

THE *Alpine* MARQUE

The Magazine of the SAOCA



SPECIAL  
INVASION III ISSUE



ISSUE 7  
FALL 2003

# *Invasion 2003 - Dillard Georgia*

## **Poker Rally Results - MASTER TIME 2:00:00**

**Steve Kirk & Mike Phillips:** 1:46:45 - 3,4,8,J,K

**Ian Spencer & Jan Servaites:** 2:03:30 - Q,Q,Q,A **WINNERS**

**Brad & Michele Babb:** 1:43:20 - 3,4,5,9,K

**Andy McGraw & Bill Blue:** 1:43:20 - A, K

**Joe & Kerch McConlue:** 1:35:45 - 2, 2, A

**Tom Ehrhart & Doug Jennings:** 1:26:00 - J, J, 10, 8, 7

**Paul & Susan Amjeld:** 1:50:25 - 6, 6, A

(Continued inside back cover)



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Cover: After completely getting lost driver Ian Spencer with navigator Jan Servaites complete the Poker Rally dead last, while still maintaining the win being closest to the master time of 2 hours!

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## SAOCA Club Officers

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

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## 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  
phyrman5@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  
**Mark Parette** - Clackamas, New Jersey  
thirteenth.mule@verizon.net

# OFFICER REPORTS

## *President - Ian Spencer*



I can't believe another Invasion has passed. I must admit that this one was much more enjoyable to me since I didn't have to do any of the planning. Thanks to Bob Berghult, his family and crew, we had another successful event with many fond memories that will be remembered for the years to come.

Many of you will notice the new newsletter format. As you know, we have been doing battle with the clubs printer for over a year now. As membership grows towards the 300 mark we have had to

make a new effort to continue production and keep *The Alpine Marque* on it's way to members in a timely manner, while retaining as much quality as possible. Thanks to member Scott Corothers, we now have a solution. Scott's company has kindly offered to assist us with our printing needs which will yeild this new high quality publication. This process will allow me more time as the editor to focus on layout and quality, which includes those dreaded grammer errors that slipped by in the last issue! Now, I can simply send a CD with the layout all ready to go and in return, I receive a complete run of finished magazines all ready to be mailed to the membership. No more replacing broken parts, toner, and midnight hours of printing, stapeling, and folding! Thanks Scott, you have been most kind indeed.

I would also like to address membership renewals. Many of you have suggested that membership renewals be changed to an annual basis for the entire membership at the same time. This has been discussed in the past by the officers and we have decided to make this change. I will mail a formal announcement explaining how we will transition this process. Please contact me directly if you have comments regarding this subject.

Let's keep them on the road - Ian Spencer

## **Secretary - Scott Christie**



Yet another successful Invasion has come and gone, and with it a great sigh of relief. So much planning and effort is put into these meets, and you never quite know how it will turn out. Hats off to Bob & Judy Burghult and their team for hosting a wonderful Invasion. The mountains around Dillard, Georgia were the perfect backdrop for our gathering. The food was plentiful, the cars were abundant, and the camaraderie was evident. You can't really get a sense for a club and its people until you participate in one of its annual meetings, and each year I'm

reminded that we have the best group of Sunbeam enthusiasts in the world!

This year's Invasion was a real nail-biter for me as I was planing on driving my freshly restored Series 3 to Dillard. Time was running out but thanks to some midnight sessions (thanks Ian) the car was ready, but untested. Oh well, I'll break it in during the 400-mile trip to Dillard. The car ran great, the only problems being a broken speedometer cable (after 100 miles) and a blown instrument regulator. One of my favorite moments was driving to Knoxville in the fog, around midnight, with the Lucas headlamps blazing and the Rootes spotlamp's pencil beam dancing off the mountainside. Great stuff. I have a new appreciation for people like Steve Kirk and Paul Almjeld who think nothing of hopping in their Alpines and driving hundreds of miles. These cars are reliable and comfortable.

Our caravan consisted of myself, Ian Spencer in his RHD Series II, and Andy McGraw in his Series 3. Mike Phillips and Jan Servaites followed in their modern transportation. We cruised through the Smokey Mountains, enjoying the sights and sounds of three Alpines on the road together. If you can at all organize a caravan of Alpines this is the recommended way to go!

Looking ahead we're still not sure where Invasion IV will be held. Could be Colorado, could be Ontario, could be .....? We need enthusiastic chapters to step up and volunteer to host an Invasion. Please contact any of the officers if you'd like to volunteer. Scott

## ***V.P. Mike Phillips***



It's amazing how quickly the summer can go. As I sit here writing this schools are back in session, football has started, and Invasion's been over for a month. I wonder where the time goes, especially when I look at all the stuff I haven't yet gotten done. Having to work for a living really puts a crimp in my ability to get things done.. And before we know it, those of us in northern regions will be putting our cars away to sleep until spring arrives. But

before that happens, I'd like to see your holiday spirit Sunbeam. How does your car welcome Santa? Or does it carry the tree? Come on, lets get creative, take a photo, and send it in. If we get enough, or even any, perhaps they can appear in the last newsletter of the year.

