

# The Alpine Marque



Invasion II, 2002

*The Magazine of the SAOCA*



**ISSUE 3**  
**FALL 2002**

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***NEXT ISSUE:** We will pick up with Jan Iggboms survival story about 3000RW and it's current day racing exploits.*

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## *SAOCA Club Officers*

Ian Spencer - President  
Jeff Sankus - Vice President  
Scott Christie - Secretary & Registry  
Andrew McGraw - Treasurer  
Steve Silverstein - Racing Historian

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Bob Berghult - Atlanta, Georgia  
Jan Iggbom - Balsta, Sweden  
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Paul Scofield - Florence, Colorado  
Steven Kirk - Arlington, Texas  
Brent Kasl - Lincoln, Nebraska  
Bruce Davis - La Verne, California  
Milton Estabrook - Morrill, Maine  
Curt Meinel - Ossining, New York  
Bill Atalla - St. Helena, California

**Chuck Nicodemus**

***COVER PHOTO:** Nicole Spencer and Lori Spencer enjoy competing in the poker rally in Nicoles Series IV automatic.*

# OFFICERS REPORTS

## President - Ian Spencer



I've decided to make this issue of the Alpine Marque a special Invasion II edition and publish some of the outstanding pictures we received and tell all about some of the event highlights.

We will continue with the 3000RW story in the Winter issue due out in December. I hope you enjoy all the pictures we have for you and I would like to thank everyone who contributed.

I want to thank the following people for helping with the Invasion this year.

Andy McGraw, for handling all the pre-registrations, helping me with the rally, running errands and making signs. Andy has also worked very hard to help with the SAOCA web site and new memberships.

Brian Shilt, for making all the behind the scene arrangements and errands.

Lori Spencer, Catering arrangements and food. Brad Babb for cooking it all.

Mike Phillips, for the obstacle course, Alpine coloring book, and showing up to help on time.

Scott Christie, for everything from hosting the event to running errands.

I can't say enough good things about these people for all they have done to not only support the club, but me and all my crazy ideas. Most of all I want to thank my wife Nicole for putting up with me. It takes a special person to deal with my Sunbeam obsession and even though she doesn't always understand, she still loves me and lets me sleep in the house at night! So, at least I've got that going for me! :-)

Keep 'em on the road!  
Ian Spencer

## Secretary - Scott Christie



By the time you read this summer will be in full swing, with all its unbearable heat and humidity. Temperatures in South Eastern Ohio have reached into the 90's, and when you factor in the heat index you're well over 100. I don't know about you, but that makes ANY convertible, even Alpines, unbearable. So I've been concentrating on collecting parts for my two on-going Series 3 restorations.

Work continues with the special club model, but if anyone has period photos from magazines showing the Sebring Alpines please forward them to me. K& R have released their early series Alpine models, so work on our special model should commence soon.

There was major news in July when the ARCC (Association of Rootes Car Clubs) in England announced the recovery of thousands of original Rootes Engineering Department drawings. Their intent is to catalogue the drawings, permanently store them in an archive, and use them to reproduce parts. This announcement served to hasten my discussions with the ARCC for our club to become affiliated – we need to participate in this to get critical parts reproduced! They have asked all affiliated clubs to submit a top six “wish list” of parts you would like to see reproduced, so send me your “wish list” and I'll compile a Top Six to be sent to the ARCC.

The new Carnival Red Series II Alpine model is out, produced under Corgi's Vanguard range. Detail for the price is very good, my only gripe being black-painted softtop panels and a windscreen frame that seems too thick. Also, be on the lookout for the Corgi James Bond Dr. No Alpine, in Lake Blue. Both models are popping up on Ebay.

Finally, I'll leave you with a bit of Ancient Alpine Wisdom: *“The crappiness of a car is in direct proportion to the difficulty and length of the journey to retrieve it”*. How many of us, having driven hundreds of miles only to find a rusty shell, can relate to this? If you have some Ancient Alpine Wisdom, submit it to the Marque and we'll see it gets printed.

Happy Alpining!  
Scott Christie

# CHAPTER NEWS

## Southern Ohio Chapter

With another Invasion under our belt, the Southern Ohio Chapter will be passing the torch on to someone else for future Invasion events. We can now focus on other ideas to help bring money into the club. This has been a very expensive year and we have learned a lot about what it takes to create a club and sponsor our own events. We will continue to share our experiences and assist with other chapters that want to plan activities in their areas.

Some talk that we have had about things to do have been to sponsor, or “adopt” a section of our local highway. This will be a good activity that will not only benefit the community, but get the SAOCA's name out to the public as well. We have also discussed having a local road rally and inviting all of the other local British car clubs to participate. Proceeded could be split between the club and a local charity. I have made the steps to contact the local chapter of the SCCA Road Rally Club to see if they would have any interest in supporting this idea.

## Dallas / Fort Worth Chapter

I would like to thank Ian and the Ohio group for the Sunbeam Invasion 2. The SAOCA Texas members who made this event were myself, Bill Mohr plus Sid and Anna Neff. We all had a great time. I returned to Texas with the long distance award plus, a speeding ticket (courtesy of an Indiana state trooper). Sid Neff and myself also won the press on regardless award on the rally, my excuse for this being I simply could not risk another speeding ticket.

The Dallas Fort Chapter of the SAOCA had its second meeting on June 13<sup>th</sup> attended by Don Magness and myself. Unfortunately Don was unable to bring his series 2 Alpine due to a transmission failure, I can however report that this is now fixed and Don is once again mobile.

During the last couple of weeks two potential new SAOCA members have contacted me. The first owned a series 3 in the sixties, which was sold to

help fund his college expenses, and now he wants another one. The second has two series 5 Alpines stored in a barn; the first car has a rotary engine but has been off the road for several years. The second car is a stripped shell, which was once used as a salad bar in a restaurant, a very sad use for such a fine vehicle. This guy would like to exchange/sell these cars and plans to find a series 3 Alpine.

There was an idea from one member to have a cruise sometime next year. If any of the Texas members know of any events worth attending in their area or have any ideas please contact me. Lets keep these cars on the road and have fun doing it.

Steve Kirk

## **New York Chapter**

On saturday June 29th, the New York reigion iof the SAOCA held it's first meeting of what will be hopefully many more to come. Four Sunbeams and six owners gathered at Chapter President Curt Meinels house for an informal BBQ to discuss future area events. Thanks to Ian Spencer and Andrew Masse for the chapter banner that arrived two days before the event.

Present at the meeting were: Dan Templeton (Series 3), Curt Meinel (Tiger and Alpine V), Bob Wegner (Series 3), Steve Shuttleton (Series IV), and Bob Sekelsky (Series II).

After about an hour of stories and looking at each others Sunbeams, we sat down with our burgers to discuss how we wanted to set up future events for our chapter.

Many options were discussed with the consensus that our first years events should be informal and family related. A trip to Hudson Vally Winery and The Old Rhinebeck Air Show were suggested. Curt will try to arrange these events for late August and September.

Our first annual Tiger vs. Alpine owners vollyball match had to be canceled dure to the 5 Alpine to 1 Tiger handicap! The meeting ended around 6 PM and I'm happy to report everyone made it home safely.

