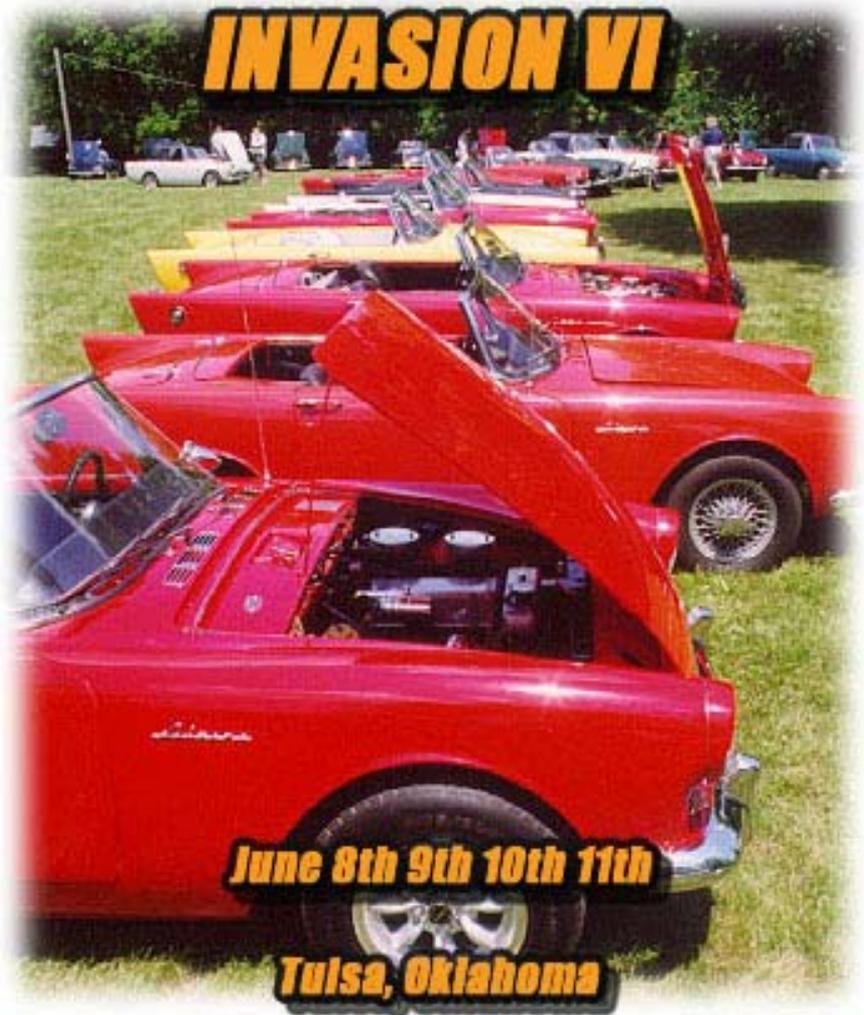


THE *Alpine* MARQUE



ISSUE 16
WINTER 2006



Please reserve your rooms early!

**Holiday Inn
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TULSA, OK 74116**

**This years host is Donna Granwehr
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dgranwehr@peoplepc.com**

CONTENTS

• Officer Reports	Page 4
• SAOCA By-Laws	Page 6
• No. 53 Yellow Alpine Races Again	Page 12
• Converting the SIV Automatic to a V6	Page 17
• SAOCA Member Survey	Page 23
• Building an Alpine Race Engine	Page 28

Cover: Carl Christiansen gets help from Joe Dockman at Lime Rock in 2004.

Inside Back: Factory works car preps for LeMans.

Disclaimer

The views and opinions expressed in this publication are those of individual members and contributors and not necessarily those of the SAOCA. The SAOCA and it's editors have taken every step possible to ensure the accuracy of the material found within these pages and cannot accept liability for loss pertaining to any error, misstatement, inaccuracy or advertisement found within the pages of this book. - Editors

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Advertise in the Marque:

Business card ad - \$50.00 per year
Half page - 75.00 per year
Full page - 100.00 per year
Contact editor for details.

SAOCA Club Officers

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



OFFICER REPORTS

SAOCA Editor - Ian Spencer



Here we are, another new year and we are once again making changes to the web site. Member Andrew Zizzo has kindly offered his help by hosting the web site for us at a very minimal fee. This came at a perfect time because the original host that I had been using was experiencing serious problems that were affecting the site. It was at this time when we changed the look of the forum to the PHPBB format. At that time I started playing with different portal software to try and create a more integrated web site with one main login for the forum and member related areas.

It was during this time that Andrew made changes with his hosting business and moved it to a new service. Many of you will recall the forum going down at the beginning of the new year. At the time of this writing we are back in business with the forum, but the main web site content is down. I'm hoping to get this back up again soon.

My goal is to once again create a web site with one central login that will provide access to the forum, *Alpine Marque* back issues, member roster, and other member related information. I am also working to get all other web site content back online again, but I want to make sure we have a good stable platform to work with before I put a lot of time into something that may not work or just get wiped out. Please hang in there while we work out the details. My web development skills with PHP and MySQL are about a 2 on a scale of 10 and I need help to carry out my ideas.

