

THE
Alpine
MARQUE

The Magazine of the SAOCA

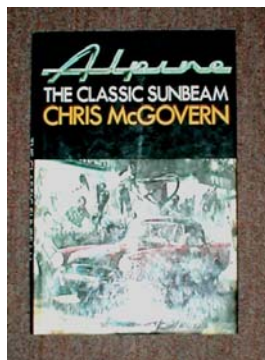


ISSUE 4
WINTER 2002

"25% of these sales are donated to the SAOCA"



NOS Tailight Assemblies
(your choice, amber or red upper
lenses) \$200 per side.



"Alpine -The
Classic
Sunbeam" by
Chris
McGovern.
Best Alpine
Source book,
Out-of-Print,
\$100



Fully assembled and
painted ENCO Series
IV-V Alpine, \$100

NOS 1600 Cam, \$125



Rare Early Series IV grill (note four bars by emblem), \$125



TW Automotive - Tom Wiencek

8757 Sunshine Court
Orland Park, Illinois, 60462
708-361-9350

Please call between 6:00-9:00 P.M. Monday - Friday
or

9:00 A. M. - 9:00 P.M. Saturday and Sunday

E-mail: tom@sunbeamalpine.org

Call today for your Alpine parts!

CONTENTS

| | |
|---------------------|---------|
| • Officers Reports | Page 4 |
| • Chapter News | Page 6 |
| • Racing Alpines | Page 9 |
| • Feature Story | Page 14 |
| • Member Profile | Page 28 |
| • Technical Talk | Page 31 |
| • For Sale & Wanted | Page 41 |

NEXT ISSUE: The budget minded Alpine restoration. What to look for and how to get it back on the road without breaking your pocket book!

SAOCA Club Officers

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

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 advertizement found within the pages of this book. - Editors

All written material within this is the sole property of the author. Unauthorized copying of any material is strictly prohibited without the consent of the author.

COVER PHOTO: Clive Harrington
out drives a LeMans Sprite with
3000RW.

Chapter Presidents

Tom Wiencek - Orland Park, Illinois
tom@sunbeamalpine.org
Clete Smith - New Castle, Indiana
cas20@daimlerchrysler.com
Bob Berghult - Atlanta, Georgia
berghult@juno.com
Jan Iggbom - Balsta, Sweden
jan.iggbom@swipnet.se
Steven Silverstein - Marlborough, Ma
milano164@mediaone.net
Paul Scofield - Florence, Colorado
Canisdog@aol.com
Steven Kirk - Arlington, Texas
stevenkirk@mindspring.com
Brent Kasl - Lincoln, Nebraska
kasl100@navix.net
Bruce Davis - La Verne, California
phyrrman5@earthlink.net
Milton Estabrook - Morrill, Maine
estbrook@mint.net
Curt Meinel - Ossining, New York
cmeinel464@aol.com
Bill Atalla - St. Helena, California
atallamcs@aol.com
Lou Meyers - Yuma Arizona
bwana@c2i2.com
Chuck Nicodemus - Clackamas, Oregon
armorseal@spiretech.com

OFFICERS REPORTS

President - Ian Spencer



Here we are, one year and the club is still growing and we are now on the fourth issue of the *Alpine Marque*. The question now is, "We have a club, what do we do with it?"

One day last Summer, Scott Christie brought an article by Gary Anderson (owner/editor of British Car Magazine) to my attention. The column, Making A British Car Club Tick, really caught my attention and sparked me to contact Gary to discuss the possibility of reprinting it in our newsletter for everyone to read. Perhaps some of you that subscribe to British Car have already done so, but I encourage you to do so again (page 25).

Gary's observations really made me think about how this club is evolving and how I need to conduct myself as a leader in the future. As you read this article, take a minute to reflect on other clubs and how they do things that fit in with Gary's principles. You will find that the points he makes are very true to the success and prosperity of any organization. I immediately recognized that I have been guilty of doing everything myself and not sharing responsibility with others as often as I should. A trait that I plan to overcome as quickly as possible.

We all understand that this is a brand new club and we need to learn what it takes to be successful. In the beginning, Scott and I both realized that we would be doing a lot of the leg work to get things off the ground. Now that this is done, it's time to see where we can take it and open the door for others to become more involved.

So, take a minute to read Gary's article. Enjoy the rest of the Alpine Marque as well. We have a whole new year a head of us to expand the club and try new things.

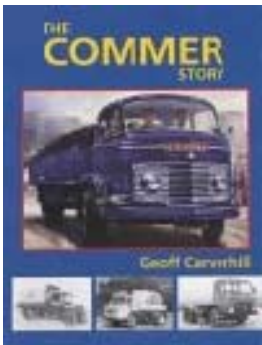
Keep 'em on the road! - Ian

Secretary - Scott Christie



The SAOCA received some good news in November from the Association of Rootes Car Clubs (ARCC) in England. The SAOCA has been accepted as an affiliated overseas member, giving our club representation in this important global “umbrella” organization. You may recall my announcement on the club website concerning ARCC’s rescue of thousands of original Rootes engineering drawings. The ARCC continues to catalogue these items and hopes to begin the reproduction process of certain key parts covering the spectrum of Rootes vehicles. This is just one of the many benefits our affiliation with the ARCC will bring. Visit their website to learn more (<http://www.arcc.demon.co.uk/index.htm>)

K & R Replicas is close to finishing the prototype for our exclusive club model of the Sebring Alpine. This has been a long process as they have been quite busy with other work. Stephen Rolf of K & R assures me our model will be superb. I’ve sent a great deal of scanned material to him to make sure the details are correct. He does offer a full range of Alpine models, for all Series, with any number of soft top / hard top combinations. Visit their site for more details (<http://www.kandrreplicas.co.uk/alpines.html>)



Finally, for those whose automotive tastes stray beyond the Alpine into other Rootes vehicles, a great new book has been released on the history of Commer. Available through a number of sources (amazon.com for one), this is money well spent. Author Geoff Carverhill has done a nice job of charting the story of Commer. I quickly added this book to my collection and hope you do too.

Happy Holidays to everyone in the SAOCA!

Scott Christie

Vice President - Mike Phillips

Hi folks, I'm Mike Phillips and I'll be serving out the current term of club vice president. It's unfortunate that Jeff Sankus cannot continue but circumstances beyond his control have made it impossible. I'd like to thank him for being there for the difficult setup period that goes into a new organization and for all the work he did. There will always be a place in the organization for him and folks with his qualities.

As for me I've owned Sunbeams since 1974, back when they were just another old car and club support was more of a wish than a reality. Then, at the age of 16, I didn't know what a Sunbeam even was but my dad consented to look one over. One ride was all it took to know this was what I wanted, and that car still lives in my garage. And to this day I tell folks that my parents were never sure if they should take the credit, or the blame, for starting me down this path. And while on that path I've even ventured to the dark side, I have a Tiger as well.

This organization has come a long way in the last year, welcoming many new members and creating new friendships. The depth of knowledge and the willingness to share, makes this club stand head and shoulders above many others. The desire to have fun and include everything from concours examples to diamonds in the rough can only strengthen us. An organization can only grow and prosper when everyone feels welcome and comfortable in contributing.

