busy with Registry work on our main site, www.sunbeamalpine.org. We now have over 1,000 Alpines registered. Not all are survivors but it's incredible to see such a large percentage of these cars still on the road or under restoration. I have received information on cars from across the globe - the Alpine community is truly world-wide. To give you a brief example of the importance of collecting this information: general knowledge has been that Rootes did not build any Series I CKD units (Completely Knocked Down) for export. Thanks to a enthusiast in Mexico we now have two on record. Information gleaned from our Harrington registry has helped in spotting production trends that now require further research. These bits of information will help re-write the history books. So when you spot an Alpine, make sure you get those numbers off the main data plate!

Early in the conception of the SAOCA we discussed the possibility of being a "sister club" to the Sunbeam Alpine Owners Club of England. Those discussions are still on-going between myself and the club Chairman, Deryck Johnson. Our proposal to them has been simple. Joining forces, we can capitalize on a large talent pool of knowledge, experience, and expertise. Not only can we share information between the two clubs, but more importantly we can work together to ensure that unavailable parts are reproduced. Wouldn't it be nice one day to be able to order a complete set of correct reproduction rubber floor mats?.

Finally, I've been in negotiations with K & R Replicas in England for a special "Members Only" Club model of the Alpine. This company builds wonderful 1/43rd, white metal models, and they've agreed to offer a special version of an early Series Alpine just for us. These will be offered at a special price, and will feature a license plate that reads "SAOCA 1". Look for announcements on our club website. As our club's growth continues, I'm reminded of what the Greek orator Demosthenes once said: "Small opportunities are often the beginning of great enterprises." Here's to the bright, and successful future of the Sunbeam Alpine Owners Club of America. **Scott Christie**



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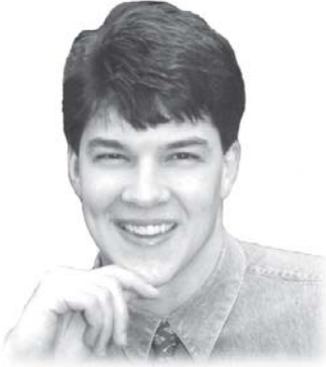
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Treasury Report

Treasurer - **Andy McGraw**



As the Treasurer for SAOCA, I have enjoyed working with all the Sunbeam enthusiasts that I've had the honor to meet. Owning a Sunbeam Alpine Series III for over ten years now, I've come to the understanding that SAOCA is needed and wanted by most Sunbeam owners. I look forward to working with all the members to create a fun environment to enjoy our Sunbeam Alpines. Our quarterly Treasury Report will consist of the financial activity for

club events and other typical financial information related to the club. Budgeting for this years Sunbeam Invasion has already begun, so feel free to give any ideas or interest for this years event. - **Andrew D. McGraw**

Sunbeam Alpine Owners Club of America

As of January 1, 2002

ASSETS

Current Assets Checking/Savings

Fifth Third Bank	1,372.08
PayPal Online Bank	490.00
Total Checking/Savings	1,862.08

Accounts Receivable

Accounts Receivable	600.00
Total Accounts Receivable	600.00

Total Current Assets 2,462.08

TOTAL ASSETS 2,462.08

LIABILITIES & EQUITY

Equity

Retained Earnings	2,462.08
Total Equity	2,462.08

TOTAL LIABILITIES & EQUITY 2,462.08

CHAPTER NEWS

Atlanta GA Chapter



Every year we get a group of Sunbeams together and caravan from the Atlanta area up to Chattanooga in November for the last show of the year. The host club is the Southern British Car Club. The show is held at the famous old Railroad Station where "Track 29" is located. It's now been

converted to (of all things) a Holiday Inn, and of course it's called "The Chattanooga Choo-Choo." Most of the rooms are in buildings, but they have a large number of sleeper cars converted in to hotel rooms, shops, and restaurants. But, enough of that, now back to the British Show.

As all you "Piners" know, it's hard to compete with Tigers (see picture). Three Tigers, two Alpines. Next year's show we'll have more Alpines and will have an "Alpine" Class all of our own. Minimum of three cars for a class, hey, my family alone will be able to create a class.

In the picture, which was taken on top of Lookout Mountain at the entrance to the National Park, for a great background. We even got the Ranger to stop the traffic so we could line up the cars for the picture. After we left the mountain, it was a leisure drive thru the north Georgia country side and back home. It was a great weekend and we hope that more cars will join us next year. It would be great if we could out number, maybe the "Rubber Bumper MG's", the TR's, big Healey's, or etc...

In the above picture from left to right: Dave Schumacher, Black (not red) Mk 1a Tiger, Alan Rhodes, Mk 2 Tiger, Me, Series IV, Robert Jackson, MK1a Tiger, and John Bezcek, Series V.

If you would like to become active with the Atlanta area chapter please contact Bob Berghult at (770) 977-1614 or online bob.berghult@lmco.com

Southern Ohio Chapter

The Southern Ohio group has been actively meeting since the conception of the Sunbeam Invasion in September of 2000. We now have a regular attendance of around 15 people and our current objective is the planning of the Sunbeam Invasion II which will take place on June 20 - 23 of 2002.

Aside from Invasion planning, we have also been regularly attending the local British Car Shows in Dayton, Columbus, and Cincinnati Ohio. We've found that preregistering, meeting and driving to the event as a group adds to the fun and helps to ensure that everyone makes it to the show on time. It also looks good when a large group of Sunbeams arrives together. I've noticed that people really stop and notice when we drive in as a team.

Right now, there are several vehicles under restoration in our group. John Engle is restoring his MKI Tiger. This car has just returned from Tiger Auto Service and is beginning to look like a new car again. Paul Woodie has been restoring his Series I and was at the January meeting with his pictures to share the details of his work with the group. Scott Christie now has his Series 3 in the frame at Jan's shop and eagerly awaits its completion.



Pictured from left to right: Jan Servaites's Series V, Ian Spencer's Series IV, Scott Christie Series 3 ST, Ian Spencer's Harrington Alpine, Brian Shilt's Series V, Jan Servaites's Harrington LeMans.