The general consensus has been that invasion was great. Dillard is a fantastic place. And there were just enough activities to keep everyone going without feeling like every minute was scheduled. It's always good to meet new folks and get reacquainted with familiar faces. Anyone who couldn't make it this year, put the next one on the calendar. I'd like to thank Bob, Judy and family once again for the enjoyable weekend we had. Now, let's move ahead and get Invasion IV up and running.

As some of you know, we've been debating how best to handle the printing of the newsletter. The fact that our current process is no longer working out is actually a good thing. It means we're growing and the more members we have, the more we can do and offer to you. The more we can offer the more fun we all can have. So until next time, drive them til the roads wear out.

Mike Phillips

# CHAPTER NEWS

## Northern California

Super job on the latest Issue of the "Marque"! My husband and I noticed that not much news from Northern California chapter in the issue, so we thought we would send you something you might want to use next issue! Here is a picture of Philip & Brena Bailey from San Mateo, CA with their '66 Sunbeam Alpine on an Alpine "Day Out" last weekend touring the Pacific Coast Highway. Also, FYI, when downloading our California Income Tax forms Philip noticed that the advertising agency used a Sunbeam Alpine to advertise filing on line on the website. It is a very "cool" shot! He spotted that dash and the steering wheel right away! Check it out! Keep up the GREAT WORK!!



Thanks,  
Brena & Phil Bailey (members since last Aug)

## Southern California

Hello Ian,

After several months of engine work my Alpine is back on the road. A Supercharged Ford V-6 with NOS sure makes it move! I am enclosing a picture of it.

Thanks,  
Boris Tilim  
Long Beach, CA



## Lincoln, Nebraska

Two Sunbeam Alpines were registered in the Open British Class at the 2003 MG Regional held this summer in St Joseph MO. A 1967 Series 5 owned by Tim Kasl appeared in a two tone color scheme of gray primer and Color Code 100 Mediterranean Blue, alongside a 1961 Series 2 Carnival Red owned by Brent Kasl. The cars were driven the 120 mile trip at the highway cruising speed of 65mph. Their was a banquet that night at the nearby Casino with a turnout of 80 individuals from the field of 100 cars. We had many visitors at our tent, and even had one enthusiast who had several NOS front valances for Alpines for sale.

## Florence, Colorado

Work continues on Paul Scofield's carnival red S3 GT. Now that the body has returned from the paint shop it will be late nights and long weekends of assembly and detail work. Paul has done a fantastic hjob of keeping everyone updated on the web site forum and we anxiously look forward to seeing this S3 on the road! Great work Paul!



## Southern Ohio

Rain, rain, and more rain has continued to keep the Southern Ohio chapter in the garage. It was a muddy field at the Dayton British Car Show where Ian Spencer, Andy McGraw and John Engle all drove Sunbeams. Mike Phillips made his appearance at the Cincinnati British Show, but unfortunately, Scott Christie's S3 was still in parts all over Ian's garage floor! It was of course finised just in time for Invasion 3 where Scott got to drive the car for it's first journey. New member Geoff Tedder has joined the ranks with a very nice SV that he plans to restore. Geoff also owns another SV that he plans to race. Sounds like great fun to me... if we could only find time to finish the Imp race car we could join him!

## Atlanta, Georgia



We have one big word for those of you that came to the North Georgia Mountains and enjoyed the beauty and the scenery, "THANKS." Without all of you what Judy and I, and the rest of the Atlanta Chapter did would have been in vain.

We started to plan as soon as we came home from Invasion II in Tipp City. First was the date, we couldn't have it on one weekend, Jan was playing volleyball in the Senior Olympics, another weekend was

scrubbed, because of a family reunion, the list goes on. Then we had to pick a place. The only place we even thought of was the Dillard House, John Dillard and his staff bent over backwards to make sure we had a successful event. I was a little apprehensive at first because Felicia, the Group Sales person we dealt with was telling me about the MG event they had there, too many cars, too many people, and etc...but the Dillard's liked us. Thank goodness!

On Saturday, August 16<sup>th</sup> we got two Alpines and two Tigers and invaded the 415-car cruise-in made up of all Detroit cars. I think we had more people looking at the British contingent than was looking at the Hot Rods. A fun time was had by all.