Curt Meinel

## New York Chapter meeting pictures!



*L to R: Dan Templeton, Curt Meinel, Bob Wegner, Steve Shuttleton, Bob Sekelsky.*



*ABOVE: Dan Templeton looks at Bob Sekelsky's beautiful Series II Alpine.*

# RACING ALPINES

## Steve Silverstein - SAOCA Racing Alpine Historian



This quarter's racing story, written by David Kellogg, highlights Bob Avery's Harrington which was the feature car at the Sunbeam Invasion II. As anyone will attest this is a fantastic car, which has been beautifully restored. Bob has done a great job of restoring this famous Harrington Alpine and should be very proud not only of the car's racing history

but the fact that it was such a part of his family's history. This car has a special place in every Sunbeam enthusiast's heart.

In David's story, Theodoli's Ruby, he tells of the racing history of the car but it should also be noted that David has been involved with the Theodoli Harrington for many years. After a chance introduction to Dick Waite (member of the 1963 crew at Sebring) at a vintage race he took up the challenge of finding and documenting the car's past. It is through David's research that a significant portion of the history has come to light.

David has played a major role in bringing this car into the limelight and I really want to thank him for his story.



Steve Silverstein

# ***THEODOLI'S RUBY: THE 1961 SEBRING HARRINGTON***

by David Kellogg Copyright 2002

Racing is a rope whose strands — politics, promotion, and performance— aggressively vie for attention. With all three in balance and the whole tightly wound, the result is an even-stranded thing of beauty. Racing, Sunbeam and success were intertwined from the start, an artful weaving which traded competition success for sales, the ultimate *Quid pro quo*, until they bankrupted themselves with ever more exotic racing endeavors. The Harrington stems from this line: it was an aftermarket GT Alpine, which cost more than a Jaguar XKE, with considerably less performance. Clearly Rootes Group did not learn the lesson Sunbeam offered, itself falling victim to buy-out just as it made its most modern 'marque,' the Alpine. This is the story of a particular Harrington and its role in the final flowering of Sunbeam's competition success. And this is an homage to Rootes and Thomas Harrington Company, Ltd. for having been sufficiently mad to produce this beguiling car.

A Harrington Alpine is a graceful thing indeed. It is an enclosed factory approved coachbuilt variation on the Alpine, smaller than the Aston Martin DB's it resembles, more assertive in front. The tail features an endearing, abbreviated trunk lid and retains the tall fins of the early 'series' cars. In profile it recalls a distinguished predecessor, the Ferrari 212. All Harringtons featured a 'glass fibre' fastback roof which gave 2" extra headroom, and luxury interior upgrades in the gran turismo tradition. For the engine bay, Hartwell offered three stages of tune (up to 115 bhp) at additional expense.

And the Harrington is rare: due to limited production (approximately 374) it is little known even in club circles. The types —A (108 examples), LeMans (250) C (12 or 13) and D (4)— are distinguished by styling cues around the fins, roof line, trunk and exterior trim. Because they were made to order, most cars had one-off details and trim.

Today's 'Beamers' rightly see the early nineteen sixties as a heyday within the golden era of American road racing. However, by the time the 'series' Alpine— was introduced at Earl's Court in July 1959, Sunbeams had frequented the winner's circle for nearly 50 years, when the Rootes brothers still made bicycles. Despite limited numbers, Harrington Alpines played a disproportionately significant part in competition success, with this Sebring car playing a vital role in the Works Team's campaign.

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Two Harringtons were campaigned in earnest amidst a flock of open Alpines, and their achievements are near legendary. At Le Mans the first of these cars, a works prepared fastback in sea-crest green, with purpose built streamlined aluminum coach-work, won the 1961 Index of Thermal Efficiency, driven by Peters Proctor and Harper. The award carried a larger purse than second place overall, and would prove to be an apogee for Alpine racing. At Sebring the same year, the ruby red Harrington, driven by Filippo Theodoli (pronounced thee-aw'-do-lee), completed the 12 hour enduro with Freddie Barrette co-driving. They finished 6<sup>th</sup> in class behind a 1-2-3 phalanx of Arnolt Bristols, of significantly superior displacement.

Beginning with a 'stock' —albeit left drive— Harrington, the Theodoli car, was upgraded for racing by the late Tom Frye and Stan Hallinan of D & H Motors in Bow, New Hampshire. Preparation for endurance racing included addition of a trunk-mounted 40 gallon fuel tank, a Monza-style gas cap mounted atop the right rear fin, a roll bar, and special seats. A full race cam was added, with twin Weber 40 DCOE carburetors for power.

Stan Hallinan recalls that the Harrington's engine was not 100% developed: "We never really got it to breathe right. It might have been the carbs or the size of the exhaust; we only had a stock exhaust system on it. Theodoli would come up and check on the car, but only for a short time, and then he would leave again. He never drove the car, and we just ran out of time getting it ready. In the end, we had to leave [for Florida]." 1962's results were less good: 10<sup>th</sup> in GT-9. In truth, Theodoli was part of the problem; he himself could not wring the utmost from the car, even if Rootes had provided all the advantages of the factory cars.\*

In the early sixties Sebring's promoters were still seeking sufficient sponsorship to secure financial success, despite being the only FIA sanctioned racing event in the US. How was Theodoli involved? Alitalia Airlines' financial support for Sebring was procured through the Gardner Advertising Agency, of which Theodoli was European Account Executive: he handled the Alitalia (and Ferrari) accounts. In years when driver or manufacturer championships were close, Sebring was a crucial event so Ferrari, among others, had to attend.

Theodoli was also a personal friend of Luigi Chinetti, Ferrari's head of US competition, so in 1963 the Harrington raced with the prestigious NART decal —certainly the only Sunbeam ever to do so! Despite that, and sharing the Ferrari hangar, Freddie Barrette reports that the Harrington

sharing the Ferrari han-gar, Freddie Barrette reports that the Harrington pitted next to the factory cars to pool resources and, in 1962, was officially a Rootes entry.

Factory support peaked that year, when Rootes Motors entered four cars at Sebring, including the Lew Spencer/Ken Miles car which dnf'd with engine failure. The next year only privateers —Theodoli and the Sports Car Graphic project car returned. It was expensive to transport and cam-paign cars “across the Pond,” particularly when the results were not stellar. This could, however, be con-strued as cause and effect, the result of financial neglect. Rootes was forced into fiscal conserva-tism: the market for the Alpine was established, and de-spite healthy European and American sales, the Alpine represented a tiny fraction of Rootes' aggregate in-come. Visibility and success were easier to secure by rallying in Europe with the proven Hillman and Rapier lines; the Imp project was in the pipeline, and labor disputes loomed larger than all other concerns combined. In hindsight, it would seem that Rootes' strategy was not to win, but simply to be there. Wins were attributable to the Alpine's original design integrity and a few fervent individuals who surpassed the factory's half-hearted, under-funded team. That John Panks moved back to England immediately after the 1962 Sebring race is not likely coincidence.

“The gathering of drivers at Sebring in 1963 is considered among the finest ever at any event in American motorsport history.” (Breslauer, p. 77) The old guard —Surtees, Graham Hill, Hansgen and Foyt— and the new — Phil Hill, Hall, Sessler and Donohue, gave the roster constellation status. Though daunting, this means the Theodoli Harrington raced with the brightest of the stars and the most memorable of cars.