Many of you have asked me about changing or creating an online version of *The Alpine Marque*. This is an idea that was discussed early on during the creation of *The Alpine Marque* and one that is still being discussed today. I did post a simple poll at the web site to help gather some information from you about your ideas. My ideas would be to continue with the paper magazine format on a quarterly basis and post back issues in

Adobe .pdf format. Providing my plan to create a single web site login works out, this would work out very well. Once again, please hang in there while I work on this.

With 2006 in full swing we need to stay the course and continue building the web site and making it better and up to date. I think we have come very close to finding a platform that will work for us, we just need to polish out some details. I'm very grateful to Mike Phillips, Scott Christie and Rich Vose for taking on the responsibilities of membership, which have freed me up to work on the web site once again.

In this issue I'm printing the club By-Laws, which I will continue to print annually at the new year. I'm also once again reaching out to everyone to help out by sending in a story or article to me for *The Alpine Marque*. Your help is needed to keep this publication on-time and in print for all members. Every little bit helps to make my job easier when it comes time to print this magazine on a quarterly basis. We have 500 members in this club and if each one of you were to send me one article we would have enough material to last a long time. Please do your part to help out.

I would like to thank Jim Stone for taking the time to conduct his on-line survey and I would like to thank those of you who took the time to complete it for him. The SAOCA officers will be taking a look at this information to see how we can make the SAOCA a better organization for it's members.

The SAOCA would also like to remember those members who are no longer with us. In 2005 we lost Mike Adams and Carl Christiansen. Both Mike and Carl were huge SAOCA supporters and will be missed by all. Many of you remember Mike Adams and his Carnival Red S2. Mike attended every Invasion with his wife Jean and helped Bill Blue host Invasion 5 in Rushville, Indiana. Carl Christiansen is remembered by his extremely fast S3 racing Alpine. Carl was always there to write articles and talk about his latest attempts to build fast Alpine engines.

Ian Spencer
Editor

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

N0. 53 - Yellow Alpine Races Again

by Geoff Tedder

VSCDA Fall Finale - Mid-Ohio Oct 14 - 16, 2005

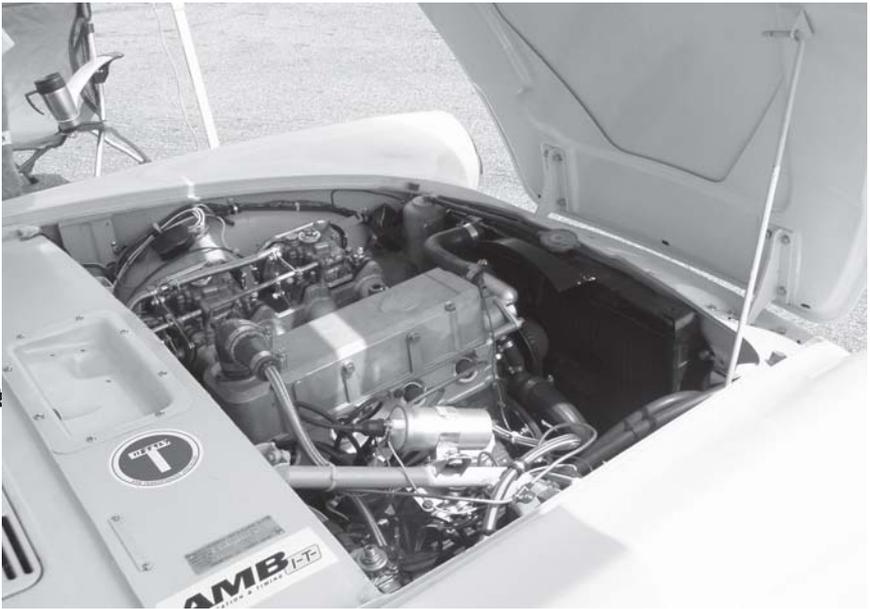
The first outing with the Alpine was at the *SVRA Spring Vintage Grand Prix* back in June where we had experience cooling over heating and pressure build-up in the engine that caused the loss of oil through the front crankshaft oilseal and from the crankcase gaskets. We had no problems in early practice sessions and it was only after we went through Tech Inspection and were told to plumb in a breather pipe and canister to vent the valve cover oil filler that our problem started. Simply said - So much for our plumbing!

As a result Ian went back to plumbing school and re-routed the crankcase and valve cover vent hoses into two separate breather canisters and the problem was solved. To be safe we also changed the 7 psi radiator cap to 13 psi. The June event was sweltering hot in the mid-nineties where you actually put your helmet on to keep cool while waiting on the false grid for the race to start.

Now it's October and you are praying that the wind doesn't howl and the snow isn't flying. Fortunately the forecast was for a dry weekend with lower temperatures. Now the driver suit & helmet kept you warm and cozy.