### *Notes from Alpine Judy:*

It was great to see so many wives at Dillard enjoying the trip right along with their husbands. They were at the pool, went shopping, and even participated in some of the car Tech sessions! I'm sure the guys were happy to see that too. We may not know the technical/ mechanical aspects of the "Sunbeam mystique" as the guys do, but we can enjoy the trips, sightseeing, camaraderie, socializing, and making new friends that go along with it. I just want to thank everyone for helping to make it all happen. We look forward to the next Invasion! See you there!

Bob & Judy Berghult

***Any Alpine related news in your area? Please tell us about it for the next issue! Please contact the editor. [Alpinelan@woh.rr.com](mailto:Alpinelan@woh.rr.com)***

## Great Britain

Just thought you might like to know that 3000 RW is safely back in the garage having acquitted herself magnificently with the 'big boys' at the Goodwood Revival meeting. I found it a most stressful weekend with numerous accidents (including serious ones) and appalling driving. We were in with Alfa TZs and Porsche 904s - lapping in 2/3rds of my lap time: not funny or easy but they do not need to barge you off the road.

The weekend was made for me by getting to know Peter Procter better (he of course drove 3000 RW) and most of all, two glorious laps in the race when we were nose to tail. I hope someone took a pic of the only two remaining works cars going round in line astern. It was great.

It was particularly poignant as Peter Harper - Peter Procter's team mate back in 1961 - died last week and his funeral was on the first day of the meeting. - Clive Harrington

## DALLAS FORT WORTH CHAPTER

Invasion 3 has come and gone and was an excellent event. Driving along the windy and hilly roads on the Georgia/Carolina border was a great experience. This year I avoided getting a speeding ticket but only just as I escaped with a warning for doing 89 in a 70. In a modern car this would not happen, a ticket would be issued automatically, Sunbeams are great!!!

Local member Grady Burroughs is busy collecting the parts for a 2.3dohc conversion on his series 3 Alpine. He currently has the engine, bell housing, transmission, and rear end. He is still waiting for the clutch, slave cylinder, ignition, F.I controls and wiring. The car is in regular use until the conversion, possibly in a couple of months.

I have posted several events on the message board some of which I hope to attend and hopefully see other Sunbeams. I will post any updates as I receive them. I know the Texas Jenson/Sunbeam tour is still being planned and may take place around late October early November. The Grapevine British Emporium Autumn Classic is scheduled for November 9<sup>th</sup>. Last year 3 Sunbeams attended this event 2 Alpines and one Tiger.

Keep on Beaming - Steve Kirk



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## ***MEMBER PROFILE***

### **Scott Christie - Cincinnati, Ohio**



I was introduced to old cars at an early age by my father. His love for American iron from the 40's and 50's was the beginning for me of a lifelong interest in old cars and their history. Much to his chagrin however I spotted British sports cars as a young teenager and I haven't

looked back. I first saw a Sunbeam Alpine when watching the James Bond movie "Dr. No". I had never seen an Alpine before, nor heard of one for that matter, but the image of the #1 Super Spy James Bond escaping from the bad guys in this beautiful car was an indelible one. Soon I was searching my car books for any information on the Sunbeam Alpine. I came across the excellent Chris McGovern book and this set me down the path of collecting original literature on the Alpine, and eventually all Rootes vehicles.

After much study I decided I wanted a Series 3. To me the fins are the attraction, but the practicality of the trunk layout and the adjustable steering column and seats were also a factor. Based on a tip from Tom Ehrhart I finally tracked one down in Romney, West Virginia in 1985. My father and I looked the car over, paid too much, and drove it home. Since then I've met a number of wonderful people in various clubs, purchased two more Series 3 Alpines, and spent way too much money collecting various odds and ends relating to the car. In addition to the literature I enjoy collecting models of Rootes vehicles as well as original dealer signs and clocks.

I was fortunate this year to fulfill a dream 18 years in the making by fully restoring my original Carnival Red Series 3 ST. What an undertaking! I owe much to Ian Spencer for their incredible help in making this dream a reality. Much time, money, and sweat were spent on getting the car ready for Invasion 3. I drove the car all the way down to Georgia and couldn't wipe the grin off my face. What a complete surprise when my name was called for the "Best of Show" award. This was totally unexpected but a great way to end the weekend. And as Mike Phillips correctly points out, this car is just my daily driver! Wait until you see the Moonstone GT next year.....

After 14 years of marriage my wife Darla continues to scratch her head at all this, but at least she has my mother to commiserate with her! My 5 year old son Jack has begun to take an interest in "daddy's loud red cars" and perhaps one day will take a more active role with the Sunbeams. There's another boy on the way (due in January 2004) which will round out the family quite nicely. Time to start looking for a Rapier coupe or Humber Super Snipe!