Theodoli's Harrington, now co-driven by Alpine racer Bill Kneeland, returned to Sebring in 1963 to place 4<sup>th</sup> in class behind the Sports Car Graphic project car driven by Jerry Titus and Davey Jordan. First place in GT-9 was again taken by a Factory Porsche, the Abarth of Holbert/Wester; second went to the Merino/Rosales Porsche GT.

Harrington crewmember Richard Waite recalls an incident which could have cost dearly: “Early in the race it was obvious that gas consumption was going to be higher than expected with the Webers. The pit steward had sealed our [gas] filler cap with safety wire, which should only have been cut by the steward when the car came in for its scheduled pit stop. We had to bring the car in early, and while hurrying to remove the safety wire, the entire filler assembly came off in our hands. Naturally we put it

on with duct tape, which was completely illegal, and sent the car back out. It was leaking like hell, and particularly in left hand turns, the car spewed gas all over the track. Toward the end of the race, Masten Gregory spun his XKE in gas from our car, and when he came over to our pit he was plenty angry. He looked as though he was going to get unpleasant, but he told us exactly what he thought of us and left." No protest was lodged, and the Harrington's best showing at Sebring went into the books.

After the 1963 race, the Theodoli car was returned to D & H Automotive. It was there that Bob Avery, a New Hampshire native, first saw the car: he contracted to buy it the same day. Almost forty years have intervened. In the restoration of the vehicle to its present state of splendor, great attention has been given to matching the original vehicle, based upon exhaustive research and the extensive documentation which came with the original purchase.

Beyond its visual allure, this car's distinguished history incorporates some of the Sunbeam marques' strongest competition performance, written in the ink of racing's records, a fitting entry in Sunbeam's rich competition history. In retrospect, the devoted were unaware that theirs was soon to be a lost, though not forgotten marque. It may be best that they did not know that theirs' was the last strand of Sunbeam success in racing, before the rope unraveled.

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\* Rootes Works Team cars had limited slip rear ends and five speed ZF gearboxes which Rootes was unwilling to give the American cars. Vince Tamburo attested to this in an interview early this summer.



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# FEATURE STORY

## *The Sunbeam Invasion II*

*photos by Steve Silverstein*

Well... we did it again. Invasion II, 2002 has now officially come and gone and all we have left are the memories. And what a great bunch of memories they are too. Not only did we have clear skies, but we had 35 Alpines, a handfull of Tigers and 1 Sunbeam Minx. To top it all of we had Bob Avery's Sebring Harrington Alpine as the featured car! Although the temperature was a bit on the warm side, we still had plenty of shade to park under and lots of cold drinks to keep everyone cool and relaxed for the weekend event.

The event kicked off on Thursday with some last minute set up and an informal Subway dinner. We all enjoyed gathering under the tent and shared stories about our Alpines and the recent driveto Tipp City. Steve Kirk, from Arlington Texas, drove his RHD Series II a total of 1220 miles and only got one speeding ticket on the way! He was clocked by the State



*“Cool Cat” Ed Esslinger shows SAOCA Treasurer Andy McGraw how to install one of his Wiper Control Units into Andy’s Series 3 Alpine.*

***BELOW: Brian Shilt and Jim Ellis proudly display their Series V Alpines in contrasting Signal Red and Embassy Black.***



of Indiana Highway Patrol doing 87 MPH in his Alpine! “That’s fine” Steve says, “I was doing 110 only minutes before I saw him.” Yes, Steve’s Alpine has overdrive and a 3.89:1 rear end. That’s a fine combination for highway cruising at these kind of speeds, as Steve can surly tell you!

The event picked back up again early Friday morning. As everyone gathered and registration got underway, several people began to work on their cars and perform some needed maintaince before the rally on Saturday and the trip back home on Sunday. Jim Ellis was a big help and adjusted the valves on several cars. He also gave a demonstration on the newly installed Weber 40mm DCOE’s that he has on his Series V.

It wasn’t long before Bob Avery and David Kellogg pulled in withthe Sebring Harrington Alpine, which was a major distraction and everyone literally dropped what they were doing to watch them unload the car. This, of course, is a remarkable car and without a doubt one of the most famous Alpines in racing history. Bob purchased this car right after the 1963 Sebring race while it was still on the trailer and still has all the documentation pertaining to it’s purchase and important history. It was a delight to finally see this car with my own eyes and even more enjoyable to have an opportunity to spend some time with it’s proud owner, Bob Avery.

Bob tells me that in all the years that he has owned his Harrington, he has never seen another like it until mine. He and I both agree that this event could quite possibly be the first time in American history that two finned Harrington Alpines have ever been together in one place.

Joining Bob's Carnival Red Harrington Alpine was my Wedgewood Blue Harrington Alpine and two Carnival Red Harrington Le Mans cars, one owned by Jan Servaites and the other by myself. A fine turn out of Harringtons... wouldn't you say?

There was plenty of time to talk and relax in the cool air conditioning of the local Tipp City establishment "Bullies" during the 11:00 lunch. Everyone rounded up and drove their Alpines in as a group, which is always a lot of fun. I think we even managed to stop some traffic on the way there too! Bullies is a "Sports" bar type of place that has burgers, beer, and hot wings. It was a great place for us to gather and we all enjoyed the food which quickly made it to the tables.

Mike Phillips had an afternoon challenge waiting for those who dared to attempt it. Waiting for everyone back at the event site was the obstacle course. This event was designed to test not only your driving skills, but



***ABOVE: Two early Harrington Alpines together for the first time. It's not known if there have ever been two or more of these rare Alpines together on American soil before.***

***BELOW: Judy Berghult tests her skills during the Friday afternoon obstacle course.***



your other senses as well. From the starting line you must back your way around the course, around a tree and into a turn around point. You then had to drive forward to a check point where you had to parallel park your Alpine while blind folded. Only your passenger was allowed to coach you while you attempted to park the car between the orange parking cones. Once completed, you and your passenger had to perform various tasks ranging from shooting the MG and Triumph with a ping pong ball gun (without hitting the Alpine, of course) to hitting a croquet ball through a hoop. All while remaining on course and driving either forward or backwards.

Much fun and enjoyed by all, the obstacle course was indeed a big hit. Next time we will figure out how to award prizes and keep score.

By this time, several people had already arrived with truck loads of parts to sell to eager buyers. Robert Jaarsma, Doug Jennings and Eric Gibeaut all had nice displays of parts and were quite successful selling their goods. I managed to buy a few goodies from each of them myself, including a NOS set of early style back up lights and a

speedometer cable for my wifes Series IV automatic. It's always nice to have parts there when you need them. That speedometer cable was all I needed to have my wifes Alpine ready for the Poker Rally on Saturday morning.

Brad Babb really helped out a lot this year by not only providing us with all the great 3M products we gave away, but he donned his chef's attire and cooked up a fantastic feast for Friday nights dinner. We had enough burgers, brats and chicken to feed the largest crowd of hungry Sunbeam owners in this part of the country and Brad did a great job cooking it all up. Many extended thanks to Brad fo all his gracious help... we sureappreciate it.