We are currently meeting on the second Saturday of each month. If you would like to join us please contact Ian Spencer (937) 395-0095.

Los Angeles Chapter

Greetings from sunny southern california. We had our first meeting ever here on January 19th at a local Fatburger. The manager for Fatburger happens to be a car affecianado and welcomed us with wide open arms. We only had 2 cars the were able to come, both SerII. One had a Datsun drive train the the owner John Amoroso has had in for many many years. The other had what I have in my SerV is the Ford 2.8L V6 power plant. That car is owned by Kirk Bowan. Now his car was just put together for the meeting and will be stripped back down for the paint shop to finnish his car, I really like that devotion to drive and show off the car! The rest of us should have our cars road legal here by April.

My thought on our club should be fun, pure and simple. Ian and the boys have made this club very desireable for those of us that are in or have been in other clubs as club officers. That is to say Ian and his gang are doing all the hard stuff, leaving time for us to go out and cruise. Those that have "done the time" know what I am talking about. We out here have decided to meet as a club every other month plus any car shows etc. that come along. I hope to have pictures of everyones car for the next newsletter (in action I hope). Thats all for now, Keep on "Beaming" -- **Bruce Davis**



A fine looking bunch! L - R: Andy Devoe, Kirk Bowan, Jerry Hill, Bruce Davis, John Amoroso and Jay Laifman.

Racing Alpines

by

Steven Silverstein - SAOCA Racing Historian



First, let me say that never since the mid-60's has interest in the Alpine competing in motorsports been greater. Then second, I want to say how lucky I was to receive a batch of old mid-80's newsletters from a fledgling Sunbeam Alpine Club on the West Coast. Lou Meyers had sent these to me and unwittingly placed in my hands a

wonderful letter written by Norman Garrard telling his story of the 1961 LeMans entries. A perfect story to accompany the story of 3000RW. You can read the first part of this letter on the following pages. We will print the second part in our next issue because of the way it perfectly fits in with the second part of the 3000RW story.

As Norman's letter explains it was a supreme gamble and one that would payoff for the Rootes Corporation. I hope this will be the first of many racing stories that will come to light in the next few years. I have talked to many Alpine drivers from the 60's and I am always impressed that they almost all agree that of all the different cars they raced the Alpine was the one they enjoyed driving the most. A very noble achievement for any car.

VINTAGE ~ MODERN DAY

Your only source for Sunbeam Alpine racing history and current day coverage.

Steve Silverstein's

www.racingalpines.org



LeMans 24 Hour Race

by
Norman Garrad

What a hurdle this one was to get the company to enter this historical race. The director of engineering to put it mildly, was a little cautious when LE MANS was mentioned.

Luckily for me the other directors had given up fighting me on any of my proposed events - for all they knew - I had far more to lose than they had! The engineering director was adamant and as far as he was concerned it was a definite NO. Brian Rootes the chairman's son was all up for it, provided that I managed to get some "backing" from SHELL, DUNLOP, CHAMPION, LUCAS, etc - the INTERPRETATION of the word "backing" meant MONEY in a big way.

So I arranged a lunch at The SAVOY HOTEL in LONDON - and all my SUPPLIER friends had faith in my plan and backed me in no uncertain manner - so now - there was only one more hurdle - LORD ROOTES.

We met by appointment but I had already made my plan of attack - telling him that I knew our cars would survive the 24 hours at racing speed, and I would without any doubt - prove it - pointing out that it would help our sales in the American market, etc., as it was one of the European events the U.S.A. really understood - thanks mainly to that fine sportsman driver BRIGGS CUNNINGHAM (and American) who had entered and driven in every 24 HOUR LE MANS race since the war.

I told LORD ROOTES I was quite prepared to do a "dummy run" at SILVERSTONE RACE CIRCUIT or MONZA in ITALY to really prove it was possible. He also smelt the challenge and finally agreed that I did a full 24 hour test under the strict observance of the Engineering Department at SILVERSTONE - so I just did that and it was all very satisfactory - so we now prepared three cars to go over to LE MANS early in MAY to attempt to qualify officially for the real thing.

I visited LE MANS in FEBRUARY and concluded my arrangements to put the entire team up at the famous HOTEL DE PARIS in LE MANS - for the qualification and race period - and arranged with SHELL-FRANCE to take over the workshop and service station at ARNAGE - which is only 15 minutes from the race circuit.

I also rented two very super delux CARAVANS - and arranged to have these sited behind the race pits - ten days before the start of the event - such was my confidence!!

I chose my four drivers who all had experience over the years - having been part of my teams - so their was no problem in that respect - namely, HARPER, PROCTER, HOPKIRK, LEWIS.



Above: Peter Harper stands with 3000RW. Note the LeMans filler cap.

In due course we flew from HURN to CHERBOURG on a Bristol Freighter - taking the practice cars and my estate car with us on the plane - for the qualifying period - which of course gave us ample time to practice on the actual race course - including night sessions. This was invaluable for testing head lamps - instrument lighting - recognition light to be seen from the pits, etc., (a light was fitted to each side of the car that would illuminate the racing number on the car) - very important for signalling to the driver at night and timing the car on each lap.

We officially qualified the two cars and drivers without any trouble and returned to England quite satisfied.

It was just as well - I had ample backing from my friends - as the party consisted of 6 drivers (2 reserve) - 8 mechanics - 4 time keepers - 4 odd job men - 2 petrol refuellers - 4 movie camera operators - 2 'still' camera men - plus 2 Engineering Staff Observers - and myself, a total of 33. Just multiply that by X number of pounds per day, and it is understandable why there are not many private entries in International Races!!!

Three weeks soon slipped past and once again we were all in HURN loading the cars, etc., on the Bristol Freighters. The large workshop truck went over on the boat to CHERBOURG - arriving at LE MANS eight days before the day of the race. Just right. It gave us time to settle in and take advantage of every practice period available - and again, the nominated and reserve drivers had to qualify to the satisfaction of the organisers of the race. We use our caravans to eat in and for resting the drivers in when they were not on duty. We, of course

had our own cook caterer - the famous 'ERNIEBRIDGE' - who mothered everybody and who slept on the site to take care of things.