My virtual door is always open to you the members. Please feel free to let me know if you have any concerns, helpful advice, or just want to chat. I'll be happy to talk about anything you desire but remember I don't know everything and some of this will be a learning process for me. So, take care, enjoy them, and drive them until the roads wear out.

Treasurer Andy McGraw

CHAPTER NEWS

Southern Ohio

I'm unhappy to report that we had to cancel our Coverd Bridge Tour of Southern Ohio last October. This was actually due to many things which include attendance and weather. Perhaps you will remember that we were getting the remains of Hurricane Lilly here in the Ohio Vally and I was unsure if the sun would be out or not.

Moving forward, I have decided to rework the Bridge Tour into a rally. This will take a little more work on my part to get ready, but the plan is to have it completed by next spring. We will be inviting all the other local car clubs in the Dayton area to join in on the fun. This idea sprang from the recent rally the Scott and I drove in sponsored by the Dayton Mazda Miata Club.

Ian Spencer

Dallas Fort Worth Chapter

On September 29th two Sunbeam Alpines attended All British Car Day at Round Rock, just north of Austin Texas. One car was my series 2; the other was a series 4 with a V6 conversion. In true Sunbeam style we both fixed problems with our cars the night prior to the event, mine was a charging problem, the other guy had a tuning problem. This event enabled the SAOCA banner to be proudly displayed for the first time.

I continue to hear stories of Rootes vehicles that possibly exist in this area. Recently at a local event organized by a British Car Dealer I found a guy with a green series 5 Alpine for sale. After talking to the owner I discovered this was my old car. The Alpine was resprayed from red to green after I sold it, which is why I did not immediately recognize this car.

We are presently looking for a venue for a Dallas Chapter meeting in the near future, I will report on this in the next issue of the Marque.

As winter approaches, car shows for this year are mostly over so we will have to look forward to next year's events. Hopefully as the SAOCA continues to grow so will the number of Sunbeams attending future events. ***Steve Kirk***

Southern California

Greetings from sunny, yet smoky Southern California! We didn't get a chance to get together this summer with everyone's different schedules and all. We have two events this autumn, a lunch and cruise late November and a Toy Drive this December, which happened before this newsletter was out yet after the deadline for entries. We should have some pictures for the next one. My work schedule may be vastly different then it is now and I will hope to have someone take over the reins of chapter president that can devote more time then I am able to do now. Good news though, a few more Alpiners out here have gotten there Alps on the road and are tearing things up out here, right Kirk? I am hoping to get a few more fringe alpine dwellers to join up and help make this chapter a bit stronger and more diverse. We have about half the group stock alpiners, 4 V6 converted cars and a few Japanese powered Alps running around. All have been getting good reviews a local shows and a lot of "WOWS" just running around town! Well that's all for now.

Bruce Davis

Sweden

Winter is almost here. All five Sunbeam owners here are working in their garages. It's been below zero every morning. - ***Janne Iggbom***



Chicago Illinois



Left to Right: Laura, Matt, John, Mary Beth, and Tom Wiencek. The entire family came out to the 2002 Chicago British car show to see Tom's Alpine win a Peoples Choice award!

Atlanta Georgia

Things down here in Atlanta have been quiet since the Invasion, but not stopped. I have been busy trying to get the Seacrest Green Series II up and running, in order to get it to the United. Caravaning to the United were: four Alpines, Bob Berghult's Georgia Bull Dog Red Series IV, Judy Berghult's Seacrest Green Series II, John Bezcek's Carnival Red Series V, & Ted Stewart's Mediterranean Blue Series V. Three nice Tigers, Dave Schumacher's Mark 1A Black Tiger, Jack Jackson's Carnival Red Mark 1A, Tiger, and Alan Rhodes' Carnival Red Mark II Tiger. Judy's Series II won 3rd place for Personalized Alpine, Alan Rhodes Mark II won 2nd for Stock Tiger. The 1st weekend of November we had a caravan of eight Sunbeams to Chattanooga for the Southern British Car Club Show. We had 5 Alpines and 3 Tigers, that was really awesome to be in the back and see all those Sunbeams in a line going around those Georgia mountain roads! We did well in our family, the Seacrest Green Series II was a 1st place winner, my son's red Series 3 GT was a 3rd place winner, and Ted Stewart's Series V was 2nd. The weekend between the United and Chattanooga we had about a 200 mile cruise thru Central Georgia. This trip included going thru "Talbot" county, a State Park by the riverside in Warm Springs (The Little White House for FDR). That was a great trip planed by Dwaine Cooke (Red Series II.) **Bob Berghult**



Kansas City

The Kansas City All British Car Show over Labor Day weekend is an annual event drawing over 100 British cars. This was the first long drive I took since installing the Laycock overdrive unit and the addition was a welcome one on the 200 mile trip. The most recent 2002 event saw my Series 2 Alpine and Tiger filling the Sunbeam category. The 2003 event will at least see the addition of my son's Series 5 in Mediterranean Blue. Unfortunately, the Sunbeam class varies in size from a low of two cars this year to a high of 12 over the past decade. What is curious is the amount of spectators that stop by the tent and admire the cars with the comments of "there is a Sunbeam Alpine or Tiger that is at a local junkyard or yard just rotting away". So why don't these British car enthusiasts purchase a Sunbeam car and enjoy what we already know, that Sunbeams are an affordable and reliable sports car? It is important owners still frequent events like these so the Sunbeam name is kept in front of the public as an alternative to the popular MG's, Jaguars, Triumphs and Healeys. This year we proudly displayed the SAOCA banner with the intent of focusing attention on the club and cars. We enjoy answering questions regarding the different Rootes cars and like to educate those who are not familiar with them and their history. There is not a large following of Sunbeams in the Midwest area. Hopefully, with continued events like this, the interest will grow and more activity will be seen.

Brent Kasl



Sunbeam Word Search

G O Q L E E M V N W Q Y T X N
P R B M K S C Y V S P N L E H
C O A I C P J H K B T Y R X J
S O E N N O A Y C C T A F K F
S T V X D R N L W B P B L L M
Z E O E T T I V X I B L W P A
O S C W N S U U E P U O C Y H
O W E U T T W R N R I H V G G
W L L E C O R C I M T I G E R
L T R A U U W Y P S P I B Q G
A E W C I R J R L E M E B L W
L T M O T E G S A L O O N L Q
J N H A R R I N G T O N C T E
O P C S N R I G P J A B T I F
H Q E H P S A N J O K M N B F

How many of these Sunbeam related words can you find?

**ALPINE - ARROW - CONVERTIBLE - COUPE
COVENTRY - GRAND TURISMO - HARRINGTON
HARTWELL - HOLBAY - IMP - LE MANS - LISTER
MICROCELL - MINX - RAPIER - ROOTES - SALOON
SAOCA - SPORTS TOURER - TIGER**

VINTAGE ~ MODERN DAY

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

Steve Silverstein's

www.racingalpines.org



RACING ALPINES

Steve Silverstein - SAOCA Racing Alpine Historian



FEATURE STORY

The Success at LeMans 1961 (Part III)

By Jan Iggbom

“**W**hat happened to 3000RW after the race?” You might ask. Well, some of you may remember the now famous advertisement which ran in the June 1962 issue of *Road & Track* and wonder about where this car ended up after it sold.

