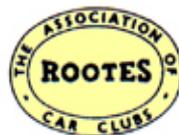


THE

Alpine

MARQUE



The Magazine of the SAOCA



FALL 2004
ISSUE 11



CONTENTS

• Officer Reports	Page 4
• Officer Renewals	Page 6
• SAOCA By-Laws	Page 9
• A Garage-Find, of Sorts	Page 15
• Building an Alpine Race Engine	Page 23
• New Members	Page 28
• My 1789 Chevy Rod Engine	Page 29
• The Rootes Family of Automobiles	Page 36

Cover: Rob Wiseman's SI V6 in scenic surroundings.

Inside Front: Jerry Logan's luxury tow vehicle. This Alpine arrives in style!

Inside Back: Paul Scofield tests out the All Terrain Armored Assault Alpine.

SAOCA Club Officers

Mike Phillips - President/Treasurer
Scott Christie - V. President/Registry
Paul Scofield - Membership Secretary
Steve Silverstein - Racing Historian
Ian Spencer - Alpine Marque Editor

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Business card ad - \$50.00 per year

Half page - 75.00 per year

Full page - 100.00 per year

Contact editor for details.

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OFFICER REPORTS

Retiring President - Ian Spencer



This year has been completely out of control for me. In April, my wife gave birth to my second son Charles Robert. Immediately after that we decided to buy a new home, which ended up being a total nightmare! Our old house ended up selling just about as fast as we put a sign in the yard and the house we were buying wasn't available until the end of August. This made for a very long and unorganized Summer. So, if you guys are wondering what happened to me this year, that's it. We are now getting settled in and life is starting to return back to normal again.

Two issues I would like to address. The first being membership renewals. Paul Scofield will be talking over the responsibility of Membership Secretary. All members are now due for renewal. If you have already sent payment, thanks! If you sent 30.00 instead of the prorated amount in the past quarter, Paul will be starting you during the October/Fall quarter for the 2005 membership year. Please send membership renewals to: *Paul Scofield 108 Cholla Cir. Florence, Colorado 81226 USA.*

The second issue I would like to speak about is the change of officers (see page 7). The Southern Ohio Chapter has done a great job of supporting me while we get this club off the ground, but it's come time to see how well it will fly on it's own. We have been looking for organized, and dedicated people to take over the management of the club through the SAOCA forum and have not been surprised to find that not many are raising their hands. Therefore we have skipped the election all together and I made the executive decision to appoint new officers. I'm very confident that everyone will be pleased with the results.

I will continue to edit *The Alpine Marque* and it's distribution to members. I'm looking forward to keeping the magazine in production for members. Thanks you for being patient while we work through these delays.

Thanks for 4 great years! - Ian

Vice President - Scott Christie



Looking back it was a great summer. Who could argue with Invasion IV? For the most part the weather behaved, people and their cars behaved, and the banquet at the Air Force Museum was truly a unique experience. Thanks to all who came from great distances to be a part of this – a tip of the hat to the intrepid Brian Gilbreath driving all the way from Idaho to show off his cool V6 Alpine!

You'll recall in the last issue I forewarned everyone that the rally was going to be more challenging than past Invasion rallies, and from your comments at the finish line I think it lived up to its billing. The vast majority of you hung tough, even in the rain, to complete the challenging course. I trust you all sampled the homemade ice cream at Young's afterwards.

The only disappointment for me was the lack of non-Alpine Rootes products. Doug Jennings showed up in his very nice Sunbeam Minx, but where are the Imps, Rapiers, and Sunbeam-Talbot saloons? We need to reach out to these orphaned people and let them know they are welcome. Recently I put my money where my mouth is and bought a 1961 Series 3 Humber Super Snipe. This car is fabulous and I'm having more fun watching people try to figure out exactly what it is. Look for the "adventure report" of the 10-hour trip from Omaha in the next issue.

Still up for sale is the perfect basis for a Series 3 restoration – my rust-free, completely dipped body with dipped hood, trunk, and doors. Why get into expensive welding and bodywork when you can start with a fresh shell? If interested give me a call or shoot me an email.

Winter will soon be upon us, which means it's time to start planning those winter projects for the car. I will be investing time in polishing loads of Humber stainless trim, and maybe, just maybe getting a top on my Alpine – we'll see.

Cheers,

Scott Christie

Officer Renewals

by Ian Spencer

The time has come for us to make a change. I have done my best to get the SAOCA off the ground, but as my life changes I'm finding that I have a lot less time to dedicate to the club. This year alone I have built my business three fold which has added more and more responsibility, added a new baby boy to the family and purchased a new house.

Just to make it very clear, Yes, I'm still very dedicated to the SAOCA and Sunbeam Alpine. I simply need more help to make all of this happen. I'm sure you all have seen my posts at the web site forum and I really appreciate all the kind remarks about a job well done. So, where do we go from here.

I opened the topic of new officers up to the public through the forum and wasn't surprised to find that very few were interested in taking on an officer role. I totally understand this situation because I'm sure that most of you are just as busy with your lives as I am with mine. I was very please however to have Paul Scofield step up to take the responsibility of Membership Secretary. Thanks Paul!

Paul Scofield has been an active member of the SAOCA Forum since it's inception. Paul's experience draws from several Sunbeam Alpine projects including a Sunbeam Tiger, and Series V Alpine. He is currently completing the restoration of his beautiful Carnival Red Series 3 GT. He also owns an Embassy Black Series II which is next in line for restoration. Paul's attention to detail and overall enthusiasm makes him a great person for the job and I'm very happy to welcome him to the team.