After dinner the gang all got in the mood for ice cream and decided to make a run to the local Dary Queen. Now, the local DQ does not have a very large parking lot so what do you think this gang of Sunbeamers did... they raided the local Fire Department! I'll tell you what. I can't take these guys anywhere... can !! Luckily, there was no harm done (and no Alpines blocking the fire trucks in case of an emergency!) and everyone had their



***ABOVE: Is it fixed yet? Shannon Boal takes a break from working to smile for the camera.***



***LEFT: A hungry crowd gathers at Bullies Sports Bar for lunch on Friday. Thank the Sunbeam Gods for air conditioning, good food and good friends!***

fill of ice cream. So, it was back to the hotel to relax, socialize and get ready for the Poker Rally first thing Saturday morning.

10:00 AM sharp were the instructions given for those planning to participate in the Poker Rally. For the most part, things went smoothly and no one really got too lost... well... almost anyway! It sure was great to see all those smiling faces crossing the finish line and I was specially thrilled to see my wife Nicole and sister-in-law Lori drive as a team in Nicole's Series IV automatic. (See story page 25).

Lunch was waiting for the rally participants as they crossed the finish line. Skyline Chili Company, a local phenomenon, provided chili cheese conies and 3-way spaghetti / chili combos to satisfy the hungry drivers and navigators appetites. There was still a long day of judging and door prizes

***RIGHT: Brad Babb and Jim Ellis discuss the process of adjusting the valves on Brad's Series V Alpine. Jim had everyone's Alpines purring like a kitten by the end of the show!***

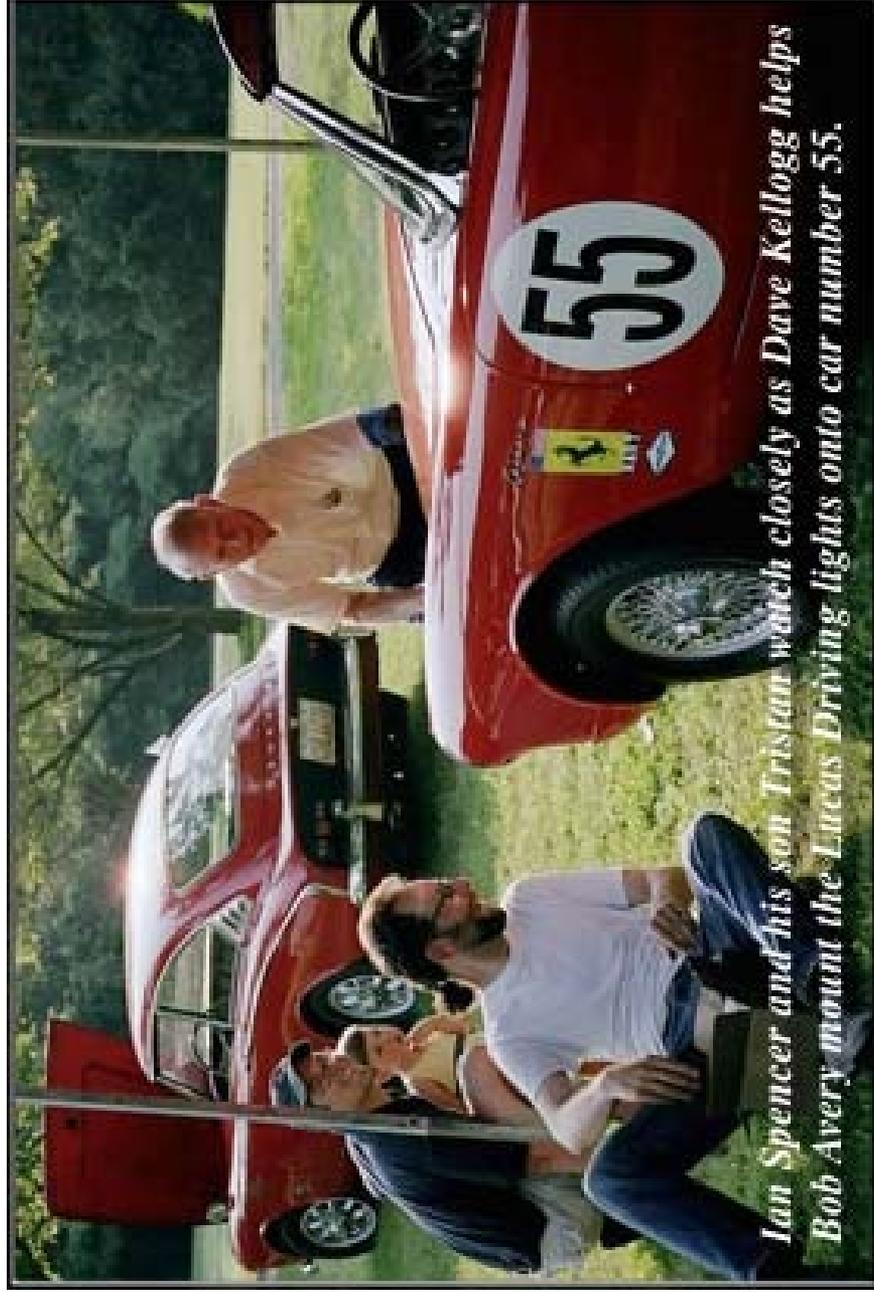




***ABOVE: Steve Silverstein enjoys ramming around in Ian Spencer's Series II. This RHD Alpine is an unrestored car.***

ahead and we wouldn't want anyone going hungry. The Popular Vote Car Show took place throughout the rest of the afternoon. Alpines were all nestled in around the shade trees and everyone relaxed next to their cars to stay out of the sun and heat of the afternoon. As people voted, Scott Christie gave away some of the smaller door prizes. There were several 3M promotional products like Mag Lights, hats, and golf towels. There were even some SAOCA polo shirts, coolers, duffel bags and ball caps given away too. The remainder of big prizes were drawn after the pig roast dinner that evening. There were over \$1500.00 in prizes given away to some lucky club members. Just ask Bill Evans. He won the \$500.00 Sunbeam Specialties gift certificate! (See page 35 for the complete list of prize winners.)

The event wrapped up with a wonderful awards presentation where the popular vote trophies were awarded as well as some special awards for Bob Avery's Sebring Harrington Alpine and the Spencer Family for all they did to make this event possible. I really want to thank my local chapter members for all they did to help make this event possible. I also want to thank everyone that took the effort to drive long distances to make the event. - *Ian Spencer*



*Ian Spencer and his son Tristan watch closely as Dave Kellogg helps Bob Avery mount the Lucas Driving lights onto car number 55.*