3000RW was cared for by Peter Harper for a short while after winning the Index of Thermal Efficiency at the 1961 LeMans race. This quite famous Alpine was sold shortly after placing an ad in *Road & Track*. It's new owner now introduced the endurance champion to the harsh rules of the street, it would be a brutal 12 years before the car would have a change of luck for the better. The gentleman that purchased 3000RW kept her until 1967 and placed the car up for sale once again.



1961 June, SUNBEAM Harrington Alpine, winner of Index of Thermal Efficiency at Le Mans and not used since, genuine 115 mph. Completely stripped and crack tested by makers. Many extras inc. aluminum panels, twin brake master cylinder, oil cooler. An ideal touring or racing car with a very plus performance. Cost in region of \$7100 to build. mileage approx. 4000 miles. \$3800. Peter Harper, Esq., London Road, Stevenage, Herts., England.

ABOVE: Wouldn't you love to go back in time with a pocket full of cash? I don't know what my father's excuse is for not buying this car when he had the chance! I'm just pleased to know that it is back in the Harrington family today. Such a happy ending for a wonderful Alpine! - Ian

The new owner, while driving too fast, managed to drive the little car into the rear end of a milk truck, destroying the special front end body work that made this car so unique. The car was repaired with a standard Alpine front end, painted a different color, and eventually parked in an old farm shed in the Midlands. Fate would reunite her with the son of her maker in 1974.



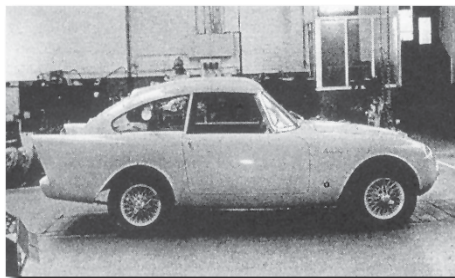
ABOVE: The LeMans seals were still intact.

When found, 3000RW was in dire straights. Saldy, the car sat covered with hay and straw. The engine (LeMans seals still in tact) was partially apart, the carburaters were inside the car. Clive Harrington purchased the car, obtaining a long lost family heirloom, an important piece of racing history, and a project that only

deserved to be carried out by the Harrington family. In this case, Clive would need to rely on the memory of his father, Clifford Harrington, to recreate the special aluminum body work that once made 3000RW such a unique and special car.



ABOVE: 3000RW as found in 1974 by Clive Harrington.



ABOVE: Could this be the only known photo from the factory work shop?

The next 25 years would bring 3000RW back into her original condition as delivered to the Rootes Works team by Harrington LTD., The car wasn't completed until it was "Passed" by Clifford Harrington himself. The recreation of the covered front headlights and bulging lower "chin", had been painstakingly recreated by hand. Every detail had to be recreated

including the special glass headlight covers which were unique to this Harrington Alpine and not shared by any other car in the world.

It would be thirty eight years before 3000RW would be reunited with the track again. On a very special day in September of 1999, 3000RW traveled to Angoulême, France for a race and exhibition only for former LeMans cars. Clive Harrington proudly drove 3000RW to a second place win. ●



ABOVE: Peter Harper stands next to 3000Rw shortly after it's creation in 1961.



LEFT: Clive reunites 3000RW to Peter Harper during a Summer 2001 event in England.

A Year in the Life of 3000RW

by Clive Harrington

2001 was to prove a busy year for this car. After the 27 year rebuild and the ten or so years prior to that languishing in a field, life had begun to get back to what it should be – namely being exercised on the track – when in 1999 she had been driven straight from the workshop (with no track testing), run in on the drive to the circuit at Angouleme in France and had finished second to a lightweight Jaguar E type in the ‘Petit Le Mans’ race. Then in 2000 she was seen for the first time ever on a UK circuit when I was kindly invited to race at the Goodwood Circuit Revival meeting.

All appeared very well and we saw the need for only a few adjustments to the basic set up of the car, principally replacing the lever arm shock absorbers at the rear with telescopics, and lowering the rear end. The latter was simply due to serious brain fade on the part of the owner! When I had commissioned a new set of rear springs (she had been sitting still on them for a very long time!) I took the old ones along as the pattern but neglected to think that these (obviously uprated ones – export spec) were to cope with the twenty two gallon petrol tank which used to be fitted directly behind the driver’s seat (hence the Le Mans filler in the rear side window).

RIGHT: Clive Harrington behind the wheel of 3000RW. It’s only appropriate that the restoration of this special car be carried out by the son of it’s maker.



But that tank is no longer there (due to racing regulations and a slight interest in my own preservation, let alone peace of mind). It has been replaced with one half the size fitted virtually above the rear axle, behind a rear bulkhead.

So without the big tank she sat far too high with these new springs. This, combined with the old style shockers, meant that the handling was exactly that ... shocking. To be honest I was not that perturbed about it until the experienced racer who was



to become my co-driver in enduro historic races tried the car for the first time ... and promptly spun her on the first lap. Perhaps due to also driving veteran

and vintage machinery

such hop, skip and jump antics seemed relatively normal to me. Indeed when racing my wife's roadgoing Sunbeam Harrington Le Mans on the Isle of Man two years previously I had an hilarious incident with another Alpine driver who I knew had an infinitely more powerful car and consequently powered up behind me going up a long bumpy hill. I waved him through but was surprised to instead see him dropping back rapidly in my rear view mirror. When we finished practice and returned to the paddock he simply explained that there was no way he was going to come anywhere near me at that speed with the car leaping all over the place. He wondered who else was driving the car for he didn't reckon I could have done so on my own !! Well, that's one way of keeping the opposition behind you !!

For those who have not been fortunate enough to visit Goodwood I should explain that it is an extremely fast circuit (3000 RW's average lap speed = 80 mph) with mainly double apex corners. It is a highly emotional place for me for it was here some 45 years ago that I had first witnessed (and become smitten with) motor sport, in the days when you could talk in the paddock to heroes like Mike Hawthorn, Peter Collins and Stirling Moss. Having been heartbroken when it was closed before I could achieve my ambition of racing there myself, you can imagine my joy when the present Lord March succeeded in his attempts to get the circuit re-opened ... and then overjoyed to receive his invitation to compete at this prestigious event.

The circuit has been wonderfully restored as closely as possible to the day that it closed: the very solid outer banks are very close – there is little run off area. The fastest part is the long, long right hander called Fordwater (the end of which is where poor Stirling Moss had his massive shunt in 196? (when I was unfortunately at the track as usual). Just on the first apex is a severe dip which really gets the suspension working – it almost bottoms out. With the old, lever arm suspension I only took this flat in overdrive top when no other car was near, for she literally moved a couple of feet sideways: then sanity intervened and I started to lift before it!

The 2001 season started in a fitting way with an all Sunbeam race at Brands Hatch. The five Alpines were pretty outgunned by some extremely well sorted Tigers but I particularly wanted to be there as it would be the first time 3000 RW had raced against one of the only other surviving ex works cars, Keith Hampson's 9201 RW from 1962. In addition, one of the special bodied ex Le Mans Tigers was racing.