Ian had done a great job of checking the car over and it sailed through VSCDA tech inspection on Thursday evening with the comment “*very nice car*” written into the log book. By going through tech the previous evening we were able to pick a choice spot in the lower paddock by the garages and be ready for Friday’s early morning practice sessions. Friday morning arrived and Brad and Michelle Babb came over to visit and compare notes and let us know they would be checking lap times. Sitting in the upper paddock we spied a Sunbeam Tiger and invited the owner to come down and park with us in the lower paddock. Turns out it was Dan Rosenthal from Cincinnati and his car was both street and track legal. Brave man to drive it to the track, race it, and drive it home all on the same



Practice session went very well and the Alpine felt very great and gutsy, but still no better than 2:11 lap times. You soon sort of scratch your head as you feel you are flying around the track at great speed. Showing a recorded 112 MPH down the back straight or going full bore in 4th gear through turn 1 you figure the stop watches have got to be wrong. But then you remember you are restricted to a 72 MPH third gear and you lost lots of time off the corners to wheel spin as Alpines don't have limited slip differentials. But OH what a great feeling still!

Saturday started off bad when the batteries wen out on the diesel tow truck. Remembering to grab all necessary racing gear Elaine and I hitched a ride in a Porsche Cayenne out to the track in time for the Mandatory Drivers meeting and the first official timed practice sessions. All started well with some good feeling laps and then after breaking and shifting into third coming off the straight at turn seven the car just died as we approached the esses. Staying to the right as the car slowed I realized that it had not fully died but was down to two cylinders only. Putt putted over the hill and into the grass down to turn nine and made the turn slowly on the grass and parked safely out of the way along the tire barrier next to a less fortunate and damaged formula car. With qualifying over we were able to limp back to the pits and paddock. Open the bonnet and cross your fingers and hey, not the worse damage after all. The horizontal throttle linkage rod running over top the two twin choke Weber carbs was sitting at a 30% angle. The rod runs through a spherical bearing sitting atop of each carb. The bearing is part of a vertical threaded post that threads into the intake manifold. Even though locked with a jam nut we found that it had only been threaded in by a few threads. For something 5/16th inch diameter that explains why it came adrift. End result was that only one carb had any response to the throttle. Brilliant mechanics, Tedder, Rosenthal & Babb took everything apart and now screwed both bearing posts into the manifold a full 5/16th of an inch deep along with lock tioght and jam nuts. A couple of snap rings had become a bit waek, but a little duct tape helped to hold them in place.

We were now off again and finished the 10th lap Sprint Race but with times still no better than 2:11. 20th out of 25 entrants.



Oh well, time for the Saturday night banquet. Dan Rosenthal ferried Elaine and myself to Bucks Tavern in Lexington. All very enjoyable.

Sunday morning dawned and the tow truck now had new batteries so all was very well. This day was much colder so we were very happy to have the truck working again so we could enjoy it's heat whilst sitting in the paddock. In the morning we watched the Enduro Races which we had not entered. That afternoon brought the Feature Races and it was time to suit up and get ready to race!

Lap times now came down to 2:08 and out of a field of 25 cars Dan Rosenthal's Tiger came in 7th and my Alpine came in 9th overall. Of course someone should explain that the fast Datsun 2000 roadster crashed - some blew up and some didn't even start. Probably crapped out in the Enduro's. That's racing and we will take our 9th place!

Racing season is now over and Ian has No. 53 back in his shop with the Hooser tires still looking good enough for another season. Over the Winter we will be putting together another set of rear springs, de-arched to help lower the back end and a new 3.89:1 rear end by Jan Servaites. We hope to gain a little more top end on the straights and improve cornering. We will also rebuild the brakes since the master has started leaking into the cockpit. Each session on the track had required a top-up of fluid - scary thought - Ian had passed it off as brake pad wear - Bologna! Oh God, we had better replace those too! - END