As the Membership Secretary, Paul will be taking all new memberships, collecting membership dues, and updating your accounts. When my wife and I sold our old house, we spent about 3 months living in limbo because we could not take possession of our new house until the end of August. We have not expected our old house to sell almost as quickly as we put up a sign! This was how I managed to get so far behind on the club. With my computer being locked up in storage, I could not access the club records to keep everything current. I was also up to my ears with moving all our stuff out of the house without totally losing my sanity. We all need to give Paul Scofield a great big THANK YOU for helping out when we needed him. Paul has done a great job already in getting everyone up dated and current. Moving forward, Paul can be reached at: *108 Cholla Cir. Florence, Colorado 81226. Email canisdog@aol.com.*

With the role of Membership Secretary secure, we needed to move forward with elections for the remaining officer positions. Scott Christie, Mike Phillips, and Andy McGraw were all ready for a change. Andy was no longer interested in being an officer and wanted to step away, while Mike and Scott both wanted to still remain involved, they just wanted something different for a change. Since we were not getting enough interest in officer positions to conduct elections. I decided to make an executive decision to nominate those who were interested into the new roles. Both Mike and Scott wanted to stay involved and offered to take the top positions with the club. They are Mike Phillips as President and Scott Christie as Vice President. Scott Christie will also continue to maintain the registry as he has done so well in the past.

I'm very pleased to hand my role as President of the SAOCA to Mike Phillips. Mike has been a huge help already with the creation of the club and I feel confident in his ability to take the SAOCA to the next level and continue to maintain enthusiasm for the Sunbeam Alpine. Mike has been a long time participant with other organizations, such as, TE/AE, The MG-TD Registry, The Jaguar Club, and The SAOCA. He brings life experience, knowledge of the Marque, and friendship to the table as our new President.

Mike is currently driving a Sunbeam Tiger and completing his restorations on a RHD Series IV Alpine, a custom built Lister Tiger replica, a Jaguar E-Type, and an MG-TD.

Thanks Mike for all you have done and continue to do for the SAOCA.

Many of you already know Scott Christie for his awesome collection of Rootes literature and artifacts. Scott's overall knowledge of all things Rootes is part of the reason why I chose to get him involved with the SAOCA in the first place. The other reason is simply because he is a very good friend. Scott is the person who has dealt with the IRS, establishing the SAOCA and it's non-profit status. Scott is also directly responsible for writing the club by-laws, which I have included in this issue of *The Alpine Marque*. Scott has just completed restoring a Carnival Red Series 3 ST and is the proud owner of an Embassy Black Humber Super Snipe. As Vice President of the SAOCA Scott will continue to keep the club on track and on the level. I'm very pleased to see him take a more visual role with the club.

As for the SAOCA Treasurer. Andy McGraw has done an excellent job to date keeping the club funds in order. Andy and I worked together to manage the funds, but realized soon into the job that this role was better off divided up between the President and Membership Secretary. Since I was

performing both the President and Membership Secretary role, Andy and I felt it was best to keep him involved in order to maintain the checks and balance concept to keep everything “on the level.” Andy has also been the driving force behind developing the SAOCA membership process online. Andy’s work consists of writing all the PHP coding for the online membership pages and MySQL database. Andy will continue to participate with this effort in the future. I want to thank Andy for taking part in the creation of the club and I look forward to spending more time with Andy working on our Alpines and not working on the club! THANKS!

We are now operating under the new campaign and officers are as such:

President - Mike Phillips
Vice President - Scott Christie
Membership Secretary - Paul Scofield
Alpine Marque Editor - Ian Spencer

Thanks you again for all who have supported the SAOCA. Issue 12 of *The Alpine Marque* will be out soon after the first of the year which will include an update membership roster. I’m looking forward to continuing my efforts by continuing my work on *The Alpine Marque*. I would like to charge all SAOCA members with the task of writing a Member Profile to be published in our magazine. This is an excellent way to voice your opinion, tell your story, or show off your car. I will be happy to proof read and offer help to anyone who asks. All we need are a few pages with pictures. There is no better time than now to sit down and write.

We are looking forward to continuing on with the SAOCA. If you are someone who would like to become more involved with the club and take on a position of responsibility, please speak up! We would look forward to having you on the team. Feel free to contact Mike Phillips or Scott Christie to talk about what you can do. We are always looking for people who would like to contribute articles, host events and help reproduce parts.

Thanks everyone for supporting the SAOCA!

Sunbeam Alpine Owners Club of America



Articles of Incorporation and National and Regional By-Laws

Articles of Incorporation

The undersigned hereby associate to form a not-for-profit Unincorporated Association under the provisions of the Ohio Code and to that set forth the following:

Article I: Title

The name of this organization shall be The Sunbeam Alpine Owners Club of America, hereafter referred to as the SAOCA.

Article II. Purpose

Said organization is formed exclusively for social and educational purposes under 501 c7 of the Internal Revenue Code, or corresponding section of any future federal tax code.

The primary purpose is to promote interest, education, restoration, and preservation of all Rootes Group vehicles, with emphasis on the 1959-1968 "series" Alpines. Secondary purposes are:

- a) The education of members relative to their vehicle's history and authenticity.
- b) Historical research and documentation of surviving cars.
- c) Reproduction of necessary parts not currently available.
- d) Promote and encourage regular social events, motorsport events, and regional meetings.
- e) To afford members such benefits and privileges, as it may be possible to arrange.

Article III. Membership

Ladies and Gentlemen of not less than 16 years of age shall be eligible for membership, provided they support the purpose of the organization and submit an application and membership dues. Upon acceptance by the Membership Director, he / she becomes a member. The membership shall consist of Honorary Members and Ordinary Members.

It is the duty of the Governing Board to decide upon expulsion of a member based upon a written petition from the Regional Chapter. The member in question will have the opportunity to explain his conduct either verbally or in writing. A two-thirds majority of the Governing Board will be required to cease membership.

Each individual's Membership will run on a rolling 12 month basis, therefore membership fees are due annually, the first day in the month the individual joined. If dues are not received by the end of that month membership will expire and the individual will have to re-apply. The SAOCA is not responsible nor under obligation to issue reminders or keep adequate stock of back issues of the club magazine.

IV. Officers of Governing Board

These shall be the President, Vice-President, Treasurer, Events Chairman, Secretary, and Membership Director. These offices shall be elected by a General Election for a period of two years. This group will be known as the Governing Board. Overall authority and responsibility for the transaction of the business of the SAOCA and for its management shall be vested in the Governing Board, who, in addition to the powers and authorities expressly conferred on them by these rules, may exercise all powers and do all acts in furtherance of the objects for which the SAOCA is established. Certain limited powers, subject to the approval of the Governing Board, shall be granted to appointed, recognized Regional Chapter Presidents. The Governing Board can be moved every four years upon majority vote of all members of the SAOCA. Each recognized regional chapter gets one vote in this election.