The circuit is extremely up and down – hardly anywhere is flat – and the blind apex approach to the infamous Paddock Bend which then drops away like a big dipper is daunting at first. However practice finished with a little knowledge of the circuit .. gained ... and we were not on the back row of the grid. However I had not really planned to have any Tigers behind me, to be honest, and I had a couple of rows who I expected to come charging past at the drop of the flag! But everyone was thoroughly sensible at the start and I settled down to resisting the pressure from Keith who appeared to be tied to the back of 3000 RW ... until we came to the brief straight where he would pull out every time, only to advance no further. The two cars were incredibly evenly matched.

The first scare was to come out of Druids corner where I found everyone frantically avoiding a spinning ex Le Mans Tiger, which made me even more conscious of the light rain which was beginning to fall. Then I panicked as the (extremely quick) leaders caught me just before a corner and I went off line to let them through ... only to find that only the line was dry. The next thing, I was in a huge slide and on the grass examining the bank a little more closely than I wanted. Somehow, with just the most delicate use of steering and throttle, we got back on the black stuff amazingly with Keith (who had also moved over to let them through) still behind me. But that was enough of a warning for me and I backed off as the rain and his advances became more persistent, and so he was through. We crossed the line in line astern – honour a little dented,

but not the car. Afterwards Keith and I reflected that since both cars had been restored completely independently, we had both either got most of it right .. or all wrong!!

The following weekend it was up to Donington – another fabulous circuit where I had spectated several times. This was the first round of the endurance races for historic sports cars organised by 'Top Hat' who had been running races for historic saloons for a few years – hence the title. But I remarked to the organiser that Cloth Cap would be more appropriate for us ... and the title was adopted for the series! (I should have made it my copyright!). My co-driver Stephen had raced here before so I practiced first to get to know the circuit. I had just completed my third lap (to qualify) when I was black flagged & hauled before the Chief Scrutineer who advised me that some liquid was coming from the rear of the car under cornering. I blithely said it must be some rain water but on inspection he found that the one way valve in the tank vent was not working and petrol was getting out. He was however most understanding and as time was running out told Stephen to get in and do three gentle laps merely to qualify – we could sort the valve afterwards. So Stephen had no proper practice in a car which was new to him but we were in the race. The valve was sorted as was essential as we were having to start with a tank which was full to the brim, as no refuelling was allowed in the hour long race. (Under racing we get about 8 to 10 mpg).

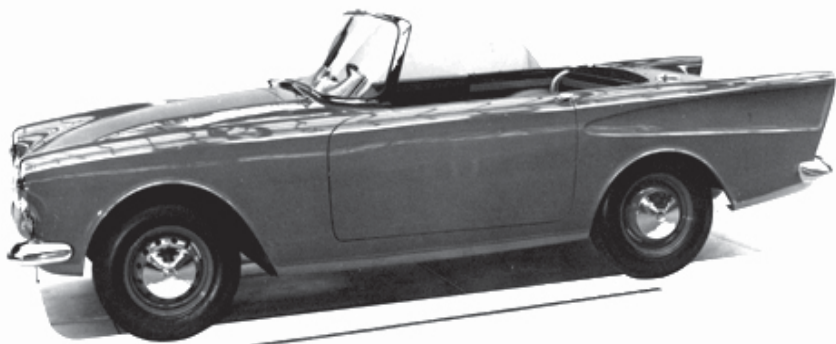
Although Stephen is far more experienced at starts, we agreed that I would do the first stint. This was mainly because he is somewhat thinner than me and could therefore merely jump in and tighten the seat belts rather than having to slacken them off which takes ages. So there I was on the grid, looking ahead to AC Cobras, Jaguars, numerous MGs, TRs and Morgans and surrounded by Porsches and Alfas. I managed to get ahead and stay ahead of the twin cam Alfa which had beaten me at Goodwood the previous year: he had me on the straights (we were using the GP course) but by hard work through the corners I could keep him in the mirror. And then the rear brakes started locking up under braking which made her a real handful.

(Continued Page 36)

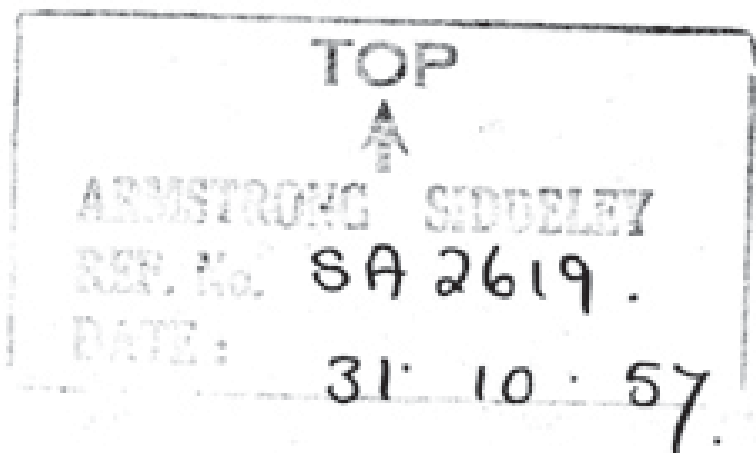


ABOVE: The first race ever in the UK took place at the Goodwood Revival Circuit in 2000.

THE SUNBEAM ALPINE PROTOTYPE



This photograph comes from the collection of Scott Christie. It is an actual Rootes document dated October 31, 1957. The car pictured is the wood mock up of the Sunbeam Alpine. Note the concaved rear fin, non-peaked headlamps, and lack of bumper over riders. Also note that the front wheels and nave plates are different than the back. This car was painted Carnival Red.



Back of photograph

SAOCA Regalia Order Form

NAME: _____

ADDRESS: _____

PHONE: _____ SAOCA MEMBER ID: _____

E-MAIL: _____

CREDIT CARD: _____

EXPIRATION DATE: _____

Please include Item Number, Size, Color and Price.

Please include \$4.50 S&H

ITEM 1: _____

ITEM 2: _____

ITEM 3: _____

ITEM 4: _____

ITEM 5: _____

TOTAL: _____

MAIL TO:

SAOCA REGALIA

C/O Ian Spencer

309 Cushing Ave

Kettering, Ohio 45429

Checks payable to SAOCA

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.

Now available!