VINTAGE ~ MODERN DAY

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



Steve Silverstein's
www.racingalpines.org

GULF PRESENTS

OFFICIAL SEBING ENTRY LIST



THE FLORIDA INTERNATIONAL 12 HOUR GRAND PRIX OF ENDURANCE

Starts 10:00 AM—March 24, 1962

Car No.	Make	Disp.	Class	Entrant	Drivers
1	CORVETTE	5360	GT 14/15	Grady Davis Pittsburgh, Pa.	Don Yenko Ed Lowther
2	CORVETTE	5360	GT 14/15	Grady Davis Pittsburgh, Pa.	Duane Black Dr. M. R. J. Wyllie
3	CORVETTE	5360	GT 14/15	"Red" Vogt Daytona, Fla.	Marvin Panch Jeff Givens
4	CORVETTE	5360	GT 14/15	Johnson Chevrolet Dallas, Tex.	Gen. Robertson Delfino Johnson
5	CORVETTE	5360	GT 14/15	Don Campbell Seattle, Wash.	Don Campbell Geart Geart
6	CORVETTE	5360	GT 14/15	Ronnie Kaplan Chicago, Ill.	Rodger Ward Bob Johnson
7	CORVETTE	5360	GT 14/15	Fallier Murry Race Cars Oklahoma, La.	Bill Fallier J. S. Murry
8	CORVETTE	5360	GT 14/15	John Macom, Jr. Dallas, Tex.	Bob Schneider
9	FORD FALCON	3990	C/M 13	Holman-Moody Charlotte, N. C.	Jacko Maggicomo Ulf Norinder
10	CHAPARRAL	3988	C/M 13	Chaparral Cars Midland, Tex.	Jim Hill Hap Sharp
11	CHAPARRAL	3988	C/M 13	Chaparral Cars Chickland, Tex.	Ronny Hixson Chuck Hall
14	JAGUAR	3875	GT 13	B. S. Cunningham New York City	Briggs Cunningham John Todd
15	WARWICK-BUICK	3518	C/M 13	Scuderia Light Blue W. B. Todd	John Todd W. B. Todd
20R	FERRARI	2953	SP 11/12	John T. Burch New Canaan, Conn.	Geo. Constantine Gaston Andrey
21	MASERATI	2969	SP 11/12	B. S. Cunningham New York City	Walt Hangan Dick Thompson
22	FERRARI	2953	GT 11/12	Soud. Serenissima Italy	Colin Davis Lucien Bianchi
23	FERRARI	2953	SP 11/12	Soud. Serenissima Italy	Carlo Abate Nino Vaccarella
24	FERRARI	2953	GT 11/12	N.A.R.T. New York City	Phil Hill Olivier Gendebien
25	FERRARI	2953	GT 11/12	N.A.R.T. New York City	Bob Grosman Gen. Hamill
26	FERRARI	2953	SP 11/12	N.A.R.T. New York City	Bob Filip S. Tavano
27R	FERRARI	2953	GT 11/12	N.A.R.T. New York City	Allen Connell Bob Schneider
28	FERRARI	2953	GT 11/12	G. McKelvy Pittsburgh, Pa.	Ed Hugus George Reed
29R	FERRARI	2957	GT 11/12	RFR Motors Hummwood, Ill.	Charles Dietrich Dr. J. W. Baxter
30	MASERATI	3000	SP 11/12	Soud. Serenissima Italy	Jaakko Bonnier Graham Hill
31	MASERATI	3000	SP 11/12	Soud. Serenissima Italy	Guido Lufbergida Piaade Ronchiaro
32	COOPER-MASERATI	2890	SP 11/12	B. S. Cunningham New York City	Bruce McLaren Roger Penske
33R	MASERATI	2890	SP 11/12	Enos Wilson, Jr. Oklahoma City, Okla.	Enos Wilson J. C. Kilburn
34	FERRARI	2498	SP 11/12	N.A.R.T. New York City	Pedro Rodriguez Ricardo Rodriguez
35	FERRARI	2490	SP 11/12	N.A.R.T. New York City	Shirving Moss Irene Ireland
37	TRIUMPH	7138	GT 11/12	Genes Foreman Dist. Newark, N. J.	James Binstad Howard Cole
38R	TRIUMPH	7138	GT 11/12	James Binstad Houston, Tex.	Alton Rogers Niles, Ohio
39	MORGAN	1991	GT 10	Richard Kingham Niles, Ohio	Dick Kingham James Bailey
40R	A. C. BRISTOL	1972	GT 10	Richard Kingham Winter Haven, Fla.	Dick Kingham Peter Harper
41	SUNBEAM	1598	GT 9	Rootes Motors England	Peter Frecker Ken Miles
42	SUNBEAM	1598	GT 9	Rootes Motors England	Lee Spencer Tom Fayso
43	SUNBEAM	1598	GT 9	Rootes Motors England	Joe Sheppard