Governing Board By-Laws

V. Duties of Officers of Governing Board

- (a) Duties of the President: The President shall provide quarterly reports, to be published in the club magazine, detailing activity pertaining to his/her office. The President shall be present at all Governing Board meetings. The President will not vote on issues unless there is a tie, in which case he/she will cast the tie-breaking vote. The Vice-President will preside at meetings in the absence of the President. In the case of his/her death, resignation, or disqualification the Vice-President shall become President.
- (b) Duties of the Vice-President: The Vice-President shall assist the President in the affairs of the SAOCA and perform such duties as assigned by the President.

- (c) Duties of the Treasurer: The Treasurer shall receive all monies of the SAOCA and deposit them in the organization's bank account. The Treasurer will have direct control over all payments of debts and obligations. He/She shall give a quarterly report, to be published in the club magazine, as to the financial affairs of the SAOCA.
- (d) Duties of the Events Chairman: The Events Chairman shall be the liaison between the Governing Board and the Regional Chapters in planning of regional events. He/She shall be responsible for coordinating registration (including handling of registration fees) and promotional mailings for upcoming Regional Chapter events. He/She shall provide quarterly reports, to be published in the club magazine, as to activity relative to his/her office.
- (e) Duties of the Secretary: The Secretary shall be present at all Governing Board meetings and shall keep minutes of the proceedings. He/She shall provide quarterly reports, to be published in the club magazine, as to activity relative to his/her office.
- (f) Duties of the Membership Director: The Membership Director shall maintain and update the membership database. He/She shall receive membership dues (to be forwarded to Treasurer) and be responsible for sending a welcome packet to new members after reviewing membership applications. He/She shall provide a list of members to Regional Chapter Presidents upon request. He/She shall provide quarterly reports, to be published in the club magazine, as to activity relative to his/her office.
- (g) It is the responsibility of each of the Governing Board Officers to notify the Governing Board President if he/she needs to vacate their position for any reason. If contact with an officer cannot be made within a reasonable time the officer will be considered to have stepped down and the position will be filled immediately by another.

VI. Banking

The Treasurer shall bank all monies of the SAOCA only. The Treasurer must sign club checks. No other officer or committee member is authorized to disburse monies on behalf of the SAOCA. Donations to the SAOCA, whether in monies, part, or services, should be directed to the Treasurer. All checks must be made payable to the SAOCA.

VII. Committee Meetings

The Chapter President (see Article XVII) or designated representative from each recognized regional chapter may attend and participate in Governing Board committee meetings. A minimum of seven members shall form a quorum. The committee shall be elected from the membership for such posts as are deemed necessary and these will be subject to re-election

every four years. A special vote, when deemed necessary by the Governing Board, can remove a committee member when requested. Any elected committee member physically absent from more than two consecutive meetings without good reason may be deemed to have resigned. At least one national meeting will be held each year. Binding decisions can only be made at committee meetings. If absent, committee members can submit their reports via email, phone, or written report.

VIII. Voting at Committee Meetings

Each Regional Chapter is allowed one vote on national SAOCA matters. Each Chapter Secretary (see Article XVII) will be responsible for collecting votes at the local level. Each Chapter President will be responsible for determining majority, and casting the Regional Chapter's vote based on the majority of his constituency. In the event of a tie, the Governing Board President will cast the tiebreaker. No collective voting or proxy voting shall be allowed.

IX. Annual Committee Meeting

The annual committee meeting will be held one day prior to the Sunbeam Invasion. Written reports from Officers will be submitted. Votes will be taken on any resolutions, proposed amendments, or any other matters arising. Any paid member in good standing has a right to be present at the meeting.

X. Use of SAOCA name, address, and property

Use of the club name, logo, and address is strictly prohibited without prior permission from the Governing Board. The SAOCA logo can not be altered or modified. Club property must be returned to the Governing Board after a function or upon dissolution of a Regional Chapter.

XI. Amendments

Any amendments to these rules will be discussed at the annual committee meeting and will be voted on by Chapter Presidents and officers from the Governing Board. A two-thirds majority will be necessary to incorporate any amendments.

XII. Events

The Regional Chapter according to the guidelines set forth in the Events Packet will organize events sponsored by the SAOCA. The SAOCA shall not be liable for any loss or damage arising out of the use, by any person, of their vehicle or property on club business. Members are therefore reminded to make sure adequate arrangements exist.

XIII. Copies of By-Laws

Every member shall be furnished a copy of the SAOCA By-Laws upon joining.

Regional Chapter By-Laws

XIV. Chapters

A Regional Chapter shall consist of no less than five SAOCA members in good standing and can be defined by a geographical region, state, or city. To become an officially-recognized Regional Chapter a group must submit in writing to the Governing Board the proposed geographical region with a brief outline of goals, activities, and meeting place(s). The Governing Board will determine if the request is valid. A Regional Chapter must meet no less than quarterly to maintain its status.

XV. Purpose

It is the responsibility of each Regional Chapter to promote the marque and grow the membership through regular meetings, recruiting, and local support and encouragement of fellow members.

XVI. Organization

Officers of the Regional Chapter shall consist of a President and Secretary.

XVII. Duties of Regional Chapter Officers

President: The Chapter President shall be responsible for the coordination and growth of his/her Chapter, including planning of regular activities. The Chapter President shall provide quarterly reports, to be published in the club magazine, detailing activity pertaining to his/her Chapter. The Chapter President shall be present at all Regional Chapter meetings and will be allowed to vote on issues pertaining to his/her chapter. All Regional Chapter Presidents will report to the Governing Board President.

Secretary: The Chapter Secretary shall be responsible for the gathering of members' votes in the Region during a general election and reporting the results to the Chapter President. He/She shall be responsible for keeping minutes of meetings when warranted.

XVIII. Support of Regional Chapters

- (a) The Governing Board will provide one club banner to be displayed at car shows, club meetings, etc. If this banner is lost or destroyed a replacement banner will be provided at the cost of the Regional Chapter.