There was of course a lot of drama - the final drive ratio was changed many times for better results - the cars were too hot during certain times of the day - the time keepers were having difficulty spotting their cars during the hours of darkness - the PIT STOPS were a triumph to mis-management. The re-fueling crew put petrol everywhere except in the car - etc! The drivers were all very experienced and gave no trouble - except there was always great rivalry between HARPER and HOPKIRK as to who could do the fastest lap. This, I had to stamp on very smartly.

HARPER always wanted to give the impression he was God's gift to the world - and that he was number one at everything.

HOPKIRK simply niggled HARPER for the pure Irish devilment - so this I had to control among the many other things I had to do; such as controlling the lap speeds of the car - regulating the visits to the pits for refueling - to see we did not have two cars coming in on the same lap, etc, etc.

The most important crew (signaling) were those connected to me in the main pit by telephone at MULSANNE CORNER where the cars speed came down to 30 m.p.h., and they were able to read the pre-arranged signals by the driver and also gave him signals - so there was never a dull moment.

We developed a fine team spirit eventually, that you could feel, and I felt we would operate efficiently on the day. Also, I knew we would never win the race outright - but we could possibly win our class - and if my figures and hunches were right, could by careful planning and control, win the prize called the INDEX OF PERFORMANCE AND THERMAL EFFICIENCY which was second only to an outright win, cashwise and prestige wise, and that was my target, which added up means the best performance of any car in the race; taking into consideration - WEIGHT - SPEED - PETROL CONSUMPTION.

I decided not to mention this to the drivers or mechanics - just firmly insisted



the drivers would obey all signals given to them - via our crew at MULSANNE. I made a point assuring myself, the mechanics and re-fuelers knew exactly what their duties were and also understood the very strict regulations of the Race.

Having now made my plans - I just sweated it out and prayed! - *Continued in our next issue.*

L-R: Peter Jopp, Patty Hopkirk, Peter Proctor, Peter Harper, Garage Owner, Norman Garrad at the garage in ARNAGE, FRANCE.

The Success at Le Mans 1961

by

Jan Iggbom

Co-authored by the present owner, Clive Harrington

Son of 3000RW's creator

This story is not a new one. It has just been put together as a remembrance of the Sunbeam Alpines that took part in a 24 hour race at Le Mans, and especially the Harrington Alpine which won the prize, "Index of Thermal Efficiency" 1961, 3000RW.

Many authors have written about this event, though most of the books are now out of print, so this feature is meant as a glimpse of what happened in France in 1961 by this very special Alpine, and will be broken to three parts. The events prior to the 1961 Le Mans race, the events during the race and finally, what happened to 3000RW after the race.

Norman Garrad was in charge of the Rootes competition team during those days with assistance from his son Lewis as well as a mechanic team of eight persons. Most important, the Project Leader for the Le Mans cars Michael Parkes who went on to be a Ferrari works driver. Clive remembers that he visited Thomas Harrington Limited and his father always spoke most highly of this very English gentleman. It is believed that he suggested the unique front end treatment for the car with the headlamps faired in.



3000 RW left the standard production line in January 1961. To quote from a letter in 1968 written to Clive from Mr E. M. Lea-Major of Chrysler UK Service Dept ... "Chassis No B9102730/OD/HRO was built during week ending January 14th 1961. It passed to Sales on January 10th and despatched on January 11th to Humber Limited,

Demonstration. The invoice was 86128. The colour was (Wedgewood Blue)."
- Clive states: *" Interestingly when I peeled back the black plastic covering the top of the dashboard when the car was completely stripped for the rebuild, I discovered this original Wedgewood Blue! All this travelling must have been done with the car on "trade plates" (or on a trailer – very unlikely) as 3000 RW was not first licenced until June 1st 1961, only days before she left for France. She was sold by the works in November 1962 to an owner who kept her until October 1964. The subsequent owner used her on the road until mid 1967."*

Two out of three cars sent qualified to compete in the race. One was 3001RW, an ordinary looking Alpine with factory hard top, car #35 and the other was 3000RW, the modified Harrington Alpine, car number #34. However, it's presumed that both 3000RW and 3001RW were sent to Thomas Harrington Limited where the bodywork modifications to both cars were carried out. These included aluminium bonnet, doors and boot. In the case of 3000RW it was converted to a Sunbeam Harrington Alpine – an official Rootes 'recognised' coachbuilt conversion which made the standard Alpine into a rigid, good looking GT car. The fibreglass 'top' fitted to 3000RW was however modified from standard with a vent in the rear of the roof and removal of the aluminum rain gutter. In addition further weight saving was derived from fitting Perspex windows and completely aluminium front body panels. This enabled the front 'ledge' below the grille to be removed and a completely rounded front end to be achieved. This was further helped by the headlights being faired into the aluminium wings making 3000 RW a totally unique motorcar. - *Clive states: The treatment is somewhat akin to the Aston Martin Zagato cars but absolutely nothing like the E type as is sometimes stated in Sunbeam circles: this is all the more ridiculous when one realises that the E type was launched years later !!*

This completely rounded front end included a very low front apron which went right back and below the line of the engine sump. This incorporated an inlet for the oil cooler, below the radiator inlet. It is interesting to note however that during practice the lower portion of this 'apron' was crudely cut (as seen on the photo to the right) away (presumably to assist cooling the sump). For the race, a flat panel was pop rivetted across the lower portion - *Clive States: I have had this rebuilt to the original form as the car left his family's coachworks.*



In the pits during practice: Note the white tape over the head lamps. White tape was used during practice and black tape during the actual race.

Calculating The Index of Performance and Thermal Efficiency is done by using the following equation: $IR = EM / E_r$ Where E_r = actual fuel consumed in Liters per 100km, and EM is calculated using this formula: $P - 300 / 100 + V / 25 + (V - 95)^2 / 600 + (V - 140)^3 / 21,000$ Where V = average hourly speed (kpm), and P = actual weight of car in kg.