# SAOCA Regalia Order Form

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# SAOCA REGALIA

- A The SAOCA Polo Shirt.** Available in Alpine White, Embassy Black, Carnival Red, Forest Green or Midnight Blue with embroidered logo. A must for all Sunbeam enthusiasts! Wear this high quality shirt with pride as you show off your Alpine at the next car show. 50/50 poly cotton. \$24.99 (Specify S, M, L, XL, XXL) **Ad your Alpine serial number at no extra cost!**
- B The SAOCA Twill Cap.** Available in Midnight Blue or Alpine White with embroidered logo. This durable mid-profile is made from 100% cotton brushed twill. 6 panel construction with seamless front. Adjustable closure with grommet. (One size fits all.) \$14.99
- C The SAOCA Crew Neck Sweater.** Available in Midnight Blue or Alpine White with embroidered logo. This classic and comfortable hand knit sweater is made from 100% combed cotton. Light enough for most climates. (Specify S, M, L, XL, XXL) \$49.99
- D The SAOCA Presidential Jacket.** Midnight Blue only with embroidered logo. Lightweight 100% cotton. Perfect for top down rides on those cooler days. Unlined with pockets and elastic cuffs. (Specify S, M, L, XL, XXL) \$69.99
- E The SAOCA Long Sleeve Twill Shirt.** Available in Midnight Blue, Alpine White or Embassy Black with embroidered logo with pocket. This Twill button-down is teflon treated for resisting stains from British grease. Made from 100% cotton twill and features double needle stitching with adjustable cuffs. Short sleeve available upon request (Specify S, M, L, XL, XXL) \$39.99
- F The SAOCA Crew Jacket.** Available in Midnight Blue only with embroidered logo. Help support the SAOC of America during the off season while wearing this winter weight Crew Jacket. 100% Taslan nylon outer shell with fleece lining for warmth. All pockets zip shut including interior pocket. Water repellent. (Specify S, M, L, XL, XXL) \$74.99
- G The Harrington Alpine Polo Shirt.** Available in Embassy Black only with embroidered logo. **Please specify your Harrington Alpine or Harrington LeMans serial number.** This is Harrington Alpine owner exclusive! 50/50 poly cotton (Specify S, M, L, XL, XXL) \$24.99
- H The SAOC of America Vinyl Windshield Decal.** These decals apply from the inside of the glass for a longer lasting, better looking appearance. Full color, 3" diameter. \$1.50 ea.

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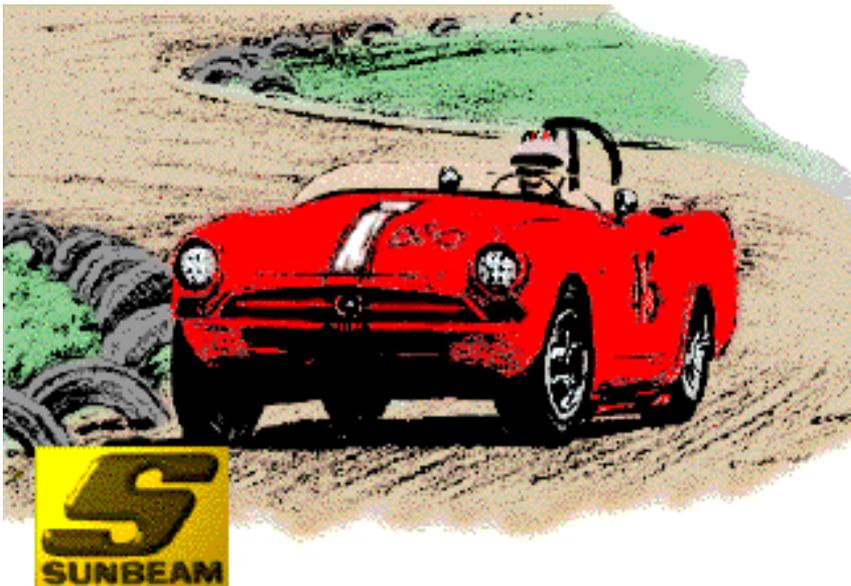
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We have an extensive parts reproduction program and a large inventory of NOS and aftermarket parts. Our knowledge and experience in repairs and restorations are always available to our customers. Call upon us to help in the maintenance and restoration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

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# THE POKER RALLY

This year the Poker Rally was designed around the same course as the year before. There were some slight modifications and two new check points just to make things different. This event has proven to be the highlight of the weekend and great fun for those that participate.



*Mike and Jean Adams*

Each team consists of a driver and a navigator. The team must be driving in a Rootes vehicle which hopefully has a working speedometer. The navigator must coach the driver through the course to the finish line by following simple clues based on street names, road signs and other various objects found along the way. We also provide mileage and directional arrows for turning at opportunities when required.



*Mike Crawford and Robert Jaarsma*

The object is to not only complete the course closest to the master time, but to collect poker cards at the check points to hopefully end up with the winning hand. Five cards are given along the way. One at the start, one at each of the three checkpoints and one at the finish line. The opportunity



***Bob Berghult and Paul Scofield***

to receive three bonus cars is available if either the driver or navigator successfully answers a Sunbeam related question at the check points.

Congratulations to Tiger Tom and John Logan for crossing the finish line a mere 45 seconds over the master time of 1

hour, 28 minutes and 01 seconds. The teams played many good poker hands as they crossed the finish line too, which made it tough for us to determine a winner until the very last car came in. Jeff and Sandy Hacker were looking like the winners once again this year for not only the timed course, but the poker hand as well. However, their pair of Aces and pair of Sixes were soon called by Bob Parker and Mark Williamson's pair of Aces and pair of Kings. Nicole and Lori Spencer really turned up the heat when they arrived at the finish line with an Ace over Ten full house and nearly won! Unfortunately for them, Mike and Jean Adams straight just couldn't be beat and made them the Poker Rally champions for the year 2002.



***Joe and Kerch McConley***

Thanks to everyone that participated in this years Poker Rally. I hope everyone had as much fun driving it as I did putting it together. This is an event that I would like to repeat on a larger scale as a one day outing. - *Ian Spencer*

# Poker Rally Results

(In order of finish time)

<u><i>Driver / Navigator</i></u>	<u><i>Time</i></u>	<u><i>Poker Hand</i></u>
1.) <b>John Logan / Tiger Tom</b>	1:28:46	10, 10, A
2.) Jeff & Sandy Hacker	1:32:59	A, A, 6, 5
3.) Chuck Champaign / Brad Babb	1:38:06	n/a
4.) Lynn Cardwell / Eric Gibeaut	1:38:19	Q, Q, 10
5.) Joe & Kerch McConley	1:39:05	n/a
6.) Bob Parker / Mark Williamson	1:40:15	K, K, A, 6
7.) Mike Crawford / Robert Jaarsma	1:41:45	K, K, J, J
8.) Jeff Lee / Tim Stiffy	1:45:19	n/a
9.) <b>Mike &amp; Jean Adams</b>	1:46:40	<b>5, 6, 7, 8, 9</b>
10.) Nicole Spencer / Lori Spencer	1:52:01	A, A, A, 10, 10
11.) Jim Ellis / Bill Mohr	2:07:38	n/a
12.) Bob Berghult / Paul Scofield	2:12:00	n/a
13.) Bob & Barb McFarland	2:21:46	n/a
14.) Steve Kirk / Sid Neff	2:23:42	5, 5
15.) Steve Silverstein / Bill Haley	DNF	

Results based on master time of 1 hour, 28 minutes, 1 second. Poker hands not shown were not a pair or better.

# MEMBER PROFILE

Dear Salli,

I've always wanted a convertible of my own to drive. How did you convince your husband to buy you an Alpine?