WEBER CARB LINKAGE KITS \$55.00ea
Fits all Series Alpines converting to single Weber DGV

CLASSIC SUNBEAM AUTO PARTS

2 Tavano Road Ossining, NY 10562

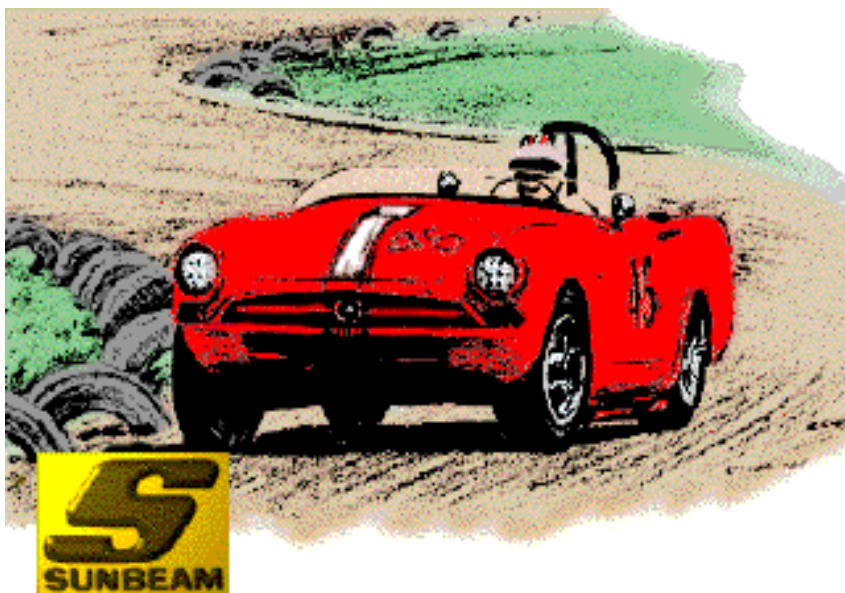
Tech Info Line

914-941-8673

E-Mail - classicsun@aol.com

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

"Owned and operated by Alpine & Tiger Owners"



1-800-24SUNBEAM

www.classicsunbeam.com

THE ROAD AHEAD

“Making A British Car Club Tick”

By
Gary Anderson
(Editor: *BRITISH CAR MAGAZINE*)



“What does it take to make a successful British Car Club?” Standing under the *British Car Magazine* marquee (that’s a tent, not a type of car) in a pouring rain at a British car meet in Dixon, California, near Sacramento, I found myself mustering on that topic.

The event was the All-British Car Show and Swap Meet hosted annually for maybe 20 years by the United British Sports car Club of Sacramento. Forecasts of rain had been ignored and over 200 cars were arrayed on the fairgrounds main midway area. On the other side of the field twenty or so vendors had spread their rust fenders, arrays of freckled chrome pieces, and other wares like some Oriental bazaar.

Then the rains came, but through it all, the members of the UBSCC who were helping out (and that seemed to be most of the club) stayed in good spirits and kept everyone else in good spirits as well. Cars were inspected, votes were counted, and awards were given. At the end, everyone was encouraged to come back next year.

We came to know members of this club because they went out of their way to encourage us to come to their show soon after we bought the magazine. I read their newsletter regularly, and wish we lived closer so we could participate in more of their events.

They probably aren't perfect; they may not even be the best club around. But they display most of the attributes that over the years I've learned make the difference between healthy, happy British car clubs, and those that come and go. Actually, you can look at any volunteer-based hobby-centered organization and see these same traits.

If I were to make a list of these traits, at least six would come to mind.

First, lots of people take responsibilities. In weak clubs, the same people always seem to be doing the work. In a strong club, everyone who is willing lends a hand. No one waits for volunteers. Rather, the leadership reaches out and asks people to do things. In particular, new members are usually assigned tasks, to make sure they get involved. People like to participate as long as they aren't the only workers, but in my experience they usually have to be asked. Whether it's shyness, uncertainty, or lack of experience, they don't usually volunteer, but rarely turn down the offer to help.



Second, leadership rotates. I was going to put this first, but then decided that this one will take care of itself if the first principle is followed. Too often I've talked to leaders that complained that no one wanted to help. There may be many reasons for that, but one way for another, it's the leaders' fault. He or she is taking on too much and not asking enough of the other members. If the leader isn't developing his or her replacements, then burn-out typically occurs. Unfortunately, long before the leader burns out, other members usually drop out.

Third, there is good ongoing communication about what's happening. I'm convinced that the most important officer in any club is the newsletter editor. Only a minority of members can participate in most events. A good frequently-published newsletter will convey the impression of what happened, and make them wish they had been there, as well as informing them of the next event coming up.

Fourth, a few cheerleaders add spirit to the mix. There's always room for a clown or two in any organization. I don't know where they come from or where you find them, but in every active club I've ever been associated with, there's one guy that always has on the silly hat, or funny tee shirt, to convince everyone not to take themselves too seriously.

Fifth, there are some traditions, usually silly, that provide the basis of good natured fellowship. The UBSCC has a rubber chicken. It is awarded monthly with great ceremony to the person that commits the most boneheaded mistake related to his or her British car. Once again, it convinces people that everyone makes mistakes, no one takes them seriously, and they provide fuel for stories for years to come.

Sixth, there's a mix of large and small events, usually with one major one occurring each year. If you get the rest right, there will be invariably be a lot of activities. If at least one requires annual advance planning and involvement of most of the club, all the better. Not only are events the whole point of having a club, but they provide opportunities for lots of people to take responsibilities. And that takes us back to principle one. ●

Copyright British Car Magazine 2002. Used with express written permission. For information on the magazine, visit www.BritishCar.com.

MEMBER PROFILE

by
John Miller III

I bought this car in 1973 when it was nine years old with less than 40,000 miles on the odometer. It was my first car and I was 18 years old. I bought it from Henryk Szamota, who was the SCCA Governor of Area 1 on Long Island. (He is a long time friend of the family and was mentioned in Mark Donohue's book, "The Unfair Advantage.")

My Alpine still has the Solex B.32 P.A.I.A. Automatic twin carburetor. I know a lot of Alpine owners have switched to the Weber down draft carb, but I have tried to keep mine as original as possible. When I bought the Alpine it had the wire mesh, gauze type "air cleaner" like all the Solex cars came with. In the 60's and 70's my father was an automotive writer on the Purolator account at their P.R. agency and wasn't impressed with that



ABOVE: This 1964 series IV Alpine ST was John's first car, 29 years ago.

type of air cleaner. He thought it would stop small stones and keep nuts, bolts, and tools from dropping into the carb, but it wouldn't stop any dust or grit. He suggested I find a better air cleaner if I hoped to keep the engine healthy. I guess he was right, because I haven't had to do anything to the engine at about 86,000 miles!



ABOVE: The Roots fiber pad type air cleaner assembly. Part No. 6601053 issued 1965.

While looking through the Series IV owners handbook, (part No. 6601053 issued in 1965, Ref. #1B385/3, page 31) I saw a drawing of the fiber pad type air cleaner. Now that looked like it would stop some dust! But in 1973 the Roots

dealerships had been closed for about 5 years. The North Shore of Long Island was a hot bed of "sporty cars" from the 50's through the 70's when I was growing up there and it had many foreign car dealers and parts stores. I drove the alpine over to F. Paul Foreign Auto Parts, LTD. in Huntington Station, and showed them the drawing in the owners handbook. I think they looked it up in that big blue Roots parts book (Scott Christie might have that book) Yup, they still had an air cleaner on the shelf! I said, "I'll take it!"



ABOVE: John's BRG SIV is painted in racing trim to match a once admired Aston Martin.

So, I rushed home to put my new air cleaner on the car. Not so fast, you had to make your own bracket! Well, I took metal shop in Jr. High School. "I can make a bracket!" So, I did and everything fit and bolted together just right.

The filter housing was made by Tecalemit in England, and the pre oiled fibre pads filters came in a Rootes box in a sealed plastic bag. Originally, the housing was painted a light blue hammertone. As you might know, hammertone paint is made-up with color, resin, glass powder, and aluminum particles that give it a distinctive look. A bit like it was painted and then hit with a ballpeen hamme, hence the name.