A huge 22 gallon petrol tank was fitted immediately behind the drivers seat (Not permissible for racing nowadays) with a huge 'Aston' stylefiller cap in the rear side window behind the driver. Microcell seats and a colotti wood rimmed wheel were also fitted though the later was not retained for the actual race and was replaced with a standard factory steering wheel without the inner horn ring. - *Clive states: Although I retained the original wheel, I prefer a smaller one that isn't as cumbersome for modern racing.*

The two cars, along with Garrads Humber Super Snipe Estate joined the caravan from Coventry to Le Mans, arriving just prior to scrutineering on the 6th of June. Here, each car had to pass some tests, for example, the cars had to pass over a wooden box at certain heights, which the Sunbeams didn't make. To solve this problem, the simply pumped the tires with more air. This time they passed them with ease. Another test was that a wooden suitcase had to fit inside the boot. As we all know, early Series Alpines and especially Harrington Alpines have very limited boot space. This posed a problem, however, Garrad overheard the Ferrari team threatening to return to Modena because the race officials didn't pass them either. Garrad was able to take advantage of their argument and was able to pass the Sunbeams as well!

A further modification that had to be carried out following scrutineering was the fitting of small 'spats' at the rear of the front wheel arches as the tires were not allowed to protrude beyond the bodywork. *Next issue, the race...*



Fueling in the pits:

3000RW get's topped off with petrol just before the race. This process was watched closely to be sure all the filling points were filled and sealed off properly by the 'Plombeur'.



Topping off the oil:

In this photo, the 'Plombeur' seals the oil filler on the engine. This photo was taken at the same time as the one above. Notice the black tape covering the head lamps. It was also a rainy day, which explains the raincoats.

YOUR LETTERS

Dear Editor.

Congratulations To Ian and Lori on this the first edition of the Alpine marque from Chuck who is your great white northern charter member. It seems that they have done a great job in getting this off the ground. I would be amiss if I didn't include those who contributed so much behind the scenes. We are contemplating the Invasion but this will be a very busy year with family which continually seems to be getting larger. I would hope to go in order to meet all the friends we have yet to meet but 1300 miles may be a deterrent.

Again congratulations on a job well done - Chuck Ingram

--- Chuck, we all hope to see you in June. I think that trip would earn you the "Distance Award". Thanks for the kind words. - Ian

Hello Ian,

I have an idea for a Tech type article, actually it has been done before a couple of times and a couple of ways. Basically it is the Chevy oil seal for the Alpine timing cover. Cool Cat sent me an article he did for Rootes review back in 1997 about this modification and how to do it with not much more than a drill press and propane torch. I have bought the bits and armed with a digital camera plan on doing the deed in the AM. I am thinking to photo document it and write it up, with Cools permission. Would you like a copy for either site ? or maybe for future filler...I am also about to do a rear disc conversion that might be of interest to some. - Jim Ellis

--- Jim, Sounds to me like you are using your thinking cap! We would love to have some technical articles like that for ournewsletter. Please let us know if there is anything we can do to help you out. - Ian

Ian -

I think the SAOCA is a great idea. However, what prompted you and the others to form the club? Where is it headquartered? I registered my Alpine on your other site. Do you still have the information? It is a very good site for Sunbeam owners and has been a help on several occasions. Can I be of any help in your new organization? I am currently on the board of the Chicago area British Car Union representing the Sunbeam Alpine. I would like to represent the SAOCA in the BCU. I am also involved in the SCCA as a Corner Worker - Chicago

Region License. Also a member of TEAE. When I complete re-wiring my Alpine and get it road worthy again I hope to drive it to the races in the Midwest and also to Charleston. Do you plan any activities this year? Look forward to hearing from you after the Christmas Holidays.

Merry Christmas - Bill Kernan

Bill, Thanks for the kind words. We've been working hard to build the club and continue to maintain the Classic Sunbeam Alpine Owners Site at www.sunbeamalpine.org. What prompted me to build this club? I recognized through my work with the [sunbeamalpine.org](http://www.sunbeamalpine.org) web site that many people were not affiliated with a club of any kind. I realized how regional things had become and I thought a National club would help to get Alpine owners all on the same page. I also wanted to provide another medium to help educate owners not only on the history of the Alpine and the way it came from the factory, but modern technical tricks to help keep your Alpine up and running well into the new Century. I would love to have your help with this club and I think you and I should get together and talk. Right now, we have hard at work on the Invasion II event this June. Perhaps that would be a good time to meet?
- Ian

Ian,
Here is a picture of my Alpine. - Boris



Boris, Thanks for sending in the picture. Your car looks great! - Ian

Further outlook: Fine...



in the new Sunbeam Alpine

with **SMITHS** heating and ventilating equipment

Rootes have again chosen SMITHS heating and ventilating equipment as optional extra equipment on the new Sunbeam Alpine. Make sure you specify it when you order your Alpine.



SMITHS MOTOR ACCESSORY DIVISION • WITNEY, OXON

SAOCA Regalia Order Form

NAME: _____

ADDRESS: _____

PHONE: _____ SAOCA MEMBER ID: _____

E-MAIL: _____

CREDIT CARD: _____

EXPIRATION DATE: _____

Please include Item Number, Size, Color and Price.

Please include \$4.50 S&H

ITEM 1: _____

ITEM 2: _____

ITEM 3: _____

ITEM 4: _____

ITEM 5: _____

TOTAL: _____

MAIL TO:

SAOCA

201 Greensward Drive

Tipp City, Ohio 45371

Checks payable to SAOCA

Invasion II Registration Form

NAME: _____

ADDRESS: _____

PHONE: _____ SAOCA MEMBER ID: _____

E-MAIL: _____

TYPE OF ROOTES VEHICLE(S) YOU WILL BE BRINGING?

<u>PRICE SCHEDULE</u>	<u>TOTAL</u>
\$30.00 per member (Full event)	_____
\$45.00 per non-member (Full event)	_____
\$10.00 Per youth 13-18 years (Full Event)	_____
\$25.00 Sunday Autocross (SCCA)	_____
GRAND TOTAL	_____

Non member price will raise to \$55.00 after May 1st.