- (b) The Governing Board will facilitate and provide monies for promotional mailings for regional meets and recruiting initiatives.
 - (c) The Governing Board will provide an Events Packet outlining details for hosting a regional event.
 - (d) Following an event, the Governing Board will consider requests by the Regional Chapter for reimbursements. The request must be in writing and must be submitted no more than thirty days after the date of the event. The maximum reimbursement allowable is \$300.
- (e) The SAOCA will provide insurance coverage for the event as outlined in the Events Packet.

XIX. Regional Events

The planning of regional events will be coordinated with the Governing Board's Events Chairman. Requests must be submitted in writing at least ninety days prior to the date of the event. Timed racing / rally events are not covered by the club insurance and must be handled through sponsoring organizations such as the SCCA. Non-timed events such as road rallies are covered under certain conditions as outlined in the club insurance policy.

The Alpine Marque

The SAOCA's club magazine, The Alpine Marque, shall be published quarterly. Any material printed in the Marque becomes the sole property of the SAOCA unless otherwise stated. No copying, either in whole or in part, is permitted without the express written permission of the editor and author. The editor need not be affiliated with the Governing Board. Should the editor wish to resign a written resignation must be submitted to the Governing Board. It is the Governing Board's responsibility to replace the editor. All club property relative to the publication of the magazine will be sent to the new editor.

Any material approved to be reprinted elsewhere must contain the SAOCA's logo (as supplied by the editor), the author's name, and the original publication date of the article.

End of By-Laws

A Garage-Find, of Sorts

by Ryan Harris

This might just be the weirdest Sunbeam story. Maybe it's the saddest one? Perhaps the happiest? Well, either way, you be the judge.

I suppose like any good story, I should start at the beginning—before Alpines were built. My grandfather, Ken Harris, had gotten out of the Air Force in the 1940s, and went to work as the plant manager of “Automotive Engine Rebuilders” (or something of the sort) in St. Louis, Missouri. Before I go any further, I should say that my grandpa has been dead since 1991, so unfortunately my grandmother doesn't remember specifics like the exact name of the plant, or how he became connected with the automotive world (it may have been before the War and before she met him). Nonetheless, he loved cars and worked with them his whole life. Recently, Grandma recalled how they used to go to the Indy 500 in the 50s and 60s, and were always privileged to go in the pits because Ken knew a lot of the mechanics and drivers. He was also routinely hired at St. Louis area race tracks to “mic engines” for drag races on Sunday nights. She remembered “they'd pay him \$75 per night to come and check if the engines were legal in case of a dispute, and that was a lot of money in those days” (of course!).

So fast-forward a few years to the late 1970s. Apparently Grandpa started to get interested in British cars. Again, grandma doesn't remember how, why, or how many different cars he had, but by piecing tidbits together from other people, it may have been around 10 cars, with several of them being Sunbeams. I know he was working at Chrysler at the time, so perhaps because of the Rootes/Chrysler connection, he met someone that sold him a couple of Sunbeams and decided to have some fun.

Somewhere along the line in the early 80s his eyesight started to decline, and wasn't really working on the cars that often. Grandma finally got fed up with having all these vehicles around and so he was forced to get rid of them. I know at least one Alpine V was sold to a maternal uncle of mine. Sadly, that one was torched in an arson around 1985 after my uncle had spent quite a bit of money having the engine rebuilt. There's a rumor that Grandpa may have sold a Tiger to his son's friend (a different uncle

the paternal uncle to which the rest of this story pertains). Apparently there was one more Alpine (maybe more) that was sold off to a now unknown person—or so the story goes—this all took place in my infancy, or possibly before I was born. Anyhow, three cars remained in my family and were given to my paternal uncle, Ken's son.

Somewhere along the line in the early 80s his eyesight started to decline, and wasn't really working on the cars that often. Grandma finally got fed up with having all these vehicles around and so he was forced to get rid of them. I know at least one Alpine V was sold to a maternal uncle of mine. Sadly, that one was torched in an arson around 1985 after my uncle had spent quite a bit of money having the engine rebuilt. There's a rumor that Grandpa may have sold a Tiger to his son's friend (a different uncle—the paternal uncle to which the rest of this story pertains). Apparently there was one more Alpine (maybe more) that was sold off to a now unknown person—or so the story goes—this all took place in my infancy, or possibly before I was born. Anyhow, three cars remained in my family and were given to my paternal uncle, Ken's son.

Boy was that a mistake. The cars were parked and never moved.

This particular uncle is, among other things, an alcoholic and drug addict. Growing up, occasionally I would hear mention of "Sunbeam Alpine," and that always sounded exotic to me. I had no clue what one even was or looked like, but I knew they were sports cars, and I knew they had once been my grandfather's—and that meant a lot to me. Over the years I dreamed about some day fixing them up, but as I got older, it became strikingly apparent that this uncle was a deadbeat, and those cars weren't going anywhere. After all, if you had these awesome cars, why wouldn't you do something with them? As my uncle became more and more disconnected from the family he sort of started to latch onto my brother and me. We were the only blood relatives that he had who would still talk to him, and really the only people in the family that didn't know all of his history and substance-abuse problems—we had viewed him through the rose-colored glasses of childhood and adolescence—simply out of ignorance.

I can recall doing work at his house as a young teenager to earn extra money. It usually consisted of me picking up sticks in his yard, or

crushing beer cans to go to the recycling center while he came down from his high, or recovered from whatever trash he had been putting in his body (unbeknownst to me at the time as to why he just laid around all day).

Every once in awhile—maybe 5 times total (and boy was it exciting) we'd have to get some kind of tool or miscellaneous object from the garage and would get a peek at the cars. It was actually unfulfilling. You couldn't even tell there were cars there. With all the junk piled on them, all you could see were fenders and a rear-end with the word "Sunbeam" on it. So much for exotic sports cars, huh?

As I got older, I still thought about the cars a lot even though I tried to keep my distance from him. Since I started to realize "why" he never did anything with the cars, and why he lived the way he did, my hopes of ever seeing those cars, or ever seeing them saved were completely diminished.

And then came last August.