12 HOUR GRAND PRIX OF ENDURANCE (Continued)

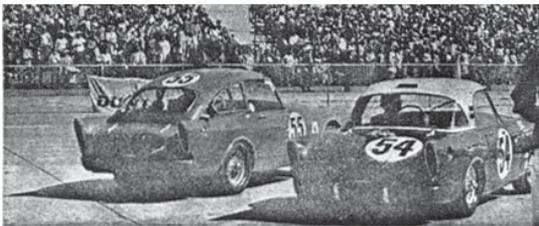
Car No.	Make	Disp.	Class	Entrant	Drivers
44	SUNBEAM	1598	GT 9	Filippo Theodoli New York City	Filippo Theodoli Finlay Barrille
45	PORSCHE	1597	SP 8/9	Remond Race Cars Colorado Sp., Colo.	Chuck Cassel David Lane
46	PORSCHE	1597	SP 8/9	Ignition Cal. Mors. Canada	Don Sessler Leslie Howarth
47	ELVA	1595	GT 9	Elva Cars Ltd. England	Jerry Paliva Joost Smith
48	PORSCHE	1588	GT 9	Porsche S. E. Switzerland	Harold Whims Evan Bonner
49	PORSCHE	1588	GT 9	Porsche S. E. Switzerland	Don Gurney Paul Ernst Strahle
50	PORSCHE	1587	GT 9	Continental Motors Fl. Lauderdale, Fla.	Bob Hubert Chuck Cassel
51	M.G.A.	1588	GT 9	Esquire Safety Fast England	David Lane Jim Parkinson
52	M.G.A.	1588	GT 9	Esquire Safety Fast England	J. Faherty A. Hedges
53	M.G.A.	1588	GT 9	Esquire Safety Fast England	R. Whitmore R. Othoff, F. Morell
54	T.V.R.	1588	GT 9	T.V.R. Cars, Ltd. England	Peter Bolus Mike Rothchild
55	T.V.R.	1588	GT 9	T.V.R. Cars Ltd. England	Mark Donohue Jay Sigore
56	T.V.R.	1588	GT 9	T.V.R. Cars Ltd. England	Ray Coomo John Jacobs
57R	PORSCHE	1582	GT 9	Paul Lund Boston, Mass.	Paul Lund Jack Walsh
58R	OSCA	1600	GT 9	N.A.R.T. New York City	(to be announced)
59	PORSCHE	1498	SP 8/9	Porsche Car Imp. Chicago	Bruce Jennings B. Wuesthoff, F. Rand
60	ALFA-ROME	1290	GT 7/8	Martini & Rossi Team Italy	Massimo Lodi diPietro Carlo Facetti
61	ALFA-ROME	1290	GT 7/8	Soc. Ambrosiana Italy	Gianni Prino Giancarlo Sala
62	ALFA-ROME	1290	GT 7/8	Martini & Rossi Team Italy	Theodoropoulos Charles Kolb
63	ALFA-ROME	1290	GT 7/8	Swansea-Durant Clearwater, Fla.	Charles Baerli Art Swanson
65	ALFA-ROME	1290	GT 7/8	John Kaplan Providence, R.I.	J. Cruise, J. Kaplan Charles Baerli
66	LOTUS	1216	GT 7/8	Team Lotus England	Tim Meyer Charles Baerli
67	LOTUS	1216	GT 7/8	Team Lotus, N. Y.	(to be announced)
68	LOTUS	1216	GT 7/8	Duquesne Auto Millerton, N. Y.	Peter Pulver Harry Carter
69R	LOTUS	1216	GT 7/8	Don Huette Los Angeles, Cal.	Don Huette Berk Wender
70	LOTUS	1098	SP 6/7	Team Lotus England	Ralph Henry Ernie Harriss, B. Stone
71	LOTUS	1098	SP 6/7	Grand Prix Rutland, N. J.	Sy Kaback Harvey Stone
72	AUSTIN-HEALEY	1098	SP 6/7	Donald Healey England	Steve McQueen John Colgate
73	ELVA	1096	SP 6/7	Elva Cars Ltd. England	Bob Harris, Jr. Carl Haas
74	ELVA	1096	SP 6/7	Elva Cars Ltd. England	Chris Ashmore Victor Marino
75	DATOMASO	1100	SP 6/7	Gilbert Schmidt Chicago, Ill.	Gilbert Schmidt Scott, K. Goetard
76	ABARTH	982	SP 6/7	Spa Abarth Corse Italy	Theodore Zecoli Alfonso Tadini
77	O.S.C.A.	1000	SP 6/7	N.A.R.T. New York City	Dennis McChugge Allen Egger
78R	O.S.C.A.	850	SP 5	Merriman B. S. Pompano B., Fla.	Mac Knight B. Baconson
79	O.S.C.A.	749	SP 5	O.S.C.A. Italy	John Bentley John Bentley
80	DB-PANHARD	701	SP 5	DELUSCH-Bonnet Los Angeles, Cal.	Jack Gordon Frank Hanna
81	DB-PANHARD	701	SP 5	DELUSCH-Bonnet Los Angeles, Cal.	Richard Toland Frank Hanna

Note: *(italics)*
GT, Grand Touring
SP, Sports
CM, Challenge Mondial (All GT cars under 4 liters also eligible for Challenge Mondial Class)
R, Reserve

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Jordan got off to a beautiful start. Kneeland (#55) was first car to leave the grid. The two Alpines finished 3rd and 4th in class behind the ultra-fast Abarth-Porsche and Carrera.

Converting the SIV Automatic to a V6

Or, How I Spent My Halloween Vacation

By

Jim Stone

The SIV Automatic is the best car for the V6 conversion because of the wider transmission tunnel. Ever heard this statement before? I certainly did. It was repeated frequently on the old Forum, and it makes sense. Widening the tunnel is one of the key steps in the conversion process, so starting with a wider tunnel should make the process easier. The only problem is that it turns out that no one had actually done it, at least not with V6 Jose's kit, until I unknowingly volunteered to be the first guinea pig.

I've been interested in the conversion since 1999, when I first found an article on the web about Jose Rodriguez and his kit. I started corresponding with Jose a few years later and began to seriously think about it. I decided early on that I'd leave my stock-ish SV alone and look for a second car. I bid unsuccessfully on a few on eBay, drove here and there when I heard about candidates for sale within a 300 mile or so radius of St. Louis, but never found the right car at the right price. At least, not until I arrived at the 2005 Invasion.

“The Series IV Automatic is the best car for the V6 conversion because of the wider transmission tunnel.”

I arrived early, but found Jim Ellis and Eric Gibeaut in the parts room and surfing the web on Jim's laptop. They both knew I was a Dark Side Wannabe and showed me an ad that Ed Esslinger had just posted on the For Sale section of the Forum. He was selling a rust free, rolling shell. Exactly the kind of a car I'd been looking for and, best of all, it was one of those fabled SIV Automatics! The perfect car for the conversion.

A quick call to Ed and the car was mine. All within about 15 minutes of arriving at the Invasion. And, best of all, Ed was willing to keep it in his garage for a few more months, which gave me time to finish my new garage so that I could keep that rust free body rust free. I started gathering V6 parts (I'd optimistically bought a 2.8 engine a couple of years ago) and peppering Jose and Jim with emails on the conversion. I was going to be ready by the time my garage was ready!