Children free up to age 12

Other admission options available day of event:

\$10.00 One day with car (Does not include dinners or prizes)

\$5.00 One day spectator fee (Does not include dinners or prizes)

MAIL TO:

SAOCA

201 Greensward Drive

Tipp City, Ohio 45371

Checks payable to SAOCA

Hershey Vintage Hillclimb



The first annual Hershey Vintage Hillclimb and Race Car Show is being held on 20 and 21 April, 2002 in Hershey PA. The Hill and Show are open to all Sunbeams who are presently racing in sanctioned events or have in the past: the same rules apply to drivers on the Hill. It's that simple.

There has been discussion about rallying Sunbeam racers on the East Coast. This Hill weekend is an ideal meeting point for most racers because of its location.

Why should race Sunbeams converge this weekend? In its heyday in the 60's, the Hershey Hillclimb attracted over 270 entrants, making it the largest in the USA

and Europe, including Chimney Rock, Pikes Peak and Mt. Equinox. About 10,000 spectators attended. Many Alpines and Tigers ran the hill. The feature car for the 1968 hill climb was an Alpine. This was a great event which is being brought back in all its pageantry and splendor by the Susquehanna Valley Vintage Sports Car Club (SVVSCC) in partnership With Hershey Entertainment and Resorts Co. (HERCO) and Antique Automobile Club of America (AACA)

As the Course Marshall and a member of the governing board for this event, I extend a PA Dutch welcome to racers and enthusiasts alike. Visit the website at <http://www.svvsc.org> for more information or contact me, Tiger Tom at tigertoms@aol.com. If your are entering the Hillclimb or Vintage Race Car show with a Sunbeam, contact Jeff Sankos to coordinate your visit. Contact Jeff at jhs@agere.com.

I Climbed the Hill Too!
2002 TOUR

Just for fun!

OK, here's a little puzzle sent in by our friend Jeff Howarth from England. See how many you can get right. We will publish the answers in our next issue.

Rootes Marques / Cars

1. Male of the mountains?
2. River in NE England (UK)?
3. Also famous as sewing machines?
4. Arctic dog with a sore throat?
5. These may rip the carpet when stepping on the gas?
6. Hopefully a pleasant voice behind the microphone?
7. A wicked sword?
8. RS - Lady Rootes racer?
9. PP - Gentleman Rootes racer?
10. Heavenly light in the morning?

Sunbeam Specific

1. Where the later Alpines were made?
2. Source of the V8 engine for the Tiger?
3. Where 3000RW was a winner?
4. Where a chicken should lay its eggs on a Mk2 Tiger?
5. Where would you Intercept Tigers being made?
6. What's the missing letter in the Harrington cars?

Rootes Colors

1. Nice color for a 53 piece dinner service?
2. Color of the eyes the morning after a party and 39 vodka's?
3. I can't bear this color 108 miles North of?
4. It's not Gump it's green?
5. Color of your dinner jacket for the Ambassadors party?
6. Color of 3000RW - check the first 2 numbers?
7. Color of the sea as you race around Casino Square, the Loews harpin, the Ras Cas, the swimming pool and the Cafe Tabac (F1 circuit) ?
8. Matches your Colt 45 very nicely?
9. Bond favourite Alpine colour, he was shaken while the guys in the 52 hearse were well and truly stirred?

**The SUNBEAM *Alpine* Owners Club of America
presents**

The SUNBEAM *Invasion II*

June 20th - 23rd

Tipp City, Ohio



Bob Avery's Sebring Harrington Alpine

This car was raced in the Sebring 12 Hour Endurance Race in both 1962 and 1963 by the Theodoli NART racing team. Don't miss the opportunity to see this rare Harrington Alpine during it's first public appearance in over 30 years!

Come join the fun!

SUNBEAM Poker Rally
Rootes Parts Swap
Live Parts Auction
Games for the kids
SCCA sponsored Autocross

We will be giving away over \$1500 in prizes to registered participants!

For directions and lodging visit www.saoca.org or call:
Brian Shilt: (937) 667-8324

SUNBEAM *Invasion* II Schedule

Thursday June 20th

Arrivals and socializing.

12:00pm ~ Tech sessions and car maintenance.

6:00pm ~ Dinner and raising of the tents. (Provided)

After dinner hospitality suite (Holiday Inn)

Friday June 21th

9:00am ~ Registration will begin.

11:00am ~ Lunch. (We will drive to a local establishment)

3:00pm ~ Obstacle course.

6:00pm ~ Dinner (Provided).

After dinner hospitality suite (Holiday Inn)

Saturday June 22th

8:00am - Registration will begin.

9:00am - 10:00am ~ SUNBEAM Poker Rally Orientation.

10:00am - 1:00pm ~ SUNBEAM Poker Rally begins...SHARP!

LUNCH Immediately after you cross the rally's finish line.

Lunch is pay on your own.

2:00pm - 6:00pm ~ Socializing, parts swapping, parts auction.

6:00pm - 8:00pm ~ Dinner (Provided).

8:00pm ~ Awards ceremony.

After dinner hospitality suite (Holiday Inn)

Sunday June 23th

8:00am - Coffee and doughnuts for breakfast (Provided).

Round up for Autocross.

9:00am - Autocross.

Invasion ends after Autocross.

Local attractions for those interested include:

US Air Force Museum

Museum of Discovery

Tiger Auto Service

Antique shopping in historical Tipp City

Member Profile



Milton Eastbrook - Morrill, Maine

Vehicle - 1966 Series V Alpine

Age -

Occupation -

How many years have you been involved with the Alpine?

How many Alpines have you owned?

What do you think makes the SAOCA special?