My uncle got into some trouble with the law over a variety of things, but in particular over the state of his property. He had been cited for violations several times and never did anything to fix the problems. The bottom line is that the "powers that be" decided they didn't want to keep dealing with his B.S., and so he was forced out of his house (still not sure about the legality of that one). Part of his punishment was that the home had to be demolished. The original order was that the house was to be knocked down in within 90 days. I swear I called him every day about the cars, trying to get him motivated enough to let me help move them. Ninety days came and went. Nothing happened. I kept panicking and thinking, "I'm going to drive by one day and that house is going to be flattened." Things continued to be strung along.

January...February....nothing with the house...then finally March.

I wish I would have had a camera because the scene was heart-wrenching yet breath-taking at the same time. HOW could you do such a thing to these classics!?! They were covered with junk and totally dilapidated. At

the same time, I had WANTED this for so many years, BUT FINALLY the cars were being hauled to safety!

By now, you're probably thinking, GET TO THE POINT! What kind of cars! Well, there were indeed some Sunbeams. One is a red '67 Alpine Series V. The second is a blue '62 Harrington LeMans. The third car was found under his back porch, but it is a '61 Austin-Healey Bug-Eye. They had all been sitting for somewhere between 18 and 20 years, but all had run before they were parked for the last time.

Two of the cars are in my possession now, although I don't have the titles—the Alpine and the Bug-Eye. Much to my chagrin, the LeMans is being kept at the house of my uncle's friend—not exactly the best spot. Oh the frustration! I was so close to having all 3 totally safe, but of course, the rarest one is still in danger.

Well anyway, that's my story. The torch has been passed to me I suppose. I think my grandpa would be proud. That aside, I recently joined the SAOCA, and am ready to start diving into this Alpine! Already I've learned so much just from the magazine and message board, but most importantly, it has put me in touch with a fellow Alpine owner in St. Louis, Jim Stone. Today is Wednesday...well Thursday now. I wrote Jim on Monday, and he's offered to come to my place on Sunday and help me out. I couldn't have been welcomed to the club in a better way. Thanks so much to everyone out there, and I look forward to meeting some of you along the way.

Oh and one last side-note. In going through some of my grandfather's things the other day, I found a publication called the Harrington Harangue from the early 1980s, edited by Richard Langworth. Apparently it was some kind of irregular quarterly for a Harrington owners club. In those days there were only a few members, but anyway, I have enclosed copies of the info. I hope you find it interesting—perhaps some of these cars are owned by club members today.

Have some fun,
Ryan Harris









Building an Alpine Race Engine

Part I

by Carl Christiansen

The building block of any race engine begins with a sound engine block. Begin by "hot tanking" the block to remove the accumulated oil and grease. This should be done with all the "freeze plugs" removed as well as the oil gallery plugs. By the way...before assembling any parts that flow oil, especially to the rocker shafts, if it has an oil hole blow it clean with compressed air and/or run a "pipe cleaner" thru it to be sure it's not plugged. Next have the block pressure tested to be sure the block is not cracked anywhere. Then have your machine shop "deck the block" to be sure the surface that mates with the head is flat. Before you go any further "stone" the surface of the block to insure an absolute smooth surface and also stone the main bearing cap registers, just to take off any burrs that might exist.

The number 2 and 4 main caps in the Alpine engine are subject to breaking under race conditions(I broke a #2 main cap) so it is very important to have replacement steel billeted main caps made for those two positions. If a main cap were to break it would "whip" the crankshaft around and could destroy the engine. The number 1, 3 and 5 main caps are very sturdy and do not need to be replaced. Next thing is to have your machine shop align(line) bore the main caps to ensure the crankshaft journals have a nice straight surface to ride on when the bearings are installed. I also have rear main seal housings machined to accomodate FORD "lip-type" rear main crankshaft seals to stop/slow down oil leaks from that area. Note: the crankshaft must be machined smooth also. And at the front of the crankshaft I install a Chevy lip seal in the timing chain cover.

Next have your machine shop check the alignment of the cam bearing registers. If necessary, have them line-bored as you did with the crankshaft main bearing caps and install larger cam bearings, if necessary. Another item to replace with a steel billeted part is the camshaft retainer. Two tabs with 1/4-28 bolts hold the retainer in place and the tabs can, and will break off, allowing significant movement of the camshaft. That will effect the ignition timing as well as cause undue wear on the camshaft/oil pump gear.

Next, chase all the thread holes in the block and preferably vacuum out the holes of debris and filings after chasing. That way you eliminate much of the fine rust and metal filings from becoming scattered around your work area when you finish the job by blowing out the holes with compressed air.

That nearly completes the block preparation. The only thing left is to decide what color you want to paint the block and to mask off the areas you don't want painted. I paint all my engine blocks with Aluminum High Temp Ceramic Engine Enamel good for 500 degrees. This gives a nice crisp, clean look to your engine when it's all assembled. The crankcase pan, fan pulley, timing chain cover, tappet side cover and oil dipstick all get powder-coated gloss black. When done, the engine looks as good as it goes.

Next issue I'll cover the lower block assembly including the crankshaft, maincaps and piston/rod assemblies. - Carl



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Invasion IV

July 29, 30, 31 2004



This years Invasion was an outstand event.

Thanks to Jan Servaites for arranging the United States Air Force Museum as the central location for the car show and banquet dinner.

This years event started on Thursday

night with a dinner run to Quaker Steak & Lube in Fairborn, just up the road from the Holiday Inn where we were staying. If you have never been to a Quaker Steak & Lube restaurant before, you should know that it is decorated with cars, motorcycles, and racing paraphanalialia. A great location for a bunch of hungry car guys to go hang out for an evening. Dinner was followed up by a late evening taking Sunbeam in the parts room back at the hotel.

Friday morning started out with a visit to a local car collectors house to view his collection of Corvettes and street rods. This then retired to Youngs Jersey Dairy for lunch and the start of the Road Rally. This years rally was a little bit more challenging than the ones we have run in the past. Driver & Navigator teams were given a series of clues based on landmarks found along the route. Each clue was assigned a point value based on how tough it would be to identify. There were also 4 bonus questions based on Rootes trivia to help them along the way. There was a total of 264 points for answering all the questions correctly, with 37 point for answering all the bonus questions. To top it off, the teams were being timed agains the master time. Hitting the master time exactly awarded a total of 100 points. One point was deducted from 100 for each minute over or under the master time. All in all, the teams were competing to get a total of 401 point for a perfect score.