***Would you like to be featured in our next issue? Please contact the editor. THANKS!***



## ***The Low Budget Alpine (Part 3)***

*by Ian Spencer*

**W**e left off in the last issue with a running drivable car. Basically, I had cleaned the car up and detailed some of the parts, along with a break and clutch hydraulic rebuild, new exhaust, and wheels and tires. Life is good, right? Well, not quite. At this point, I have around \$4,500.00 in the car, give or take a little and I've discovered that I can't drive the car for more than 20 minutes without it over heating. Time to start troubleshooting!

I started out by changing the water pump and flushing out the block and radiator. A lot of brown rusty crud came out. I thought that I had it cleaned up pretty good, so I put it all back together and gave her a test drive. 20 minutes later it was over heating again. Time to check the head. Out came the wrenches, off came the intake and exhaust headers. After removing the rocker assembly I was able to undo the head bolts, remove the head and inspect for damage. Sure enough, I found some. There was corrosion around number 4 combustion chamber which was allowing coolant to pass into the number 4 cylinder. Obviously, this was causing a major problem and was most likely the cause of my over heating issues.

I hopped in my car and took the head down to Doug Jennings at Tiger Auto. He looked it over and felt that the head was still good and could be saved. A good head that has not been milled on is worth fixing! I had Doug send the head out and was quoted a 3 to 4 day turn around and if I remember correctly, about 250.00. When it came back, it was a nice freshly rebuilt head with new valves, guides and seats.

After reinstalling the head, I fired up the car and took it out for a drive around the block. It heated up to around 170 degrees and seemed to hold. Great, it looked as if the problem was resolved. Now, I had a good, clean drivable car. It was time to get the car back up to the shop (The "Batcave", as some of you have come to call it) which is about 25 miles North of my house, in my home town of Tipp City, Ohio.

I was just beginning to enjoy the drive when the temperature gauge started to climb. By the time I pulled into the shop, it was puking coolant out the over flow and boiling up violently. Good thing I had just made it to the shop! I couldn't believe it, still over heating! Looks like I was back to the old drawing board.

After I got the car put away and made it back to my house I called Jan Servaites up to tell him about my problem. His advice was to just pull the engine a rebuild it. Jan was convinced that the water chambers in the

block were all clogged up and that I really needed to just give the entire engine a complete overhaul. I agreed. I had been planning to install an overdrive transmission in the car anyway, so I could simply install the new transmission when I had the new engine ready to put back into the car. Jan and I had also been talking about building a 1600cc Alpine engine to the same specifications as the Harrington LeMans. It seemed like a good idea to just do every thing at one time and fix all the problems once and for all.

The engine rebuild consisted of new pistons, bearings, oil pump and timing chain. We also had the necessary machine work carried out by a local shop which included re-grinding the crank. While cleaning the block, they discovered over a pint and a half of crud blocking the water passages around number 4 cylinder. Over heating problem... solved. To bring the engine up to LeMans specs, we had the cam ground by Delta cam shaft to the same profile as the cam from a LeMans engine I had dismantled. We also cleaned up the head, and removed 5 pounds from the flywheel. I also bought a new clutch. A pair of 150 jets were installed in the Zenith carbs in order to deliver more fuel to the new power plant. The final touch would be a factory accessory oil cooler kit and overdrive transmission.

Invasion 3 was approaching soon and I was getting excited to get my new engine installed because I wanted to drive a convertible Alpine to the Invasion. I have been driving my Harrington Alpines to other events for the past several years, and I was ready for a change. As always, I was up to my ears in work. Scott Christie's S3 had come back from Jerry Bennisutti's paint shop 6 months later than we had planned, which gave me a month and a half to get the entire car put back together again. This wouldn't leave me much time to get the black S2 running, so I would have to pull some all nighters to get the job done.

We were down to the week of the Invasion. I completed Scott's car on the Sunday prior to the event and had taken the entire week off of work. That Monday, I ran into a few problems with Scott's car and spent most of the day debugging his overdrive. I had installed the new engine in the black S2 a few nights before and had it running again. I only needed to set the valves and adjust the timing before I could drive it back to my house. I would also need to spend some time wiring up the overdrive and debugging. I also still needed to get Scott's S3 in for an alignment. WOW! We were cutting it close! Our goal was to take off for the Invasion Wednesday night, so I had better get a move on.

Tuesday morning came around all to quick, and I was up bright and early

to get Scott's S3 over to the alignment shop. They promised to squeeze me into their schedule if I got it over to them first thing. Luckily, they were able to get it back to me right away, so Scott could come pick it up and get it out of my way. I really needed to drive my black S2 and make sure all the bugs were out of it before taking off on a 450 mile journey.