By the mid 1980's, the filter housing needed to be repainted, so I did a custom, personalized painting with a British flag motif. So, how rare is this type of air cleaner?

Now, I'll tell you why the car is painted like a race car. It was never a factory or production race car. But, because I bought it from Henry Szamota, who was quite famous from the 50's to the 70's in the SCCA, I thought it had a little "racy history" if not actual racing history. (Although it has done a few "hot laps" around Bridghampton, Lime Rick, and Watkins Glen race tracks.)

Many years ago, I saw a color picture of a 1962 Aston Martin DB4-GT Zagato race car painted BRG with white number circles and the wire wheelss painted red. I loved the look of that car and though an Alpine would look good painted the same.

It has won many awards and trophies in car shows and Uniteds over the years. The best was 1st place in Personalized Alpines at SUNI I in Snowmass, Colorado in 1989. We towed it there ona double axel trailer behind my Dad's 1966 Caddie DeVille Convertible but that's quite another story... ●



SUNBEAM SPECIALTIES, INC.

ALPINE-TIGER PARTS SPECIALISTS



765-A McGlincey Lane - BLDG A • Campell, CA 95008

Phone (408)371-1642 • Fax (408)371-8070

E-mail: sunsp19@pacbell.net

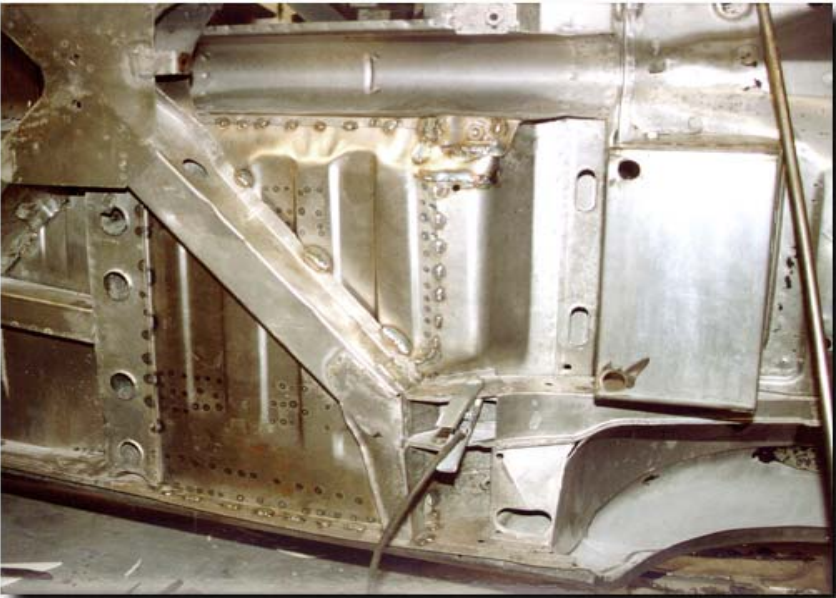
TECHNICAL TALK

Body Work – Replacing Rusty Floorboards

by Jan Servaites

The more I work on an Alpine body, the more I appreciate the Rootes engineers who designed our lightweight, stiff, monocoque bodied Alpines. Furthermore, from the evidence I have seen, I also think the Rootes body assemblers really took pride in their work because every row of spot welds are straight and regularly spaced. In this article, I'm going to briefly talk about removing the rear floor panels and installing new metal floors.

To start, I always like to reminisce about how it was 30 years ago when I was confronted with a rust repair job. In 1970, I had very limited availability of tools and techniques. On my '60 series I Alpine, I used thick (1/16") sheet metal for making flat patch panels secured with pop rivets, and even using fiberglass to fill in the rusted curved areas. I finally leveled out all the mess using a couple of gallons of plastic filler. Today, I utilize a MIG and spot welders and other tools and metal working techniques, to accomplish a near factory looking job that would even make those Rootes' craftsmen smile.



Secure the proper tools

The following tools are what I typically use anytime I am replacing/repairing sheet metal panels.

To remove the floors:

1. Air chisel (a chisel and hammer might work, but with less control and more damage)
2. ½" lightweight drill (Sears makes a ½", lightweight variable speed drill that is ideal)
3. Spot weld cutter (Blair type) and a center drill/center punch
4. 3" cutoff wheel (air driven "Whizzer wheel")
5. "Mechanix" gloves, ear & eye guards for protection(\$20/\$30 cheap investment)

To replace the new floors:

1. Miller spot welder – Major tool to join together sheet metal parts
 2. MIG w/gas welder – To "lap-weld" panels together
 3. Flat body hammers/dollys – To straighten metal edges
 4. 36" wide metal brake– To make bends in sheet metal
 5. Kett metal sheers – To make wrinkle free cuts
 6. Misc. 20 gauge sheet metal stock – Cold rolled steel (CRS) to replace original body metal
 7. 4" disk grinder – To clean down welds and metal
 8. Hole punch – Various hole size punches to replicate factory holes
- Miscellaneous clamps – To hold metal tightly together before welding



Methodology to remove the bad panels

One can patch a panel that has some localized rust in it. When the WHOLE panel is rusted through, that whole panel needs to be replaced and that poses some methodology needed to separate the rusted panel from the car body. Inevitably, one needs to remove the factory spot welds that secure the panels together. The "Blair" type spot weld cutter has been used with a lot of success and is basically a small metal cutting hole saw. It cuts a perimeter around the spot weld, going through just the top sheet of metal. As soon as one sees the rust dust protruding, you know you are about ready to stop cutting. A slow RPM is desirable and I use the Blair cutting tip in a Sears ½" variable speed drill. A center drill bit helps as well as a spring loaded center punch to hold the Blair cutter from wandering. Since the top metal layer will become the panel that is Swiss cheesed, that is the panel to be replaced. You should not drill into the metal that will stay with the car. For spot welds that are inaccessible to the drill, the alternative approach is to use an air chisel with a thin flat blade. An air chisel will deform both panels as the chisel is pounded between the metal sheets. The distortion creates fitting problems with the new floor pans. After the spot welds are cut, we need to separate only the bad areas of the panel. That is to say, we don't need to replace the complete floor panel, but we want to leave the good part of the panel undisturbed, and then section together some new metal to the good



existing metal. The best way to section a panel is with a plasma cutter (\$\$\$), but a good cutoff wheel (air powered Whizzer wheel) is the best tool out there. Use the good wheels (3M Green or Nortons) and you will cut through it like butter. Before one even begins cutting, assuming one has already acquired a replacement panel, is to devise a method to scribe a uniform, straight mark to identify where the cut should be made (using masking tape, marker, or a scribe). When finished, use a hand file and file the edge of the cut to remove burrs. Also, grind the spot weld residue down to the base metal. Make the remaining metal clean and flat.



Evaluating the surrounding metal areas and form a plan on how to install

Once the badly rusted panels are removed, the surrounding metal needs to be inspected because it may be weak from rust as well. Sometimes I will scab on a new section of 20 gauge metal just so I know that I have a full thickness of metal to weld securely to it. Figure 1, shows a situation where the body cross rail has thinned from rust and a new metal side was scabbed on and secured with spot welds. Now the new floors will have a structural element to be welded securely to the body. These floor replacement panels (figure 2) are the type that Rob Martel sells and are made out of highly malleable steel that can be formed by hand much easily than common CRS sheet stock. Some planning needs to be done on how the panel will be trimmed, formed and finally clamped with C-clamps (as an example) to be finally welded in place. For trimming on flat metal sheets, the "Kett" metal shears are the best to make wrinkle free cuts.