We had a total of 20 rally teams taking part in the rally with only one team failing to complete the course. Out of all the teams taking part in the event, we recognized 4 top finishers and one "Press on Regardless" award for last



place. These were awarded as such.
1st Place - Reed & Lori Spencer (333 points), 2nd Place - Carl & Vonda Moon (308 points), 3rd place - David & Marcy Schumacher (305 points), 4th Place - Bob & Judy Sharkey (300 points), Press on Regardless - Ken &

Kyle Ellis (212 points). Thank you to everyone for taking part in this event. Everyone gathered back at the parts room in the hotel for Beer and parts after the event.

Saturday morning everyone gathered at the US Air Force Museum for the afternoon car show. Over 40 cars showed up for a beautiful day at the museum's side parking lot. Some cars worth mentioning were Scott Corother's light blue series V, John Engle's black MK II Tiger, George Howard's red series IV automatic, and Richard Englehart's oxford blue series V... just to name a few. There were many other great looking Sunbeams on display for the afternoon!

The even wrapped up with a very private dinner and exhibit inside the AF Museum. We had the entire museum to ourselves. There were more planes than anyone could imagine. P-51 Mustang, Supermarine Spitfire, B-29, B-52, Stealth bomber... they were all there. Dinner was set in a nice area surrounded by modern day war planes. It was without a doubt and event of a life time. Thanks Jan Servaites for going through the trouble to make this event happen. - End



2005 Membership renewal is now taking place!

October 1st was the beginning of the 2005 membership renewal period. All memberships are now up for renewal between October 1 through December 31 in order to remain in good standing with the SAOCA. Please note that Paul Scofield is our new Membership Secretary. All membership dues are to be mailed to Paul at:

Paul Scofield
SAOCA Membership Secretary
108 Cholla Cir.
Florence, Colorado
81226 USA
Canisdog@aol.com

WANTED - Invasion hosts for future events!

We are actively seeking members who would like to host The Sunbeam Invasion in your area. We are now looking for someone to commit to hosting the 2005 event. So far we have interest in Indianapolis, Indiana and Toronto, Canada. We also have a commitment for the 2006 Invasion by Donna Burgess in Tulsa, Oklahoma. If you have ideas and would like to take part in hosting an event, please contact Scott Christie at:

Scott Christie
1125 Windsail Cove.
Loveland, Ohio 45140
(513) 774-0778
christie@cinci.rr.com

or

Mike Phillips
1960 Heidelberg Dr.
Loveland, Ohio 45140
Mike.Phillips@Anthem.com

THANKS!

NEW MEMBERS

“We continue to grow!”

371 - Daniel Michaud
372 - Brian Campbell
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374 - Mark Davis
375 - Rodney Rhoads
378 - Richard Lohnes
379 - Arturo Serrano
380 - Clive Pocock
381 - Michael King
382 - Rich Brunke
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384 - Tom Thomason
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My 1789 Chevy Rod Engine – A 12-Month Search for Power and Highway Comfort

by Jim Stone

Last year, after more than 25 years owning a mostly stock SV Alpine, I headed down a road that may help others looking for more power and better highway cruising from the standard Alpine configuration. While this article will mostly focus on the ‘more power’ side of equation, it began with the desire to simply cruise more comfortably at highway speeds.

Step one: Reducing rev’s on the highway

After years of coveting an OD transmission, spring of 2003 was my year and I purchased a rebuilt tranny from Alpine West Midlands in the UK. (Just as an aside, the OD was an anniversary present from my wife. Anybody jealous? You can’t have her.) Rather than just pull the old transmission, I decided it would be a good time to pull the engine too, replace the motor mounts and try to stop some of the oil leaks I’d put up with for so long. So, I posted a simple question on the SAOCA Discussion Board: “What else should I do while my engine is out?”

I got some great feedback, but that posting also led me to a yearlong email and telephone conversation with Jim Ellis (“Jim E”, as he’s known on the board). Before Jim headed down the V6 Dark Side, he’d taken the 1725 engine about as far as possible in his search for more power and torque and he became an advisor and mentor to me. Although I’d never before been inside my engine (or any engine, for that matter) with Jim’s encouragement and advice, I had my stock camshaft reground by Delta Camshafts to their KB profile. It was not difficult to remove and re-install it, even for a novice, and there was a very noticeable difference in torque when I was done. I highly recommend the KB grind to anyone looking to make their 1725 a little more powerful, without sacrificing drivability in traffic. (They have more aggressive profiles, but this is the recommended one for all-round drivability.)

More than anything, I can’t recommend the OD addition strongly enough. It was well worth the expense (around \$800 for everything but the speedometer, plus \$200 shipping) and effort, as the ability of the car to cruise at highway speeds was dramatically improved.

Of course, the path to more power has no real end, and I didn't stop there. I swapped my Strombergs for a Weber 32/36 and replaced the points and condenser with a Pertronix Ignitor. If you haven't seen Jim's article on ways to add more power to a 1725, I highly recommend you email him and ask for it.

Unfortunately, while I was very happy with the power and improved cruising ability, the reality was that I'd beefed up a very tired engine. The pistons and rings hadn't been touched in close to 30 years and I had significant blow by (exhaust gas blowing out the valve cover) and very dirty exhaust. So, it was time for an engine rebuild. And more power.