Jan had agreed to take me to "The Batcave" around noon so I could drive the S2 back home. After some final adjustments, the S2 was ready to drive home. As I started to drive, I could feel the power increase from the old "stock" set up. This Alpine felt like it had been given steroids! I was pleased and smiled from ear to ear all the way back home. Everything on the car was working correctly and the new overdrive made the car purr down the highway with a nice soft "Brrrrrrrrrooommm..." Life is good, until... you start to see steam coming out from under the bonnet! Damn... I was over heating AGAIN!

I pulled into a near by parking lot and let the car cool down. Luckily, I had two gallons of mixed anti freeze in the boot left over from my previous adventures. I was just a few miles from home, and could easily make it back to the house and start troubleshooting. Time: 2:30 Tuesday afternoon. It was about to start pouring rain.

The rest of the afternoon was spent inside. I couldn't work on my S2 because my Harrington LeMans and Scott's S3 were in my garage, so I had no where dry to put the S2 until Scott could get to my house from Cincinnati to drive his car home. Besides that, I needed to take a step back and think about my over heating problem. It had to be a simple solution. Something obvious that I had simply overlooked. Everything on this engine was new. Everything had been checked. Everything except the radiator cap! That was it, that had to be my problem.

When I first started to get the black S2 running over a year ago I had replaced the S2 overflow tank with an early S1 version to eliminate the "T" hose the was only used on S2 Alpines. It was a simple solution at the time, but I didn't have a radiator cap for the S1 overflow tank. Without thinking, I simply bought a radiator cap at Pep Boys and went about my business.

After some simple measurements, I quickly discovered that the S1 overflow tank required a 1" deep plunger on the cap. The one I had purchased over a year ago had a 3/4" plunger. This was simply not creating a pressure seal and as the engine came to temperature the coolant was

blowing right past the plunger and out the over flow. As coolant left the engine, the car gradually got hotter and hotter until she over heated. Which took just about 20 minutes of driving, just like clock work, every time.

In the pouring rain, I jumped into my car and took off for the nearest auto parts store. I started thinking to myself... "Do you realize that you just spent thousands of dollars rebuilding an engine to solve an over heating problem that was caused by a \$5.00 radiator cap? YOU IDIOT!"

After stopping at nearly every auto parts store in the South Dayton area, I realized that no one sells a radiator cap with a 1" plunger. Every single one was 3/4" deep. What's even more amazing to me is that nearly every parts store employee I spoke to had no clue what a radiator cap even was! At this point, I had given up on my search. I was soaking wet, and getting hungry. It was nearly 5:30 and Scott would be at my house soon to pick up his S3. Unfortunately, the first drive in his "new" S3 would be in the pouring rain. Even worse, we were leaving Wednesday afternoon and I still didn't have my car fixed.

There was only one place in the Dayton area that I would have half a chance of finding a 1" deep plunger cap. The Batcave! I was going to have to make another trip to Tipp City to see if I could find the part. After Scott had come and I had a bite of dinner, I hopped back into my car and headed up the road. As luck would have it, I did find exactly what I needed. Like the Holy Grail it gleamed in the bottom of a box of parts. I had overlooked that cap a million times while rooting for parts, and now it was exactly what I was looking for. At this point, I would have paid over \$50.00 to get my hands on that part and I heard the echo of my own voice repeating "NEVER throw anything away." Sure enough, even the smallest and most simple part will be needed some day.

Wednesday morning the sun was shining, not a cloud in the sky. I put the correct radiator cap on the Alpine and took her for a drive. Problem solved! This time it really was. The Sunbeam Gods were definitely smiling on me today and I had learned a lot of new things about our favorite little cars. Now I was ready to go and have fun at the Invasion!

Later that evening as the sun was just starting to set, I looked into my rear view mirror to see Scott Christie and Andy McGraw in their Alpines closely behind. We were in Southern Kentucky driving through the mountains with very little to no traffic. My engine was

motoring along at 3500 RPM which was just about 70MPH. My S2 was running perfectly and didn't miss a beat. The modifications to the 1600cc engine gave the Alpine the performance it needed without making the car un-drivable on the street. I would recommend these simple mods to everyone.