Along the way, I learned two things about the SIV Automatic. First, not only is the tunnel wider, but the mounting points for the cross member are different: they have three bolt holes vs. the manual's four. That's not a big deal and should have been pretty easy to deal with. However, I also learned that it had never been done before and I was going to be the first. Fortunately for me, although I didn't know it yet, I was also going to have some great help.

So, flash forward a few months to the week before Halloween, when I took some time off work and drove from St. Louis to Ozark, Alabama to pick up my new SIV. This was to be no ordinary quick road trip though, as I'd also made plans to go back to St. Louis by way of Columbia, SC and Jim Ellis. Not exactly a direct route, but Jim was willing to pause from his own projects and help me and there was no way I was going to pass up an offer like that. More on that leg of the trip in a moment.

The car was exactly as Ed as advertised it, which is to say incredibly solid and rust free, but not much more than a rolling shell. So far, so good. Even though I'd paid him months ago, Ed offered to let me walk away from the deal after I'd seen the car, but like I said, it was exactly what I'd been looking for. However, I had my first indication that the SIV Automatic may not be as perfect as everyone said when Ed showed me the eight holes in the floor.

Ed pointed out that the car had actually been converted to a manual transmission at some point in its past and that the previous owner had simply drilled holes into the floor for mounting the tranny. Those holes, as shown in the photograph below, were well in front of the mounting points for the auto transmission.



Now, there was no guarantee that the DPO had put the holes in the right place, but I suspected that it would have been hard to be that far off. To Ed's credit, he gave me one last chance to back out, but I loaded the car onto a U-Haul dolly and headed east for Columbia.

Now, there is no finer Sunbeamer, shade tree mechanic or friend than Jim E. I knew that before I left for SC, but I was about to be shown the true meaning of this. I arrived in Columbia around 6 PM that night and headed straight for Jim's friend Norm's restoration shop. Norm was out of town for the weekend and was letting us use his shop on Saturday for the V6 swap. Jim was going to help me (actually, I helped him) install his V6 and T5 into my new car. The plan was to do whatever modifications to the shell that were necessary, weld in the new motor mounts, take his engine and tranny back out, and get me back on the road. That would have taken me days, weeks or months, but Jim was confident that together we could pull it off in a day.

I parked the SIV next to the OGM and we inspected those floor board holes. We took some careful measurements on them and on the mounting points on Jim's car and confirmed that mounting points on the

AT and MT are, in fact, very different. The AT brackets sit about four inches back of the MT brackets and they are also about $\frac{3}{4}$ inch shorter (closer to the floor board). Clearly, this was not going to be the piece of cake everyone thought. Fitting the transmission into the Alpine body is a critical first step in the conversion, as it is used to help position the engine properly in the engine bay. Jose's custom mount makes this easy (once the tunnel is modified), but that mount is based on the MT. We tucked the car in for the night and went home to ponder the situation.

I met Jim back at the shop the next morning, and he had a solution waiting for me. Eric, who conveniently lives just up the road from Norm's shop, had been cutting up a very rusty Alpine and disposing of the pieces. He was down to part of the floor, which had one transmission mount left. It's hard to recognize the mess in the following picture as anything that was once an Alpine, but trust me: It was.



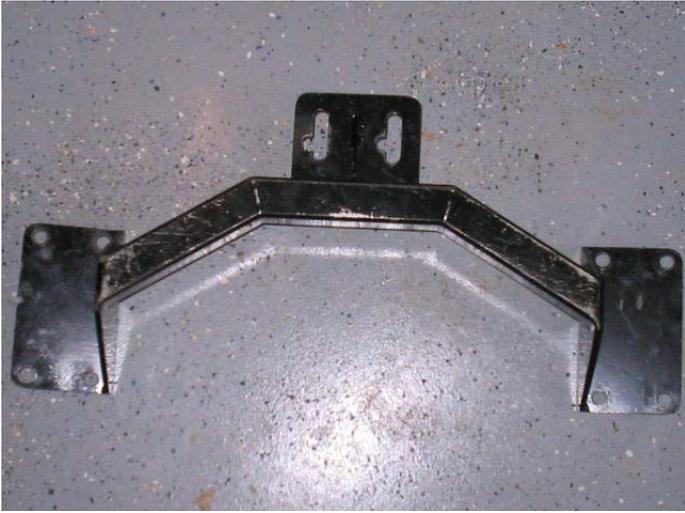
An air hammer made quick work of the last remaining salvageable bit on the car, and we were able to get a pretty exact fitting for it by snugging it up against the frame. Knowing that it would work, Jim set about fabricating a mate for it out of sheet metal, being careful to do it as the mirror image of the original. Working mostly with a hammer and vice, Jim proved himself a master of fabrication and the result is shown below (the original is on the right in both pictures), alongside the original.



With both brackets done, it was a relatively simple matter to weld them in place and get the car to the point where we were ready to start the installation process. We'd already removed the original engine mounts and opened up the back of the transmission tunnel (it's wider, but not longer, so that is still required), so we set about fitting the T5 in place. The cross member handles that nicely.