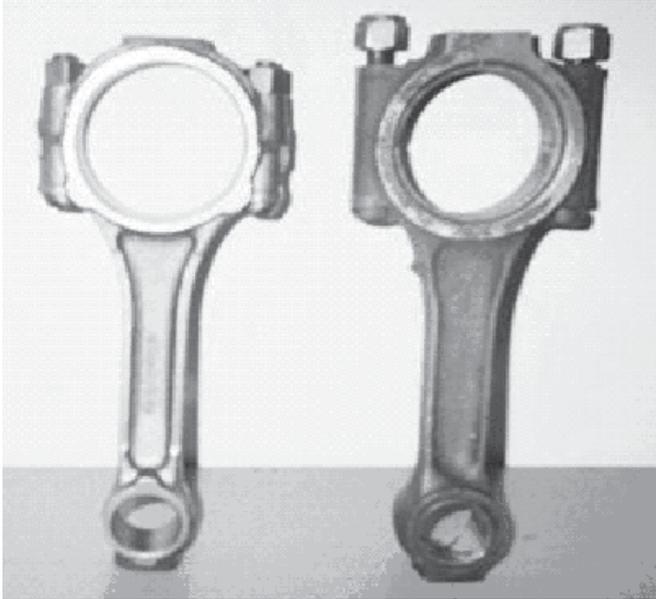
But, first I returned briefly to the highway cruising issue. I also needed new tires. Know how you can walk into Home Depot to buy a bolt and walk out \$100 poorer? Well, I didn't want to put new tires on my 38-year-old wires and decided to convert to Minilites (the 14 inch VB Minator version, in the end). That required new hubs, of course, which I didn't want to put on a rear end that hadn't been touched 38 years. But, as long as I was having the rear end rebuilt, I decided it would be a good time to switch from my 4.22 rear end to a 3.89. Enter Jan Servaites. Jan rebuilt a rear end for me with a new 3.89 gear, and I gave him my old one in return. Again, the improvement on the highway was dramatic. I gave up some of my newfound power off the line, but if you want to enjoy your car above 50 mph, you can't beat the OD/3.89 combination.

Designing and Building the New Engine

But, back to the engine. While my car was basically stock, it did not have the original engine, so it was too late to worry about matching numbers. Still, I could have just rebuilt that one, but I wanted to be able to continue driving the car while I worked on the engine. Also, I'd never built an engine before and wanted the option of putting the old one back in if the new one didn't work.

I bought some of Jim's surplus 1725 parts, and began to plan for my new engine. I tried to find +90 pistons, but they don't seem to exist anymore. I considered having a set made, but stumbled on a new set of +60's on eBay and bought them for \$45. I could have stopped there and headed off to the machine shop, but Jim had another recommendation: Chevy connecting rods. Jan wrote about this in a recent issue of the Marque (Issue 7). The rods used in the old (mid 60's) Chevy II/Nova 4-cylinder engine (I believe these were also used on some of the later 6 cylinder engines) are almost the exact same length of the Alpine rods, but

stronger and lighter and with a little bit of modification to the rods and crankshaft, they'll work in our engines. Using these rods reduces the weight of the rotating assembly by about four pounds, which is a significant difference. I bought a set of reconditioned rods at AutoZone for about \$25 each.



Chevy Rod (left) vs. Alpine Rod

Jim recommended lightening the flywheel to prevent damage to the transmission input shaft due to the increased torque of the new engine and I also bought a lightened flywheel from Jan.

I collected the various bits I would need and armed with my workshop manual and some web surfing, I put together a set of instructions for my machine shop on how to prepare everything for a 1789 Chevy Rod Engine. Here are the details:

Engine Block

- Clean and magnaflux.
- Resurface deck.
- Increase bore to $+.060$ – should be 3.2702/3.2706, but verify against pistons. Clearance should be $.0015$ ".

Crankshaft

- Clean, magnaflux and resurface main journals (mine were .010 under when I started, they took them to .020).
- Grind rod journals to 2.000 inches to match the Chevy rods.

Connecting Rods

- Drill top oil hole to match Alpine rods (Chevy rods don't have one, I gave them an Alpine rod for reference).
- Side dress big ends' length and width to fit the Alpine crank and in the 3.27 bore. The recommended side clearance for Chevy rods is 0007-.0027, rather than 0.009-0.013 for Alpine rods. (Note: The machine shop recommended that I widen the crankshaft to accommodate the Chevy rods, rather than dress the rod width, which I did.)
- Hone small end to fit Sunbeam wrist pin. The wrist pin hole needs to be honed approximately .030 inches to float the Sunbeam wrist pins in the Chevy rods. The clearance should be .0005. (Note: we looked to see if it would be possible to put Alpine bushings in, but this would have left the small ends dangerously thin. We may have been able to find other bushings that would work, but elected to simply run them free-floating.)

Another note: When it comes time to install everything, the torque setting for the Chevy rod bolts is 35 lbs, rather than the 24 lbs for the Alpine bolts.

Pistons

- Cut .060 inches from the top of the pistons (the difference in height between the Chevy rods and the stock Alpine rods) plus however much was removed from the deck. (Note: my machine shop did this last and test fit the pistons into the block to get an exact measurement, which was a good idea. In my case, the total was .064.)

Balance

- Balance the rotating assembly.



Piston after being shortened. Note smaller dish.

Rebuild costs

I visited three machine shops before selecting the finalist. The 'winner' was also the most expensive, but they had the best equipment and gave me the greatest level of comfort, which was worth a premium. They were especially high on the crankshaft work (their specialty) relative to Standard Crankshaft in Charlotte, NC (www.standardcrankshaft.com). Jim has used Standard before and was very happy with their work, which would have been around \$200 less than I paid, even with shipping costs. But, as a novice at this, I wanted to have almost everything done at one place. And, they let me stop by all I wanted and watch, and even let me work in their shop to remove casting flash after the engine had been baked and bead blasted, so I am comfortable with my decision.

Approximate costs:

Machine Shop	\$1350
Pistons	45
Rings	45
Chevy rods	100
Reground camshaft (Delta KB)	50
Lightened flywheel	80
Bearings	60
Total	\$1730

The head is not included in the total above. I had purchased a rebuilt Vizard head with a three-angle grind from Jim last spring, originally intending to put it on my old engine. I held off, once I realized that the old engine needed too much work, and saved it for this engine.