Sincerely,  
Envious

\*\*\*\*\*

Dear Envious,

Glad you asked that, because it's kind of a funny story! My husband, Mike, had been rebuilding and restoring Chevys for several years. He drives a completely rebuilt 1967 Chevy Nova, a real muscle car. I wanted him to redo one more – a convertible for me. Mike feverishly contended, "I'm not rebuilding another car! If you see something you like, take the checkbook and buy it." I thought I'd like a smaller Chevy like a Corvair or a Camaro. But, that all changed one snowy January! I saw an ad for a local auction with cars being sold from an estate and several other consignments. At the Wednesday night preview of the auction, I saw two convertibles that I liked. One was a cute little red car that said "Sunbeam" on the hood. The other was a classic white MG replica kit car. My mechanic (husband Mike) had to work the Saturday of the auction, but he good-naturedly went to look at the cars before going to work. He examined both of the convertibles and said, "Well, the kit car is on a VW chassis so I could probably work on it. The other one is a British car and I really don't have any tools for it!" Note: he didn't actually say "No" to the Sunbeam. We decided on a budget of \$4000.00 max for either car, and he went off to work.

Please understand that I am a novice when it comes to buying cars, especially at auctions. I also have trouble making big decisions on my own. So, chicken that I am, I asked my daughter, Lora, and one of my friends from work, Al, to meet me at the auction. Al was also interested in a convertible, but it was a Pontiac Le Mans that held his attention. Both of the cars I wanted were in great shape, but I kept edging closer to the "little red car" when no one was watching. The white MG and the red Sunbeam were parked one behind the other in the same row.



He said \$3900. Gulp!! I nodded my head at \$4000 and held my breath. Across the nose of the little red car the other bidder was silently shaking his head “No.” I’d won, I’d won! The little red car was mine! My knees were weak, my heart was pounding and my hands were shaking. I’d bought my dream car!

After I had settled up with the auction teller I planned to have a towing service pick up the car. The seller assured me that it was in good running condition, and didn’t I want to drive my new car home? I hesitated as I thought about the snow covered streets and the 5 mile drive home. Lora and Al are both the young and daring, and they offered to drive it home, with me following, and then take me out to lunch. So we took the keys and headed out to where the car was parked. I was a bundle of nerves when it didn’t start right up. Grrr-rrr-rrr, then a puff of smoke and we were off! I prayed all the way home that the other drivers would give us a wide berth. Miraculously we made it home. The driver and navigator said it was fun, but cold. The car obviously ran good, but the seller didn’t tell us the heater wasn’t connected!

At lunch I ordered a glass of wine. Picture a grandmother-type in her mid-fifties (who only drinks one glass of wine a week if she’s lucky) being such a nervous wreck that she drank wine at lunch! I couldn’t believe it! I was a car owner! From my cell phone I called Mike at work. I blurted out, “We bought a car!” His response was, “What did WE buy?” I told him all about the little red car coming up for auction first (luckily), nobody bidding on it (only one other), how I stayed within my budget (barely), and how well it ran (without a heater).

So, Envious, my advice is to get out there and buy your own Alpine! I fell in love with a car that I didn’t know anything about. I continue to learn more about my Sunbeam every day. And, luckily I have a husband who is handy at repairs – but that is another story!

Sincerely,

Salli (Sunbeam Alpine Lady & Loving It!)  
AKA: Jean Adams - Greenwood, In

Editor’s note: “Salli” invites all the lady drivers/navigators to write in with their questions. Salli and the editors will select one letter each issue to answer in the Alpine Marque. Address your questions to “Dear Sallie,” c/o Lori Spencer, 5209 S. St. Rte 202, Tipp City, OH 45371. Or e-mail your question to [lori@sunbeamalpine.org](mailto:lori@sunbeamalpine.org).

# TECHNICAL TALK

## WHY WE NEED A SUNBEAM WIPER CONTROL UNIT

By Ed Esslinger

### The Symptoms

This all started with that funny feeling you get, when you smell something burning, as you are driving down the road. You roll the window down and hope it's coming from outside the car. No such luck for me this time. I pulled over to the side of the road and stopped the engine. Upon investigating, I discovered the smell was coming from the area of the wiper motor. I touched the motor and found it to be extremely hot. I discovered that I had left the wiper switch on from the last time I had driven the car in the rain. I turned the wiper switch off, got back in the car and started down the road, after a few blocks that smell was back, as bad as ever. Can't be the wiper this time as I have turned off the switch. Stopped the car again and touched the wiper motor, discovered that it was still getting very hot. About this time I discovered that the wiper blades were not quite to the normal park position. I tried to lift the wiper blades and found they were stuck to the windshield I have no idea what caused them to stick. After freeing up the wiper blades, I turned on the ignition switch the wipers went to the park position and the motor did not heat up again.



*ABOVE: Ed Esslinger displays his Wiper Control Unit at Invasion II*

## **The Problem**

I decided to find out how this problem could occur. The Lucas Wiper motor is controlled by grounding the wires at the wiper switch or at the park switch on the motor. 12volts is supplied to the motor anytime the ignition switch is on. Rootes assumed that you would always turn off the wiper switch before the ignition switch was turned off. If this is done the controlling ground at the wiper switch is removed and the ground in the parking switch keeps the motor running until it reaches the park position and opens the ground connection. The problem arises when the ignition switch is turned off before the wiper switch is turned off. The wiper motor will stop wherever it happens to be at the time. The nexttime the ignition switch is turned on, the wiper motor will start and drag the blades across that dry and dirty windshield at best, or if stuck will over heat and destroy itself. If it does not blow the fuse first. This will happen even if you discover you left the wiper switch on and turn it off before the ignition switch is turned on, due to the ground being supplied by the park switch. This is what causes most Sunbeams to have scratched windshields.

## The Fix

1. We need to insure the wiper motor will always go to the park position when ever the ignition switch is turned off.
2. We need to insure that the wiper motor won't start if you turn on the ignition switch with the wiper switch still in the on position.
3. We need intermittent operation to prevent further scratching of windshields when there is only a light mist to obscure your vision.



**BASIC UNIT - \$39.95**



**BASIC UNIT with REMOTE ADJUSTMENT - \$42.95**



**SOLID STATE UNIT - \$49.95**



**SOLID STATE UNIT with REMOTE ADJUSTMENT - \$52.95**

POS. GND UNITS ADD \$10.00

Packing and shipping all units \$5.00

Copyright Ed Esslinger

**To order your Wiper Control Unit contact:**

**Ed Esslinger  
207 Country Club Drive  
Ozark, Alabama 36360  
334-774-5155**

edstiger@charter.net

# Prize Winners

## *Popular Vote Car Show*

- Best of Show** - Bob Avery (Sebring Harrington Alpine)
- Best Early Alpine** - Bob Parker (Series II)
- Best Late Alpine** - Jim & Lori Williams (Series V)
- Best Tiger** - Jeff Lee (MKI Tiger)
- Best Rootes Vehicle** - Bill Haley (Sunbeam Minx)
- Best Factory Original Alpine** - Bob Berghult (Series IV)
- Best Factory Original Tiger** - Mike Phillips (MKI Tiger)
- Best Personalized Rootes Vehicle** - Ed Esslinger (Series IV)
- Best Factory Toolkit** - Barb McFarland (Series IV Automatic)
- Furthest Distance Driven in a Rootes Vehicle** - Steve Kirk (1120 miles)