With the transmission supported by the cross member and a jack, we then attached Jose's custom engine mounts to Jim's V6, lowered it into my engine bay and began orienting it left/right. This is the most critical part, as there is only a fraction of an inch to spare on each side. Interestingly, I seemed to have just a hair more room in my bay than Jim did, as he needed to heat and dimple one spot where the headers rubbed and I had enough room there. We did have to open up the mounting points in Jose's bracket a bit to get the engine centered, as shown below. Jim had to do this to his too, but I'm sure mine required more because the two mounting brackets we welded in weren't perfectly lined up.





Once we (well, Jim actually) were satisfied it was correct, we carefully marked the spots where the mounts sat on the front suspension and pulled the engine back out. We (Jim, again) welded the mounts in place, fit the engine again, did a little more fiddling with the cross member to get it just right, and called it a day! It was about 7 pm and we'd been at it since 7 am. We were dirty and tired, but the worst was over. As much as I hated to remove Jim's engine and transmission, I know my rust free rolling shell is ready for the V6. There is a lot more to do and lately I've had no time to do it, but the part I can't do on my own is done and I'm well on the way on my journey down the path that leads to the Dark Side.

So, is "the SIV Automatic is the best car for the V6 conversion"? It's hard to say. It certainly would have been easier if we'd had a pair of transmission mounts from a donor car, but the decision isn't a no-brainer. The trade off is between having to widen the tunnel on an MT car and installing the mounts on an AT car. I've only done it one way. Jim's done it both, but he's still not sure which way is easiest. I certainly wouldn't pass up an SIV AT as a V6 candidate, but I wouldn't recommend going out and looking for one either.

But, there is one other option: Now that it's been done, it should be possible to use my car as a model to design a cross member made for the AT. After all, we now have one car with both AT and MT mounts in it! If such a mount were made, then the choice would be a no-brainer: The SIV Automatic would, in fact, be the best car for the V6 conversion!

All about Us

The 1st SAOCA Member Survey, Part I

Survey Background. Do you ever wonder about your fellow SAOCA members? We all share a passion for a half-forgotten British sports car, but what else? You probably know some things about your fellow members if you attend Invasions or frequent the club's website, but only a small minority of us make it to the Invasion and while we learn a fair amount about each other on the forum (sometimes too much, but that's another article), there is still much left to know.

As a marketing researcher, I am paid to be curious, but I know others are also interested. A few years ago someone posted a simple question on the forum: "How old are you?" The discussion went on for weeks and took up multiple pages of text. Returning home from last year's Invasion I decided to do what I could to satisfy that curiosity, and with Mike Phillips' help, we launched the first SAOCA Member survey.

The initial plan was for this to be a survey of all members. We wrote the questionnaire, timed it to occur before the Invasion, and announced it in the summer issue (#14) of the *Marque*. We planned to do the data collection online to keep the costs down, but also prepared a paper version for those who did not have internet access. Then, we sat back and waited for the responses to come pouring in. Unfortunately, as is all too often the case with marketing research, it did not go according to plan.

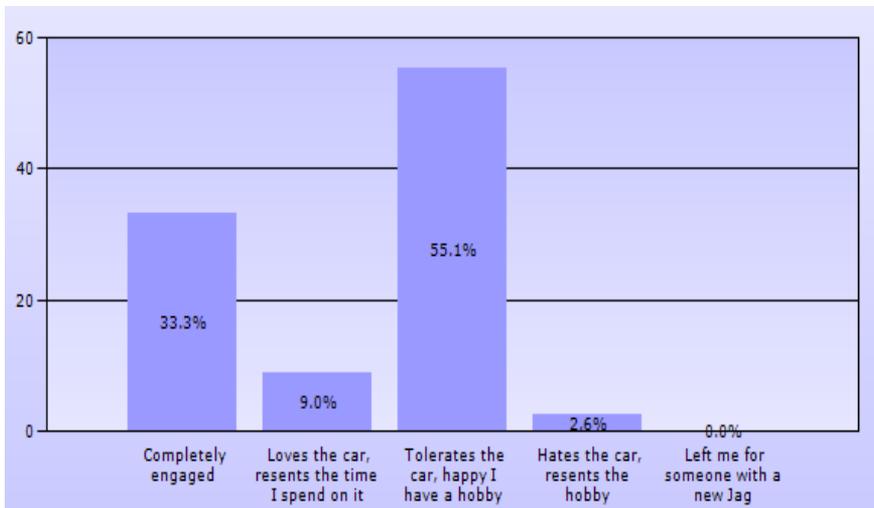
That issue of the *Marque* ran into printing problems and was delayed by more than a month. By the time it was printed, the information about the survey was out of date. The original web address was no longer valid and the stated deadline for asking for paper copies had expired. Such problems happen, and the only way to keep it a total member survey would have been to wait for the next issue or send a letter to everyone with new information. We didn't want to wait and the SAOCA doesn't have the budget for such a mailing, so Mike and I made the decision to scale back the sample to be just members active on the online forum. That is not necessarily representative of the entire membership, but it's a start. We posted the information on the forum and in the end, we had 121 responses. So we've got a very good sample of online members and about a quarter of all members. Not everyone answered every question, so some of the totals below vary from question to question.