Welds that look factory made

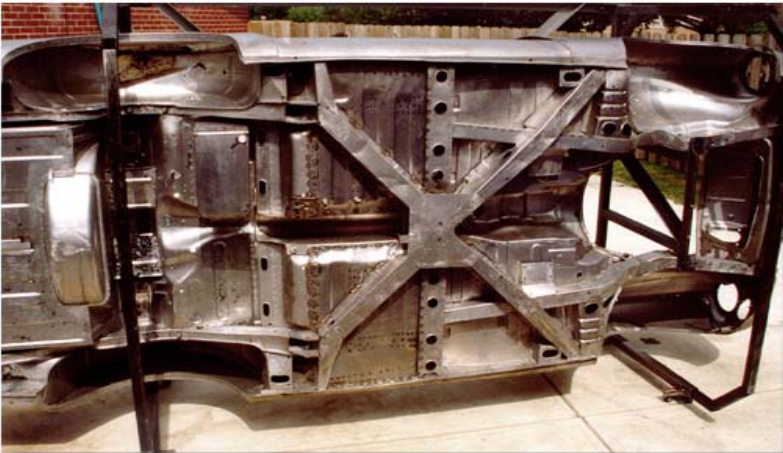
Spot welding looks factory made and has been proven to perform better than a lap weld (or “plug weld”). Miscellaneous metal flanges are spot welded to the floor panel as shown in figure 3. I try to use the spot welder as much as possible to weld the 20 gauge metal sheets together. The new floor pan is test fitted many times until everything is trimmed and fits together well. Then, as a minimum, I apply weld to where the Rootes body workers had applied their welds (figure 4). The seams are welded in 1-inch increments because I like to minimize the heat buildup in the sheet metal. I also close up gaps and any holes with the MIG welder. Also, I must emphasize that the rear floor pans must have GOOD structural welds to the X-member because the seats must transmit forces to the floor pan and then finally to the X-member frame. Make your welds as hot as you can without burning through and look under the panel to evaluate the weld penetration.

Finish and epoxy prime

Grind down the excess weld and level them out. Prep the metal with a metal conditioner, let dry and cover the bare metal with an epoxy primer. When the epoxy is well hardened, fill the seams with a body seam sealer, and then paint with the color topcoat.

In Summary...

I always try to do the best that I can in metal work and not cut any corners in getting the job done just like those Rootes craftsmen did 40 years ago. To form the metal, weld the perfect weld by hand can come only with hours and hours of painstaking practice. If those Rootes metal men can be called anything, it must be nothing less than dedicated artists, devoted sculptors in metal. ●



But my time was up and I pitted for Stephen to take over, warning him of this before sending him on his way in a virtually unfamiliar car ... only for him to start working away at his lap times and getting down to 1.5 seconds quicker than me!! This was accounted for when I asked him how the brakes had been particularly through the lovely but challenging series of downhill corners called Cascades. Stephen very politely explained that he did not brake there! So that is how it is done!! Not only a very enjoyable day but a rewarding one for we picked up a class award.

There was now quite a gap before the next race which would be Goodwood but in between we had an important date to keep at Le Mans in June. On our way back from Angoulême in 1999 we had called in at the famous 24 hour race circuit and had been invited to bring the car back to participate in the victors' parade on the fortieth anniversary of her success.

We met up with the other ex Le Mans cars for the 'past winners' four lap parade right before the start of this incredible event. And right on cue it began to pour – not rain – pour. The circuit was just like glass: whether it is because parts of the circuit are regular roads but believe me, it was incredibly slippery. But when you are in company with ex works Astons, Jaguar C types and D types, Courages, et al on the very circuit where it all happened the red mist soon descends and the parade becomes a race. I soon found the wipers could not cope at the speed we were doing on the straight. How on earth they raced like that I cannot imagine. To make the point we arrived at Mulsanne corner (the one at the end of that incredible, never ending straight) after a couple of laps to find flags everywhere and the ambulance on the track to deal with the driver of a Courage who had unfortunately demolished it comprehensively. I should not have been surprised therefore when two corners later (Arnage) I locked everything up and sailed serenely onwards looking for an escape road! At the last minute I came off the brakes, regained control and managed to slither around the corner to the accompaniment of a (justifiable) earful from my wife who was not enjoying this one bit and told me in no uncertain terms to behave myself. Which, of course, I dutifully did.

Shortly after, having just been gobbled up in no uncertain terms by a Gulf Porsche 917 – an experience I can tell you – we came to a halt in front of the pits. We were allowed to park in virtually the same spot as she would have been almost exactly forty years previously ready for a pretty hectic 24 hours. I have to confess it was all fairly emotional.

Shortly after, having just been gobbled up in no uncertain terms by a Gulf Porsche 917 – an experience I can tell you – we came to a halt in front of the pits. We were allowed to park in virtually the same spot as she would have been almost exactly forty years previously ready for a pretty hectic 24 hours. I have to confess it was all fairly emotional.

Having watched some of the race we left the circuit and the following day drove back to the UK. That, I have to say, is half of the fun for the French really enter into the spirit of it and love to see a competition car on its way to the circuit and all wave and cheer. All great fun.

So after a little preparation it was back to Goodwood again. They do not call it glorious Goodwood for nothing and it is all the more glorious when you begin to 'know the ropes' and the circuit. There were three of us with genuine ex Le Mans cars – the ex Ogier MGA, (which raced against 3000 RW in 1961) and the 1964 'droop snoot' MGB. I made the fatal error of coming out for timed practice immediately behind the MGB and found that we had exactly the same performance (although it is 1800c.c. to our 1600c.c.). I spent the entire time climbing all over the back of it only to lose out on the straights. With only 1/100th of a second separating our times we were next to each other on the grid.

After a completely dry weekend I went to change under ever darkening clouds. By the time we were in the driver's briefing they advised us that a cloudburst was only minutes away. And the next thing it arrived ... thankfully whilst we were still in the briefing. The next thing we were told was that there had been a major accident and our race would be delayed by 30 minutes whilst the chicane was rebuilt. This fortunately gave time for things to dry out a little but we had by then made a pact that we would all hold station after the start until after the first corner.

"Sunbeam honour was, I think, duly upheld But only just!" - Clive Harrington



As I found when we went out to form up this was just as well for though a dry line was just beginning to emerge, you got off line at your peril ... as one of us found at the very first corner. He got one wheel on the grass and then sailed on at unabated speed straight into the bank, sustaining substantial damage unfortunately. I had noted during practice that I was quicker than the MGB through the back of the circuit and particularly through Fordwater (see above). So having been a good boy and held station through the first corner I made sure I had plenty of speed out of it and was lucky that my grid position gave me the inside line for this flat out corner. So I took my courage in both hands, held my line and did not lift ... and saw the MGB drop behind. But come the straight she was right up alongside and I had to hold my line resolutely through braking for Woodcote and then through the chicane. Powering out of the chicane she was frequently (as the photos show) up alongside and even on one lap slightly ahead but each time I held my line and she dropped back through Fordwater and St Mary's. And so it went for ten laps. Sunbeam honour was, I think, duly upheld But only just!