3rd Annual TE/AE SOS Spring Thing

Huntsville, Alabama - April 12th - 14th 2002

Come join the Sunbeam Owners of the South (SOS) in the Rocket City, Huntsville, Alabama, for this year's Spring Thing. The weekend of April 12-14 will be jam-packed with Sunbeaming fun. Check into the hotel on Friday afternoon, and then we'll have an informal dinner at Tim's Cajun Kitchen. Tim is straight out of the bayou and knows his jambalaya! Afterwards browse the parts room or join your friends for camaraderie and bench racing in the hospitality suite. Saturday morning spiff up your 'Beamer for the car show. Following the car show is the highlight of the weekend, a tour of the Dunlop Tire proving grounds. Just before dinner we'll gather in the hospitality suite to present the car show awards. Then it's off to Rosie's Mexican Cantina for good eating south-of-the-border style, followed by more parts browsing and camaraderie in the hospitality suite. After breakfast on Sunday we'll drive on the twisty roads to beautiful Guntersville State Park for lunch at the lodge. Don't eat too much, because there will be more twisties after lunch as we make our way to Cathedral Caverns to tour the world's largest cave entrance, before saying our goodbyes to our SOS friends. The host hotel is Courtyard by Marriott. See the registration form. Registration fee includes the tour of Dunlop, dinner at Rosie's and access to the parts room and hospitality suite. For more information,

CONTACT:

Tom Hill, 256-881-1758, tom.hill@att.net
T.J. Higgins, 256-882-7618, tjhiggin@ingr.com

TE/AE United XXIII "Doing the Charleston!" October 11-13th 2002, Charleston, South Carolina.

We are going to try something a little different at this United. We will have a United at a resort on the ocean! Ten years ago at the last Charleston United that was about the only complaint that people had, that the ocean was almost 10 miles from the hotel. Well not this year. The view from your hotel room will be a wonderful addition to spending time with our favorite cars and the people that come with them. All of this comes at a price though! October is peak tourist season in Charleston as the hot summer is over and outside activities become enjoyable again. Hotel rooms are hard to come by and they are at the highest rates. We are breaking new ground here with our room rates of \$129 per night-that is discounted from the normal rates of \$189 per night. But you will feel that every penny is well spent when you drive your Sunbeam onto the resort and see the view!! We will have photos of the hotel and it's location posted soon on the club website as well as a schedule of events so that you can plan your United weekend. The Hilton has offered their discount room rates to us for an additional 3 days both before and after the United dates so you can stay in Charleston a little while longer. Reservations can be made by calling toll-free: 888-856-0028 and asking for Jacquetta Grant. Mention that you are with the Sunbeam car club! Stay tuned for more United updates!!!

CONTACT:

Eric Gibeaut, 803-408-0206, sunbeams@sc.rr.com

Technical Talk

Matching Factory Paint Colors

by

Jan Servaites

Today Sunbeam owners are in favor of repainting their cars with the correct factory colors. Thirty years ago, when I was repainting my series I Alpine, I asked my paint supplier for a Chevy White lacquer and a few years later a generic British Racing Green (BRG) lacquer. I didn't think to use an exact factory color like #19 Moonstone White or #86 Forest Green on my car. In 1970, nobody really cared about getting the exact color because we wanted that time for driving our Alpines from point A to point B. Well, things have changed because today's owners want the original factory color on their Alpine, but the fun of driving them will never change!

Another observation is that most owners can perform mechanical repairs, to some extent, but respraying the body is probably the hardest task to reach successfully. Painting requires a vast level of facility capabilities that is beyond the typical owner's affordability. That's okay because there are specialists that have the necessary expertise and capability. It's just a fair trade of the owner's money to have the work done. However, if you are a do-it-yourselfer or hiring a professional to respray your car, I think you should have an education on the subject instead of just letting yourself or a



Above: The solid colors are usually single stage, acrylic urethane, while metallics are easier to spray in the basecoat/clearcoat urethanes.

shop owner, just "go off" and start painting. I am going to write a series of technical articles on the subject of refinishing the Alpine body. I have to keep the articles short and try to provide you the real stuff that you need to know. I'm not going to teach you any skills, but just provide information to help clarify some things about painting.

My first article will be about getting the correct paint color sample to paint your car. When it comes to searching for the correct paint color, one needs some tractability back to the original enamel paint that Rootes used. Since our cars are about 40 years old now, the major paint manufacturers are NOT supporting their old color formulas anymore. They are also dropping the old chemistry in favor of new, low VOCs (i.e., The measure of Volatile Organic Compound in solvent-borne paints), activated-urethane resin based paints. We can't use the old lacquer/enamel formulas anymore because those old organic mixing pigments have been replaced with synthetic pigments. The new pigments need new formulas. This is where Ian and I have rounded up most of the popular factory colors from samples off of original painted parts. We have been using body parts that don't get exposure to sunlight and further comparing them to Scott Christie's "Rootes Master Paint" chips from the actual Rootes dealers. We then have the paint matched "Spot On" to the original part. This is not an easy process since many of these colors require a lot of tinkering to get them right.



Which is which? *The above paint samples both came from Series V's. One, code 86 Forrest Green and the other, code 107 Holly Green. We've noticed that it's the same color on several different cars in spite of the color code. Can you tell the difference? The Spectrometer couldn't. This is just one of the mysteries we've uncovered while doing this research on paint Sunbeam codes.*

Below: Jan Servaites' Rootes color chips are sprayed on the back of a CD-ROM disk for distribution. Very neat idea.



It was just a few years ago that most all dealers upgraded to a computerized color matching system using a spectrophotometer to measure the color. It compares the reflectance (with respect to angle of incidence) of a test sample to a database of about 3500 metallic and 3500 solid

color formulas/paint chips. I am using formulas from the German made GLASURIT paint manufacture. Glasurit has the widest variety of pigments available, so with that advantage, I can get a more accurate and consistent color matches. The computerized spectrophotometer system provides the three best color choices and then the final decision is made with the human eyeball. Some Rootes colors can be matched easily, while others, #86 Forest green (BRG), have taken many hours of careful tinting to match the color just right. My local Glasurit dealer, Paint Solutions, inc., (paint-solutions.com, 937-222-2255), has my unique formulas in their database. The next step is how to distribute the paint to you who needs it. The latest United Postal Service (UPS) policies, for transportation of paint, is that now paint is considered a hazard. This means the shipping rates for paint materials has quadrupled and as well as new packaging constraints. Now the shipping costs more than the paint! It makes more sense to buy the refinishing materials at the owner's local supplier, that match the color to my own master paint chip (using the spectrophotometer system). This is the approach that I have taken, by painting the backside of a CD-ROM with the Rootes color. It's surface area is big enough (4.7" diameter) to handle and protected in it's plastic case. The CD-ROMs approach has worked out pretty well. I was thinking of a cheap but professional way of providing the paint chips. I can't remember when the idea struck me (I think I sprayed a custom color sample on an old CD-ROM that I pulled out of the trash can. I used it for my custom helmet painting work - ssrdesigns.com). These CDs have worked perfect for distribution and people like the idea, but PLEASE don't insert them in your computer. **Jan Servaites - Contributing editor**