At that moment I realized I was perfectly relaxed. At that moment, Scott accelerated past me in his Carnival Red S3, overdrive engaged, his engine made the most beautiful sound and a gleam came from his wire wheel spinners as they caught the last light of the setting sun. I realized that this was what it was all about. Good friends, great cars. All the hard work had truly paid off. Life really was good, and the Sunbeam Alpine was a great car to take along for the ride. When these cars are done right, there simply isn't anything that can compare. Every hour, every dollar, and every drop of blood is well spent to have an Alpine that is put together right. I truly owe it to this black series II to move onto the next phase of the budget restoration... the paint job! - END



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## ***Popular Vote Car Show***

**Best Early Series Alpine (SI, SII, S3) :** Scott & Darla Christie (S3 ST)

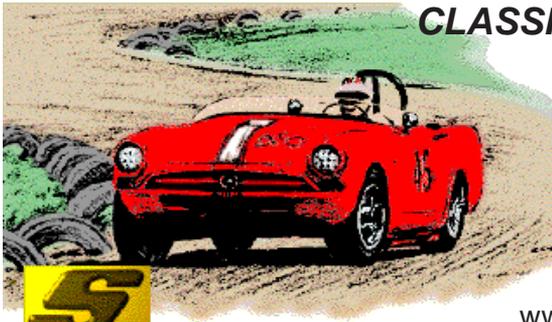
**Best Late Series Alpine (SIV & SV) :** Ted & Karen Stewart (SV Alpine)

**Best Tiger :** Alan & Daniele Rhodes (Mk II Tiger)

**Best "Rare" Rootes:** Chris & Pam Mottram (No. 99 Sunbeam Toaster)

**Best "Unrestored" Rootes Vehicle:** Jim Ellis (SV Alpine)

**Furthest Driven:** Paul & Susan Amjeld (1440 miles in a SV Alpine)



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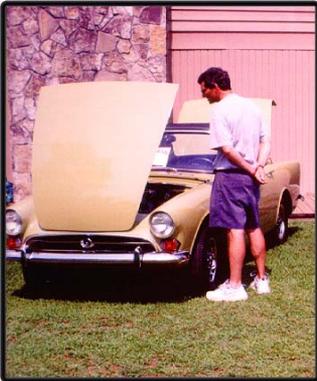
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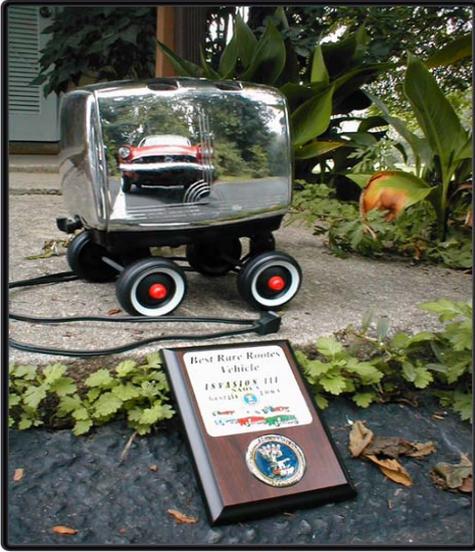
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# RACING ALPINE HISTORY

by

**Steve Silverstein - SAOCA Racing Alpine Historian**



With the sad news of Peter Harper's passing it is appropriate that we feature an account of one of Peter's great drives in the 25th Millie Miglia. In 1957, Peter Harper and Jackie Reece drove a Sunbeam Rapier in this Italian Classic. The origins of the race began in 1927 literally covers 1000 miles as the name Millie Miglia. The route ran through the towns and

countryside of Italy over open roads and quickly became known for its ability to test the strength of both car and driver. As Jackie's story tells the little Rapier ran the event without trouble and Peter demonstrated his great driving skill which helped to establish Sunbeam as one of the class leaders in European rally competition. It was a wonderful time to be involved with the Routes competition department and we were very fortunate that Peter Harper was a part of the effort.

The following story has been reprinted with permission from Tony Beale, S.R.O.C. Webmaster & Greater London Area Officer. It tells the story of Peter Harper during the 1955 Mille Miglia in a Sunbeam Rapier.

A banner with a black and white checkered border. The text reads: 'VINTAGE ~ MODERN DAY' in bold, uppercase letters. Below that, in a smaller font: 'Your only source for Sunbeam Alpine racing history and current day coverage.' To the right is a black and white photograph of a Sunbeam Alpine car with the number '7' on its side. Below the text, it says 'Steve Silverstein's' in a cursive font, followed by 'www.racingalpines.org' in a large, bold, serif font.

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*Steve Silverstein's*

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There were several casualties among the "quick boys" during these hair-raising practice days. Jean Behra of France crashed and broke an arm, and the ill-fated de Portago wrote off his own personal Ferrari halfway up the Raticosa Pass, that time without injury. During these four or five hectic days of practice, the local

constabulary amazed me by their enthusiasm. I recall an excited policeman waving to a man to get off his bicycle in a little village as two Maseratis went through in a cloud of dust and stones at well over 100 m.p.h. and saying happily, "Ah! the practice is going well." I shudder to think what the reaction of both police and motorist would be if the event were allowed in England. It was also fascinating to realise that the distance that had taken us three days on the reconnaissance was to be covered in 14 hours or so if all went well in the race

Our car was numbered 212, which meant that we started the race at 2.12 a.m. on the Sunday morning. The starting line scenes are beyond description. In the interests of thousands of excited Italian spectators, the competing machines drive up a ramp some 25 feet in the air amid hordes of press photographers and television cameras, with the excited cheers of the onlookers thrown in. The starting flag is dropped and the great race has begun.