The Basics – Who, What and Where

So, who are we? Or, more properly, who are the members who frequent SAOCA.org? We're almost all men; just three of the responses were from women. The average age is about 51 years. Just over half of us are between 40 and 60, with almost a third over 60. Since internet users tend to be younger than the general population, those numbers are probably an underestimate of the general club population. And they make sense, since people frequently gravitate towards the classic cars of their youth. But a good chunk of our members weren't even born when the last Alpine rolled off the assembly line in 1967, which bodes well for the future of the club and interest in the Marque.

(Note to self: next survey, remember to ask "what originally attracted you to Alpines?")

The vast majority – 87% – of us are married or living with someone. Spouses are mixed in their responses to our other passion, but fortunately most are pretty supportive. A third are full co-conspirators, while slightly more than half only tolerate them. Still, only a few reported resentment at home, and none have lost their spouse to a Jag owner.



¹ The SAOCA owes a huge "thank you" to Mandar Paradkar. Mandar is getting his Master's degree in Marketing Research and working at my company as an intern. He consulted with Mike and me on the questionnaire design, programmed the online questionnaire and did all of the analysis that went into writing this article. Thank you, Mandar!

Family Time. Slightly more members live in households without children than with them. Still, about 80% of us have children and 44% have children living at home. If I'm right that the survey respondents are slightly older than the general population, then this may be an overestimate of the number with children. Still, it is something worth thinking about in planning future Invasions. There will be more about that in a later article.

No Children	17	21.0%
Children Living at Home	22	27.2%
Children Living on their Own	28	34.6%
Children Living at Home and on their Own	14	17.3%
Total	81	100.0%

Supporting the Habit. One of the things that is readily apparent on the forum is how many members have a fairly deep understanding of auto mechanics and design. I wondered what we did for a living. Not surprising, we're a pretty diverse lot, but as shown in the table below, many are in technical professions. I included this question for more than just curiosity; we all want to make the club better and knowing something about members' occupations can be helpful in assessing our resources.

Computer/ IT/Telecommunications/ Engineer/Technology	16	19.0%
Retired	16	19.0%
Services (Professional)	11	13.1%
Vice President/Manager/Corporate	9	10.7%
Services (Technical)	7	8.3%
Architect/Civil/Construction	6	7.1%
Mechanical/Automotive	5	6.0%
Sales	5	6.0%
Other	9	10.7%
Total	84	100.0%

Technical profession or not, we like to work on our own cars! 86% of us do our own maintenance on our cars, and three-quarters also do our own repairs. Professional mechanics don't make a lot of money on this group, as only 15% turn to them for repair work. The rest go to friends or some other non-professional (probably a brother-in-law). About a quarter of us are Expert mechanics (defined in the survey as able to "rebuild almost any component without help") and another 40% are "Competent 'shade tree' mechanics".

Finally, in terms of basic member profiles, a little more than a third (38%) have been in the club since the beginning (more than 3 years), about the same amount for 1-3 years, and about 25% have been here less than one year.

More than Just Cars? One of the personal questions asked in the survey was whether or not members had other hobbies besides Alpines. I asked this because I thought that we might be able to boost Invasion attendance by offering something else for members to do, for example a golf outing as an alternative to the traditional road rally. We had 77 responses to this question, although five of them were a simple "yes", four were just "no" and one was a more specific "no": "What else is there? Do some people have other hobbies?" (Second note to self: remember to be more specific next time.) So, in the end we have hobby information about 67 members. Members were free to list as many hobbies as they like, so we have quite a few listed in total.

The results suggest that the golfers could at least put together a foursome at an Invasion, although golf is far from the number one hobby. That honor belongs to home maintenance, improvement and renovation, which was mentioned by 12 members. Renovating a house might be a difficult Invasion activity (although I'd be happy to host one if we could figure out a way to make that work!), other hobbies do suggest alternative activities for club events. For example, close behind home work—with 10 mentions each—is a three-way tie between fishing, wood and metal working, and spending time with children and grandchildren. Motorcycles and motorcycling had 9 mentions and boating, hunting, golf and working on other cars each had 6. The remainder encompassed a variety of things, from archaeology to martial arts, along with one member who listed "strippers" as his hobby.

In the next issue of the Marque...

So, that's some of what we now know about ourselves. But, it's only a fraction of what else we learned. Unless someone tells me to stop, I'm planning four more articles from the survey. Part II in the next issue will focus on our cars; we'll look at colors, options, and modifications. Right now, I'm planning on focusing Part 3 on the Invasion: why we attend, why we don't and what people think we can do to improve them. Part IV will examine satisfaction with the club, the website and the Marque, including recommendations people made for improving those. And finally, unless you are all sick of this by then, I'll try to wrap it all up in Part V, with a summary of what we've learned from the survey and what it means for the future of the club. In the meantime, please feel free to drop me a line (please use europaean230sl@yahoo.com or send me a private message on the forum) with questions, suggestions or comments. I'll do my best to incorporate your ideas into one of the upcoming articles.

Thanks to Jim Stone for all his hard work. - Ian



Building an Alpine Race Engine

This article has been reprinted in memory of Carl who passed away November 8th.

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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To join the SAOCA: Please visit www.sunbeamalpine.org and complete the online application form. You may also contact Paul Scofield 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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