And so a somewhat tired Sunbeam was put to bed for the winter, wondering just what she had done to deserve quite such a busy season after so many years resting. I only hope that she enjoyed it as much as I did in the hot seat and, as many have expressed to me, from watching her back in action. If she has given half the pleasure to others that they have told me she has, then it has all been worthwhile. ●

Clive A. Harrington 2002 - Copyright.

NEW MEMBERS

Welcome to the club!

Gary Slayer - Ontario, Canada
Buell Ish - Redmond, Washington
J.J.R. Treyvaud - Quebec, Canada
Timothy Cole - Delran, New Jersey
Jim Anderson - Glen Echo, Maryland
Paul Hatter - Madera, California
Steven Christopher - Mint Hill, North Carolina
Robert Perlis - Murry Hill, Pennsylvania
John Craig - Glenburn, Maine
David & Patsy Craigmile - Boyd, Minnesota

2003 membership renewal is here!

Membership renewal has begun for 2003. Members will receive notification when their membership dues are due. If you opted for the Pay Pal subscription method of payment on the web site, your Pay Pal account will automatically be charged for your annual dues. Please contact me if you have any questions or concerns. - Ian

Please mail membership dues to:

SAOCA
C/O Ian Spencer
309 Cushing Ave.
Kettering, Ohio
45429 USA

SUNBEAM
Specializing In
Alpina
AUTO RESTORATIONS
bjtyreeSAR@peoplepc.com

BILL TYREE
540-890-0427
VINTON, VA

SMITHS
INSTRUMENTS
JAGUAR

ZENITH

AVSA
MATTER

SOLEX

G
DIALING

JAMES
ENGLAND

SPAX

ARMSTRONG

ROOTES

Dealer

S
SUNBEAM

At
GERMANY

PANDORVILL
BEARING

FULL SERVICE ON ALL:
SERIES I, II, III, IV & V
1494cc, 1592cc, 1725cc
REPAIRS & BODY WORK

Road Rally Mania!

by Ian Spencer

When the Ohio Miami Vally Mazda Miata club contacted us to take part in their first "All Roadster" rally I knew this would be a great opportunity to not only meet some new people and introduce them to the Sunbeam Alpine, but it would a great chance to have a heck of a lot of fun!

In all over 45 cars showed up on Sunday, September 15th to take part in the fun. Mostly, there were Mazda Miatas, however, also out to support the event was a Triumph TR3, a 56 Ford Thunderbird, a Corvette Stingray, a Porsche Boxster, a few BMW Z3s, and of course John Engle's red MKI Tiger and my Harrington LeMans.

The rally started at Young's Jersey Dairy at 1:00 and followed a 70 mile course through the scenic back roads around Xenia and Yellow Springs, Ohio. Scott Christie joined me as my navigator and John's wife Pam helped him to solve the list of questions and puzzles assigned to each team as they drove the route.

The course was based on total time, total distance and total number of correct answers given. We also had to count wishing wells throughout the entire course for bonus points which proved to be very tough to do while watching for your next turn, answers to questions and so on. Much fun was had by all, however, neither the John and Pam Engle Tiger team or the Ian Spencer and Scott Christie LeMans team won. That's okay though... there's always next year! ●



FOR SALE / WANTED

FOR SALE: I have two Series V's to sell or trade for a Series I - III. One is soft top with Mazda 12A rotary engine. Not running, blew a water seal. The other is body only that is perfectly straight with no rust, and wire wheels. No engine or interior. Car was used as a salad bar in a restaurant for 10 years prior to me buying it 11 years ago. Both are stored indoors but need to go. Will sell individually, but would prefer to trade for a Series I - III in good condition. Running or not doesn't matter. Arlington Texas (DFW). Contact me at: Rolfe.holkesvik@lmco.com 12/08/02

FOR SALE: I have 4 Sunbeams. 2 65's and 2 67's. One has hard top and all have good parts. One runs it has a ford pinto engine will sell all or part make offer I'm in Lubbock Texas HTodddholly@aol.com 12/04/02

FOR SALE: I have both a fine spline and coarse spline non overdrive gearbox for sale.\$200 each.I also have a huge collection of other parts for a Series V.There are 3 1725 cc blocks and a good left front fender amongst many other things.I am located near Buffalo, New York. (716-634-9566) BRUCE JOHNSON 12/04/02

WANTED: I'm George from Germany, owner of a '62 Alpine in restoration. I'm looking for some nice chrome wheels 5 1/2 or 6 J 14 ET18 (front axle) and 7 J 14 ET15 (rear axle). I heard for example from Mangels chromed steel wheels (type Daytona). Do you know where I can buy that kind of chrome wheels or similar for my Alpine? Thank you for any information! George Ecker Langweiler Weg 23 D - 66130 Saarbrücken Germany e-mail: mail@georg-ecker.de 12/04/02

WANTED: I'm looking for a driveable Sunbeam in the Seattle Tacoma area. Pls contact RustlerPa@aol.com Prefer 65 to 67 Alpine. 12/04/02 **WANTED:** rust free bodyshell. Series IV or V. nothing else about the car really matters except that it should be straight and not corroded. This is to repair my own car which sadly has been involved in an accident. If you can help please call Simon on 01475 540205 (Great Britain) but will willingly arrange collection and transportation from anywhere in the USA. S.J.Wallwork@btinternet.com 11/22/02

WANTED: Sunbeam Alpine 5; body and frame in good condition. Does not need to be running as I have a running 1967 Series 5 now, but north-eastern weather has made the frame weak enough that It would be better to find something new rather than invest in the old! bpendrel@nrcan.gc.ca 11/22/02

FOR SALE: 1966 sunbeam and lots of parts 3000.00 obo rwtboat@aol.com 11/22/02

OLDE ENGLISH GARAGE

4495 Winfred Dr. Bldg. 4, Marietta GA 30066 (770)-926-4033

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.

SERVICES OFFERED

- General Maintenance
- Collision repair
- Interiors and tops
- Electrical
- Engines, transmissions
- Metal repair, floorboards, etc.
- Suspension, brakes
- Complete restorations
- 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 |

CONTACT THE SAOCA

The Alpine Marque Editors:

Lori Spencer - lori@sunbeamalpine.org
5209 S.St.Rt. 202
Tipp City, Ohio 45371
937-667-3017

Jan Servaites - jumpinjan@sunbeamalpine.org
3899 Wimbledon Ct
Kettering, Ohio 45420
937-299-8303

Ian Spencer - ian@sunbeamalpine.org
309 Cushing Ave.
Kettering, Ohio 45429
937-395-0095

Membership & Regalia:

Ian Spencer - ian@sunbeamalpine.org
309 Cushing Ave.
Kettering, Ohio 45429
937-395-0095

Registry:

Scott Christie - scott@sunbeamalpine.org
1125 Windsail Cove
Loveland, Ohio 45140
513-874-0778

Web Site:

<http://www.saoca.org>
<http://www.sunbeamalpine.org>
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