A certain amount of starting line drill is necessary if one remembers that within two miles of the start, at speeds of anything up to 180 m.p.h., the drivers leave the street lighting of Brescia and plunge into the dark country road. It has been known on many occasions for drivers to forget to switch their headlamps on at the starting ramp, with disastrous results when they reach the wall of darkness that heralds the end of Brescia.

We had long discussions before the race as to what period each driver should do at the wheel, and as the rhythm of driving at our cruising speed of 100 m.p.h. was difficult to attain, we decided that Peter Harper should do the first 10 hours, which meant all the difficult sections, leaving me with the last relatively easy four hours of long straight main road motoring.

There is a saying in the Mille Miglia, "It takes courage to drive slowly for the first half-hour." If this saying be true, my driver was the biggest coward on earth, for to the Ravenna control and then to the Pescara control we averaged a fantastic 80.12 m.p.h. When one remembers that the initial two hours of this was in total darkness, and entailed also the passage through the tortuous city of Verona and the difficult semi light of early dawn, readers will realise just how magnificently Peter drove.

To ensure that every control is visited, the driver has to get a route card stamped at each of the six controls on the route. The stamping of this card entails scenes of furious enthusiasm. Approximately one mile from the control warning signs appear emblazoned with the word "Controllo". As one approaches at speeds of anything up to 150 m.p.h., agitated officials wave chequered flags to slow the competitors down, and an intrepid Italian official, waving a large rubber stamp, leaps around the control area waiting to stamp the route card. It is no exaggeration to say that he is frequently knocked over by competitors who have overshot the control area and has even been known to be knocked over by over-enthusiastic drivers who have had to back-up.

Down the long fast straights to Pescara and L'Aquila we began to overtake some of the smaller cars, which had started ahead of us. The little Fiat Stanguellinis, with an engine of only 750cc yet capable of some 85 m.p.h. proved exceptionally difficult to overtake, as their drivers are usually deafened by their engines and are bounced all over the road in their fragile machines and not easily made aware of our presence. The wall of spectators hardly ever finished, and I was amazed at the courage of the average Italian spectator, who would cheerfully stand on the outside edge of bends that are taken by the "heavy metal" at 160 m.p.h.

Our progress to Rome was perfect. The car cruised at a steady 100, braking, steering and suspension were superb, and brilliant sunshine and dry roads completed a feeling of satisfaction. The mountain section between L'Aquila and Rome brought out the best in Peter, and the many hairpins were taken in a style that evoked enthusiastic applause from the spectators. Approximately a mile from Rome, almost half distance, the engine stopped. A minor failure in the throttle linkage had caused this, and we rolled into the Rome Control at approximately 5 m.p.h. which according to an eye-witness inspired the comment from the Italian commentator, "See how the English arrive at a control displaying their traditional phlegm."

As we refuelled, Peter and I wrestled with the recalcitrant throttle linkage.

With the aid of some copper wire and a hastily 'borrowed' screwdriver, a jury control was rigged and after some three minutes delay we left to tackle the mountains en route to Florence. I thought that Peter had reached his peak form before, but tired as he must have been, intermittent storms of sleet and rain on top of the Futa and Râticosa Passes seemed to inspire him to drive even better. The surface was covered in burnt rubber and oil and was incredibly slippery, and I was truly thankful for the years of Alpine experience that gave Peter a sure touch on the steep descent. Another quick refuel at Florence and we were off on dry roads once again, winding interminably, lined with spectators, on our way to Bologna.

At Bologna Peter's stint was done and his 10 hours of high-speed driving on a scorching hot day had exhausted him. Now I set off on the last stretch to Brescia. We had been told at Bologna that we were lying 2nd in our Class, that our other car had crashed near Verona, and a French Peugeot lying 3rd was challenging us for 2nd place.

I do not recollect a great deal of this last, extremely fast section, for the concentration we had extended over the last ten hours had tired us both. We "found" and passed the Peugeot, and with him stationed some 10 yards behind us, the last 400 miles, including the half at the Mantova Control, fled by. Probably the only highlight of this section happened 100 miles from Brescia when I spotted two red specks in my driving mirror while I was doing 100 m.p.h. In less time than it takes to read, Taruffi, the eventual winner, with von Trips some three feet behind him, passed us at approximately 160 m.p.h. To drive machines at that speed after 900 miles seemed to me to be incredible. The outskirts of Brescia came into sight, and with a feeling of tremendous relief we crossed the finishing line 14 hours 4 seconds after we had left. We were second in our class.