Engine Compression and Thoughts for Next Time

Early in the project, I toyed with increasing the stroke and displacement by having the crank offset-ground. Taking the main journals from the standard 2.375 inches to 2 inches would have allowed me to increase the stroke, increasing displacement from the 1789 provided by the +60 pistons to somewhere between 1850 and 1900. Unfortunately, I played with this in an Excel spreadsheet I created to calculate compression ratio (I'm happy to email this to anyone who wants it) and found the combination would give me too much compression (above 10.5:1). Without the offset, I was just under 9.5:1. I could have increased the size of the combustion chamber in the Vizard head to bring the ratio back down, but decided not to go that far since the head was all ready to go. Most importantly, this would have required further milling of the pistons,

and I was concerned about weakening them by taking too much off. However, if I had it to do all over, I would consider having custom pistons made, which in theory could be combined with a larger Vizard head or be made shorter to allow the offset grind with acceptable compression.

Driving it

Due to the lightened flywheel, my first impressions were not as dramatic as I expected and I am still babying the engine (less than 200 miles on it, as I write this). Also, I am still fiddling with the Weber carb in order to get the jetting just right, but I am very happy with the outcome. The car has plenty of power at all speeds and the engine is far smoother than before. (Just a note here: my old engine is the only Alpine I've ever driven, and I have no idea what was inside of it, as I've never opened up the engine.) It idles smoothly at around 900 RPMs and has ample torque all the way up to around 70 mph (that's the fastest I've gone to date). It pulls especially well around 3000 RPMs, up to around 4500. It cruises comfortably on the highway at around 65, easily goes 70 at around 3400 RPMs, but feels like it could go much faster. Jim tells me it probably redlined at about 7500 RPMs. I'll have to just trust him on that one.

The other thing I've noticed (and remember, I've also changed to a 3.89 rear end) is that I use the overdrive much less than before. With my old engine, I used the OD anytime I was cruising above 45 MPH (in 3rd gear). Dropping the revs made the car much more comfortable to drive. Now, I really don't use it until I get up to highway speeds, and could honestly cruise at 60 without it.

In short, I've having a ball! I have a stereo in the car, but honestly haven't turned it on once since I put the new engine in. Originally, that was because I wanted to be able to listen to the engine in case anything went wrong. Now, it's because I am having too much fun driving to be distracted by anything else. I'll turn it on eventually, but not for a while.

Am I done? I doubt it. Headers, fully electronic ignition, electric fuel pump; they are all possibilities at this point. And, I keep eyeing twin DCOE carbs and thinking about how much more power they'd add. Then I remember: this is exactly how Jim Ellis started his path towards the Dark Side. Stay tuned...

1500 Mile Update

I wrote this article shortly after completing the engine, but held off sending it in. Since this was my first engine, I didn't want to go public with it until I was confident that it wasn't going to grenade on me. My biggest fear was having the article published right before the Invasion, and then turning up with the old engine back in the car!

I had about 450 mile on it by the time of the Invasion and drove it from St. Louis to Dayton, about 400 miles. It was a pleasure to drive and handled the round trip without incident (at least, the engine did). I was able to cruise at 70-75 without difficulty, and now know it does 80 at 4,000 RPMs.

(Interesting aside: During the Invasion, there was a group of 25 or so of us who caravanned together to go see a Corvette collection near the hotel. Part of the drive was on a highway and we ended up in three clusters. In the leading cluster, cruising at around 80 MPH or so, were the Tigers and V6 Alpines. The stock Alpines were all well behind, going around 50-55. In the middle around 70 was...me.)

The drive home from Dayton was equally uneventful. The new engine is so smooth, I could even hear the stereo while driving 70 with the top down! Yeah, I finally turned it on. - I'm happy!



The Rootes Family of Automobiles

Sunbeam Alpine 1953-1955

Immediately recognized as “that car Grace Kelly drove” in the Hitchcock classic “To Catch a Thief”, the Sunbeam Alpine’s styling was, like the actress, a real head-turner.

William Rootes was convinced a car of this type would sell in large numbers in America.. Inspired by a special competition car driven by George Hartwell, the final product was detailed by the famous American styling studio of Raymond Loewy.

Aimed squarely at the North American market, the Alpine's separate chassis-frame, pressed-steel bodyshell was effectively a derivative of the contemporary Sunbeam-Talbot 90 Mk IIA. Its engine, a 4 cylinder Hillman / Humber engine, produced 80 horsepower from its 2.2 liter configuration.

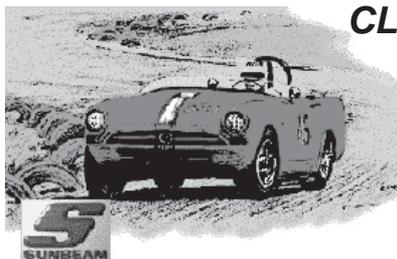
Originally intended for export only, right hand drive versions began to find their way into the UK market in late 1953. Despite its weight (2,900 lbs) it did remarkably well in European rallies, most notably the Alpine rallies. With Stirling Moss at the wheel, the car also gained publicity by posting a 120 mph top speed on the Jabbeke road in Belgium.





The car's production (approximately 3,000 built) was short-lived. It was much more expensive than its contemporary rivals the TR2 and Austin-Healey 100. But then again, it was not truly meant to be a sports car as we view the TR2 and Austin-Healey today.

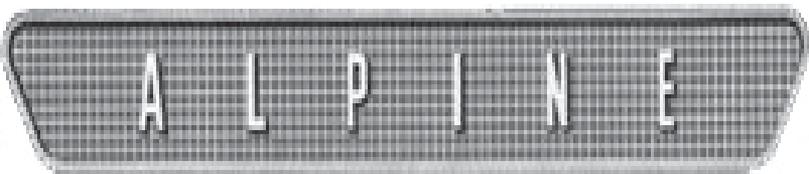
Consider it a beautifully-styled touring car, with enough pep and handling to satisfy most weekend drivers. Discontinued in 1955, the Alpine would not have a successor until 1959, and that car would be a completely different type of car.



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To join the SAOCA: Please visit www.sunbeamalpine.org and complete the online application form. You may also contact Paul Scofeild to obtain more information regarding membership. **All material for this publication must be submitted to the Editor no later than the 15th on the months of March, June, September and December for quarterly publication.** Printed by: Merrick Printing / DPI 2604 River Green Circle. Louisville, KY 40206.



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