* Available Colors

<u>Rootes #</u>	<u>Color Name</u>
* N/A	Wire Wheel color
* 8	Foam Grey (Steel Wheel)
11	Thistle Grey
* 19	Moonstone White
* 39	Carnival Red
* 30	Seacrest Green
40	Glenn Green
* 52	Lake Blue
* 53	Wedgewood Blue
* 58	Midnight Blue
* 61	Quartz Blue Met.
* 67	Lt. Green Met.
* 68	Autumn Gold Met.
* 76	Balmoral Grey
* 86	Forest Green
* 92	Artic White
* 100	Mediterranean Blue
102	Oxford Blue
* 106	Commodore Blue
* 107	Holly Green
* 108	Polar White
* 109	Orchid Green
* 122	Signal Red
* 127	Turquoise Blue
130	Gunmetal Met.

The paint chips are \$18.

Contact: Jan Servaites (servaij@cris.com)
3899 Wimbledon Circle
Kettering, Ohio 45420

CHARTER MEMBERS

Ian Spencer - Kettering, Ohio
Brian Shilt - Tipp City, Ohio
Scott Christie - Loveland, Ohio
Andy McGraw - Tipp City, Ohio
Reed Spencer - Tipp City, Ohio
John Engle - Beavercreek, Ohio
Tom Wienczek - Orland Park, Illinois
Jan Servaites - Kettering, Ohio
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Dougie Jennings - Dayton, Ohio
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Kory Krofft - Pleasant Hill, Ohio
Rick Berghult - Marietta, Georgia
Sid Neff - College Station, TX
Clive Harrington - England
John Knight - Seaside Park, NJ
Bill Kernan - Riverside, Illinois
Bob Avery - Glasgow, Kentucky
Timothy Stiffy - Bentleyville, Pa
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Dave Herren - Beaverton, Oregon
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Boris Tilim - Long Beach, Ca
Tom Ehrhart - Annville, Pa

Doug Stockman - Dayton, Ohio
Steve Mitchell - Dayton, Ohio
Dave Smith - Troy, Ohio
Scott Clifford - Dayton, Ohio
Mark Burkley - Boulder, Colorado
Butch Markel - York, Pa
Richard Rabenau, Wake Forest, NC
Robert Webb - Waverly, Ohio
George Barton - Westerville, Ohio
xx

Louis Meyers - Yuma, Arizona
Rex Spencer - Tipp City, Ohio
Stan Halinan -
Sandy Wilson - Chicago, Illinois
Rob Wilson -
Deryck Johnson - Essex, England
Dave Smith - Dayton, Ohio
Jason Bennett - Troy, Ohio
Mike Swope - Hilliard, Ohio
Andrew Masse - Ontario, Canada

Member 100!

Gavin Baldwin - Hampshire, England



Above: *Scott Christie presents Gavin Baldwin of Hampshire England a regalia polo shirt during his visit to the USA. Gavin was recently an honored guest at our regional chapter meeting and has graciously accepted the task of ambassador between the SAOC of England and the SAOC of America and his membership filled the 100th member position! Gavin visits the United States about four times a year and has already made plans to come back this June for Invasion II..*

CLASSIC SUNBEAM AUTO PARTS

2 Tavano Road Ossining, NY 10562

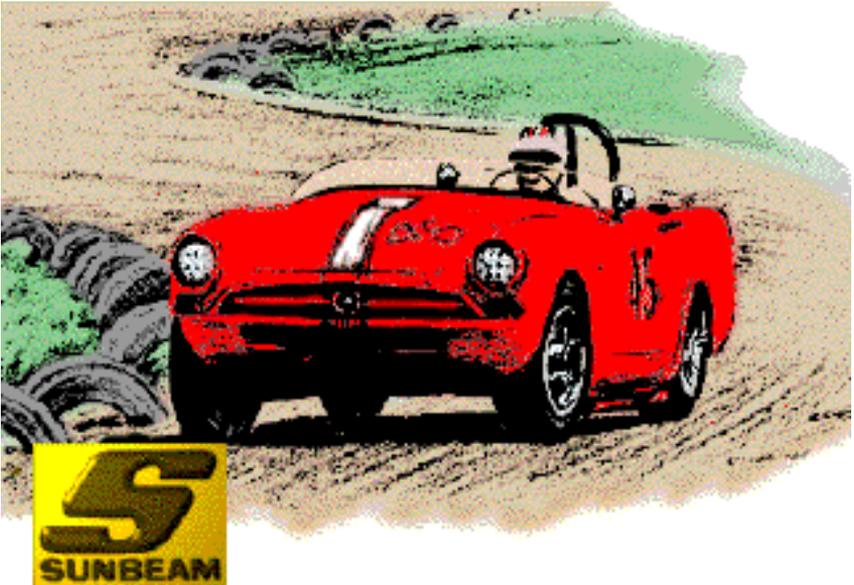
Tech Info Line

914-941-8673

E-Mail - classicsun@aol.com

We have an extensive parts reproduction program and a large inventory of NOS and aftermarket parts. Our knowledge and experience in repairs and restorations are always available to our customers. Call upon us to help in the maintenance and restoration of your Sunbeam.