## *Door Prizes*

- \$500.00 gift certificate to Sunbeam Specialties - Bill Evans
- \$100.00 gift certificate to Sunbeam Specialties - Bonnie Gibeaut
- \$50.00 gift certificate to Sunbeam Specialties - Ruth Markel
- \$250.00 gift certificate to Classic Sunbeam Auto Parts - Willie Potter
- \$250.00 gift certificate to Classic Sunbeam Auto Parts - Shannon Boal
- \$50.00 gift certificate to Classic Sunbeam Auto Parts - Dougie Jennings
- \$50.00 gift certificate to Classic Sunbeam Auto Parts - Judy Berghult
- \$50.00 gift certificate to Classic Sunbeam Auto Parts - Joyce Cardwell
- \$50.00 gift certificate to Classic Sunbeam Auto Parts - Bill Blue
- \$50.00 gift certificate to Classic Sunbeam Auto Parts - Bill Mohr
- \$175.00 Cardoodletoon gift certificate - Brian Shilt
- \$175.00 Cardoodletoon gift certificate - Paul Almleld



*Bill Evans wins the \$500.00 Grand Prize.*



# UNITED XXIII

## Charleston South Carolina : Oct 11-13, 2002

Things are really starting to shape up for one of the best Uniteds ever! For you Tiger owners there will be several TAC senior inspectors attending our United and they will inspect your car for a fee. More information will be available soon as well as scheduling. I have met a Tiger owner who has a portable dyno and travels to various vintage races and car shows with his dyno rig. For about \$45 he will dyno any car you want to test and give you a printout of horsepower and torque at the wheels all the way to redline as well as your air/fuel mixture at any RPM. This could be a LOT of fun seeing who puts the most power to the ground-or just to see how well your engine is running. We will have to come up with an award for the winner of the horsepower shoot-out and this includes Alpines too! Please-if you are interested in doing this, send me an email at [sunbeams@sc.rr.com](mailto:sunbeams@sc.rr.com) as soon as possible so that I can see if we will have enough cars in order for him to bring his dyno to us.

Bonnie and I spent last weekend at the Hilton with the East Coast Mini club. You are going to really enjoy staying at the Hilton-it is a wonderful place! We have 100 rooms blocked for the United and so far over 30 rooms have been reserved. Please make your reservations early so that you don't miss out. The Hilton's phone number is 1-888-856-0028. Call between 8-5 PM (Mon-Fri.) and ask for in-house reservations. Tell them you are with the Sunbeam car club and/or Tigers East/Alpines East to get our discount rate. The discounted room rate is good for 3 days before and after the United if you want to stay a little longer.

Thanks for sending your United registration forms in early. A drawing will be held at the United from all early registrations (before October 1st) and a special prize given to the lucky winner as an incentive to register early!



## ***Upcoming Events You Won't Want To Miss!***

**October 5th** - The Southern Ohio Covered Bridge Tour - Join the Southern Ohio Chapter as we tour 20 historical covered bridges in the within our region. Tour begins 9:00 AM at Carillon Park, just off I-75 in Dayton Ohio. Contact Ian Spencer for more info. 937-395-0095.

**October 11-13** - The time for TE/AE's United XXIII in Charleston S.C. is drawing closer. October 11<sup>th</sup> will be here before you know it. Eric Gibeaut and Joe McLaughlin are planning a great event. Besides all the regular United activities there will be a TAC session, so owners can have their Tigers authenticated. Also, they have made arrangements for us to use a portable dyno machine. So, for about \$45 owners can find out their cars true horsepower figures. If you're thinking wow this will be a great event, your right, but that's not all. Just announced and still in the planning stages is the "Wally Auction". Wally worked for Chrysler and was East Coast Import Manager during the '60. His company car was a Tiger! Over a period of 35 years, Wally had amassed a large collection of Tiger and Alpine parts in both new and very good used condition. Some of these parts are extremely rare and will be presented for auction at this United. We're hoping to have at least a partial list of items for auction in the near future. This auction will only be open to bidders that have registered with TE/AE for the United. So sign up now. at [www.teae.org](http://www.teae.org).



## FOR SALE / WANTED

**FOR SALE:** Nearly complete (no seats) 1967 Sunbeam Alpine convertible with 1725 cc engine, dual Strombergs, and 4 speed trans. All original. Good drivetrain with very little wear, only rust is in the floor where the seats attach and a small amount in the trunk. All the body panels are rust free and very straight. This is a Texas car. No dents or damage. Was code 86 Forest Green. Now in primer. Good chrome and glass. Has standard steel wheels with hub caps and trim rings. Will sell complete for \$1200. Or may part out. John Thomas 830-980-7898 e-mail at: [jthom1048@aol.com](mailto:jthom1048@aol.com) 08/07/02

**WANTED:** I am looking for a Momo hub adapter for the early Sunbeam Alpines, Series 1-3. If anyone has one, or know of a hub for another car (such as Fiat, VW, etc.) that would work, please let me know. Thanks! Garek Binckes, [gbinckes@attbi.com](mailto:gbinckes@attbi.com) 08/07/02

**FOR SALE:** 1966 Series V Alpine. College student ran out of money and time to complete rolling restoration. Solid rust free body. 1725cc, 2bbl Weber carb conversion, alternator conversion, rebuilt head, rebuilt radiator, new clutch, new distributor, new conv top, new dash pad, new door panels, new trunk panels, carpet, dark green, extra parts, Located in Fort Worth TX. \$4295.00 817-281-5327 [dfa\\_mea@swbell.net](mailto:dfa_mea@swbell.net) 08/07/02

**FOR SALE:** Parting out a complete S4 Alpine-many good body parts available as well. 3 piece metal soft top storage cover set-\$100, front crossmember assembly w/brakes, etc.-\$200, rear axle-\$200, convertible top frame-\$100, complete S4 engine-\$400, transmission-\$200, complete S1 engine-\$400, grill assembly-\$100, upper grill eyebrow-\$60, 2V downdraft intake and carb-\$125, radiator-\$50, many other misc. parts. Call or write with needs. Eric Gibeaut, [sunbeams@sc.rr.com](mailto:sunbeams@sc.rr.com) 803-408-0206 (South Carolina). 08/06/02

**WANTED:** I am looking for a starter for a 1961 Alpine does anyone have one for sale? Greg [greg.kossatz@sympatico.ca](mailto:greg.kossatz@sympatico.ca) 08/06/02

**WANTED:** Alpine Series I, II or III wanted, preferably located on the West Coast. I prefer a rough car with little or no body rust. Contact Chris at [crygg@aol.com](mailto:crygg@aol.com) 07/29/02

**WANTED:** A rebuilt brake booster for a 1967 SV. Please mail to: my1967alpine@aol.com and let me know what you have and what you want. Mark Mintz, Game Show Network (310) 255-6950.  
[MMintz@GameShowNetwork.com](mailto:MMintz@GameShowNetwork.com) 08/06/02