"Owned and operated by Alpine & Tiger Owners"



1-800-24SUNBEAM

Rootes Optional Extras & Special Accessories

The Smiths Electric Clock



CE.2194/08

There appears to be five different models of the Smiths electric clock manufactured for the Sunbeam Alpine and Tiger. None of which still work today. Thanks to the help of many Alpine owners and the Alpine e-mail list we can now tell once and for all exactly what clock your car should have. Since the majority of Alpines sold were never equipped with a clock, one would believe that they were actually quite rare. Well, at one time clocks were a rare option in a Sunbeam, but today it seems

as if every Alpine or Tiger has one. This is most likely because so many early Alpines have been robbed of their tickers! Be careful before you buy... Many early Alpines were fitted with clocks. Early Alpines that have been parted out have supplied later Alpines and Tigers with early clocks that now have their needles painted red! It's not uncommon to find clocks on eBay that have had their needles painted. Check out the table below to see if your clock passes the inspection.

<u>Smiths Part No.</u>	<u>Rootes Part No.</u>	<u>Series or MK</u>	<u>Remarks</u>
CE.2194/08	5220274	Series I	+gnd / white / top adj
CE.2194/09	5220381	Series I & II	+gnd / white / bottom adj
CE.2194/14	5220673	Series 3 & IV	+gnd / red / bottom adj
CE.3030/00	1228949	MKI Tiger	-gnd / red / bottom adj
CE.3131/01	1235815	MKIa & MKII	-gnd / red / bottom adj



CE.2194/09



CE.3030/00



CE.3131/01

NOTE: 5220274 was superseded by 5220381 and 5220673 was superseded by 1228949
All of the above mentioned clocks have the 3 & 9 laying on their sides except CE.3131/ 01

SAOCA Regalia

A The SAOCA Polo Shirt. Available in Alpine White, Embassy Black, Carnival Red, Forest Green or Midnight Blue with embroidered logo. A must for all Sunbeam enthusiasts! Wear this high quality shirt with pride as you show off your Alpine at the next car show. 50/50 poly cotton. \$24.99 (Specify S, M, L, XL, XXL) **Ad your Alpine serial number at no extra cost!**

B The SAOCA Twill Cap. Available in Midnight Blue or Alpine White with embroidered logo. This durable mid-profile is made from 100% cotton brushed twill. 6 panel construction with seamless front. Adjustable closure with grommet. (One size fits all.) \$14.99

C The SAOCA Crew Neck Sweater. Available in Midnight Blue or Alpine White with embroidered logo. This classic and comfortable hand knit sweater is made from 100% combed cotton. Light enough for most climates. (Specify S, M, L, XL, XXL) \$49.99

D The SAOCA Presidential Jacket. Midnight Blue only with embroidered logo. Lightweight 100% cotton. Perfect for top down rides on those cooler days. Unlined with pockets and elastic cuffs. (Specify S, M, L, XL, XXL) \$69.99



SAOCA Regalia

E The SAOCA Long Sleeve Twill Shirt. Available in Midnight Blue, Alpine White or Embassy Black with embroidered logo with pocket. This Twill button-down is teflon treated for resisting stains from British grease. Made from 100% cotton twill and features double needle stitching with adjustable cuffs. Short sleeve available upon request (Specify S, M, L, XL, XXL) \$39.99

F The SAOCA Crew Jacket. Available in Midnight Blue only with embroidered logo. Help support the SAOC of America during the off season while wearing this winter weight Crew Jacket. 100% Taslan nylon outer shell with fleece lining for warmth. All pockets zip shut including interior pocket. Water repellent. (Specify S, M, L, XL, XXL) \$74.99

G The Harrington Alpine Polo Shirt. Available in Embassy Black only with embroidered logo. **Please specify your Harrington Alpine or Harrington LeMans serial number.** This is Harrington Alpine owner exclusive! 50/50 poly cotton (Specify S, M, L, XL, XXL) \$24.99

H The SAOC of America Vinyl Windshield Decal. These decals apply from the inside of the glass for a longer lasting, better looking appearance. Full color, 3" diameter. \$1.50 ea.



To order, use form on page 19.

The Club Yodeler

The Charter Member period will expire on May 1st. This means that the Charter Member polo shirts will no longer be available after that date and membership will revert to the \$30.00 per year rate. After May 1st, you will need to purchase the club polo shirt through the regalia section of this newsletter or on our web site for \$24.99. Thanks to everyone for joining in on the charter level. You have all helped to get this club off on the right foot.

If you have paid your membership dues and not received your Charter Membership polo shirt, or if you are unable to login to the club web site member section please contact Ian (937)395-0095 or ian@sunbeamalpine.org.

We now have insurance to cover your events! If you would like to have Alpine owners over for a cook-out or plan weekend trip as an SAOCA event, we can provide you with the coverage you will need. Member John Engle of Lampton/Engle Insurance will be our agent and representative and can provide a simple form to get you going. This form will be added to the web site and John can be contacted at: **tigermaniac@siscom.net** or (937) 427-XXXX.. Please feel free to contact us with questions.

K & R Replicas in England will be producing a 1/43rd scale model of the Sebring Series II Alpines as a SAOCA exclusive item. These are the Seacrest Green cars with white hard tops that raced by the factory in 1962. This model will be offered in limited numbers, around 50 we think, to SAOCA members only. We will provide more details as we get them. This model will be available to the general public as a Series II Alpine in standard Alpine trim.

We are currently discussing options with the SAOC of England on ways that our clubs can mutually benefit from each other. Some of the things we feel we can offer them are resources such as registry information, articles for their newsletter "The Alpine Horn", and assistance with the reproduction of much needed unavailable parts for early and late Alpines. So far, we have received a very warm reception from them and we look forward to working with them in the future. We have even had suggestions of forming a group trip to England to attend one of their events! We believe that there will be much to gain by having the SAOC of England as our sister club. Their devotion to the Alpine has been a guiding inspiration to the birth of our own club here in the United States.

The members handbook is still being developed and we will publish it in a format similar to this newsletter. It will include bylaws, club rules, as well as Alpine facts and information. We will post a watered down version of it at the club web site too. We appreciate everyones patients while we develop the handbook.

CONTACT THE SAOCA

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Are you interested in providing material for the *Alpine Marque*? We are interested in hearing from you. Articles or letters can be sent by snail mail or electronically via e-mail to the editors. Please submit any written stories in Microsoft Word format. Feel free to contact our editors if you need help or have questions. **Deadline for next issue is May 15th 2002.**

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