**FOR SALE:** 1960 Series I Sunbeam Alpine. 98% Restored, ~2000miles ago. Rebuilt: engine, transmission (no syncro 1st), clutch, brakes, suspension, steering, rear axle. Fuel tank boiled and sealed, new interior(blk), new paint (Glen Green), new tires, new soft top, Tonneau in good shape. Spare Series II engine and transmission. Needs bumpers installed (I have both – one needs is bowed) Two Hardtops (one just missing headliner; other missing chrome, headliner and rear window) \$6500 or make offer. San Jose, CA, USA 408.255.6802  
[jpereira@microbar.com](mailto:jpereira@microbar.com) 08/06/02

**FOR SALE:** Western Massachusetts. Series II 1961 Sunbeam Alpine. "Cutest car in the Berkshires!" 57,700 miles. Engine runs GREAT. Overdrive. Original hardtop. New Robbins cloth top (seldom saw rain). Tonneau cover. Nearly-new brakes, Pirelli tires. Plus original Workshop Manual, Driver's Manual and Parts Book! Beautifully repainted Carnival red by previous owner, a mechanic/body-shop expert. I owned 4 years, drove only in summers. Some underbody rust, but otherwise a stunning classic. Price lowered to \$6450. Email [cgparadis@gis.net](mailto:cgparadis@gis.net) or call 413-623-5347.  
07/29/02

**STOLEN:** 1961 Alpine Sunbeam white convertible with a black hardtop. Last seen in MD and or DE. VIN # B9100233LRX. Reward for information leading to its safe return. Call toll free Mon-Fri 8am-5pm 800-222-2321 or 973-691-8868 after work (machine) or the Delaware State Police, Col. Newton at 302-323-4411 case number 090270449. Owners heartsick.  
[Usi@aol.com](mailto:Usi@aol.com) 07/29/02

**WANTED:** part car wanted 1967 sunbeam alpine \$1,000 dollars or less please call 1-800-277-8660 or email at [maddog5999@aol.com](mailto:maddog5999@aol.com) 07/24/02

**FOR SALE:** Sunbeam Alpine series v, resto project, runs and drives, wire wheels, repro hardtop, rust in rockers and some in lower fenders(not much, ) some rust bubbles in hood, only dent is in trunk, some rust holes in floorboards but fixable, needs restoration, \$1200. located in central Florida, [mikeflbmer@yahoo.com](mailto:mikeflbmer@yahoo.com) also have 67, one owner since new, no rust ever, rebuilt engine, fully synchrooverdrive, hardtop, blue in color, nice \$6000. 07/24/02

**WANTED:** Good straight front bumper, front amber turn indicator lenses, right headlight door, 1725 fender badge. Contact Tom at "Broadway Automotive Upholstery and Tops" [broadwayautotrim@ameritech.net](mailto:broadwayautotrim@ameritech.net) 07/24/02

**FOR SALE:** 1967 Sunbeam Alpine Convertible, no rust, new primer and cherry red paint, good condition, runs well, interior fair. \$2800. Plymouth, MN 612-508-5431 or email [visionmij@cs.com](mailto:visionmij@cs.com) 07/19/02

**FOR SALE:** Three Sunbeam Alpines. Series 3, Series IV and Series V. Located 100 miles south of Sacramento California. I would like to see these cars go to a good home and someone that is knowledgeable regarding the Alpine. These cars are too nice to scrap out and need to be restored. Contact Tracey Quarne [tquarne@hotmail.com](mailto:tquarne@hotmail.com) 530-865-3697. Listening to reasonable offer on all cars and associated parts. 07/16/02

**WANTED:** I urgently need a thermostat housing for a 1725. Not necessarily the part that is bolted to the head that so many have a problem to remove but the actual thermostat cover with the outlet. Chuck at [thegoodbeamer@shaw.ca](mailto:thegoodbeamer@shaw.ca)] or 204 661 8380 07/15/02

**FOR SALE:** Located in Santa Monica, California. 1967 Sunbeam Alpine Series 5 Sports with 1725 cc and overdrive. Same owner last 14 years. British RHD imported August 1998. Engine rebuilt by Holbay of England. 115 b.h.p. Mechanics, interior and exterior are in great shape. Tonneau included. Soft top fitted by Robbins Autotops in '98. New leaf springs 2001. Brand new clutch. This car will give years of loyal service and fun. Contact Jon at [astrosurf@earthlink.net](mailto:astrosurf@earthlink.net) for further details and more pictures. \$7,000 firm. 07/15/02

**FOR SALE:** 1962 sunbeam alpine for parts or restoration. The car has been sitting outside under a cover for 20 years. one of the wheels is frozen. It has the original metal hardtop. It dosnt run, The car is complete. The floors have rusted out where your feet go, the bottom of the front fenders, rear fender bottoms and bottom of trunk are rusted out. I have the title to the car. Asking \$450 or best offer.The car is located in Monroe connecticut. Call 203-452-1981 or email [ekdessau@aol.com](mailto:ekdessau@aol.com) 07/15/02

To place your for sale or wanted ad please contact the editors of this newsletter or visit <http://www.sunbeamalpine.org> on the world wide web. All contents on this page will be shared with the for sale & wanted on the above mentioned web site.

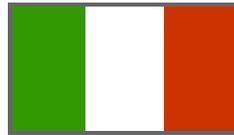
# OLDE ENGLISH GARAGE

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Our 8,000 sq. ft. facility is located on two fenced acres in a Marietta business park. The customer waiting area has fresh coffee, classic car magazines, great pictures, a complete kitchen and clean bathrooms. The shop area is clean, organized, fully equipped and staffed by professional technicians who are passionate about the quality of their work. I encourage you to talk to any of our customers. We take great pride in our shop and our work.

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- General Maintenance
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- Performance kits, tuning
- Car storage
- Consignment sales
- Detailing
- Bodywork and Painting
- Sandblasting



*Specializing in British  
and Italian Classics*

## Directions from GA 400

Exit WEST on Holcomb Br. Rd toward Woodstock	13.4 mi
Turn LEFT onto Canton Rd. southbound	1.7 mi
Turn LEFT onto Shallowford Rd.	.1 mi
Turn first LEFT onto Winfred Dr.	.1 mi
Turn RIGHT into # 4495 business park Bldg. 4	.1 mi

## Directions from I-285

Exit I-285 onto I-75 North	8.4 mi
Take exit 268 (I-575 N/GA 5N) toward Canton	2.2 mi
Turn RIGHT at exit #3 (Chastain Rd)	2.1 mi
Turn LEFT onto Canton Rd. toward Woodstock	1.5 mi
Turn RIGHT onto Shallowford Rd.	.1 mi
Turn first LEFT onto Winfred Dr.	.1 mi
Turn RIGHT into # 4495 business park Bldg. 4	.1 mi

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[saoca@sunbeamalpine.org](mailto:saoca@sunbeamalpine.org)

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

# TIGER AUTO SERVICE



Tiger Auto Service offers complete mechanical and body restoration services for both Sunbeam Alpines and Tigers. With over 27 years experience servicing Rootes Group automobiles, Tiger Auto can provide you with the service you require to get your Sunbeam back on the road and keep it there!

*Ask us about SAOCA specials.*

**The complete Sunbeam repair shop!**

**Doug Jennings - Owner**

**Tiger Auto Service**

1777 Springfield St.,  
Dayton, Ohio 45403

(937) 252-3317 or (937) 259-6800