This was really my most enjoyable International Competition event, and I shall always feel secretly proud that I have competed in a Mille Miglia - and finished. - END



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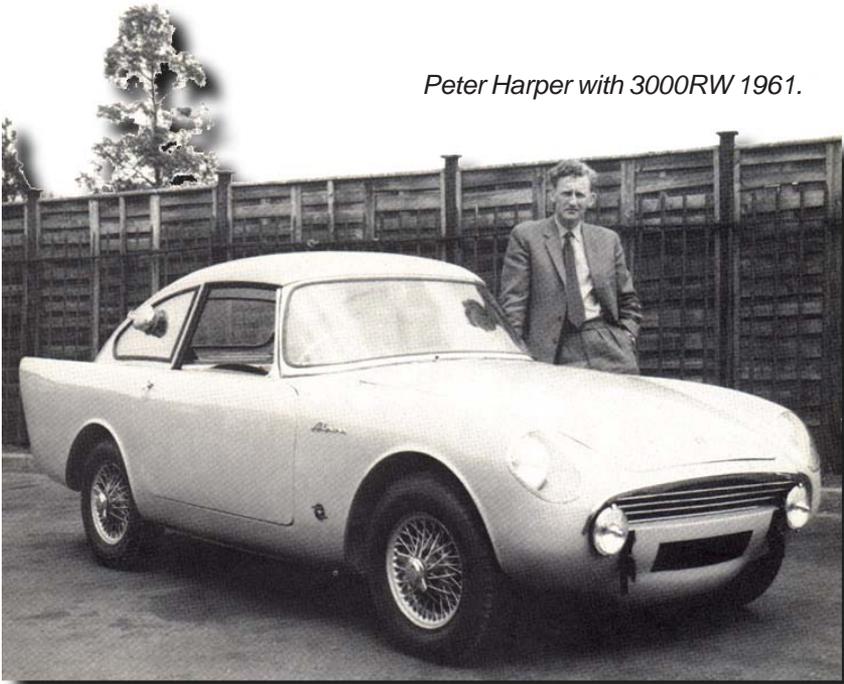
# *Remembering Peter Harper*

by Steven Alcalá

It is with great sadness to report the passing of former Rootes racing driver, Peter Harper. Peter was one of the premiere Sunbeam racing drivers ever, and was one half of the greatest Sunbeam Alpine race teams of all time (Harper-Proctor). Highlights of his fabulous career include racing a Sunbeam Rapier in the Mille Miglia; racing the Alpine at Sebring ('61, '62); Le Mans ('61, '62, '63); racing the Tiger in the Targa Florio, Monte Carlo Rally; as well as racing a Daytona Cobra coupe at Le Mans ('65).

Peter Harper and co-driver, Peter Proctor, brought the Sunbeam Alpine its greatest success in 1961 by winning the Index of Thermal Efficiency at Le Mans in a Harrington Alpine. In 24 hours, they went 2,180 miles with an average speed of 91 miles per hour!

*Peter Harper with 3000RW 1961.*



# INVASION IV... ANYONE?

We are actively seeking a host for Invasion IV, 2004. Anyone wishing to host next years event must be a member in good standing and contact an officer with your written proposal no later than Dec 1st, 2003. We will want to begin promoting the event Jan 1, 2004.

Potential hosts will be required to identify event site, banquet costs, and lodging. We can help with ideas from there. If you are interested in hosting this event and have questions, please call Ian Spencer (937-395-0095) or Scott Christie (513-774-0778). We will be more than happy to work with you to put a plan together.

Thanks,  
Ian & Scott



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# Building a Harrington Le Mans Engine and beyond (2.0L Alpine)

by Jan Servaites

At the Sunbeam Invasion 3, Jim Ellis & I discussed a lot about modifying 1600 & 1725 Alpine engines, and in this issue, I provided some additional discussions on topics that you might find helpful in your next engine project. Lastly, Jim unveiled his latest secret project, a 2.0 Liter Alpine engine. Jim has included just about every known trick of retrofitting various parts from later engines into the 1725.

Since my last tech talk article, I have rebuild 3 Alpine engines to the Le Mans specification. One engine was built for Ian Spencer's RHD series II Alpine and a second one for Scott Christie's series 3 Alpine. Both Ian & Scott drove their Alpines to Dillard and back without a hitch. The third engine was for my Harrington Le Mans, but due to unforeseen internal problems with my overdrive transmission, I just didn't have time to get the car ready for Invasion 3. Due to space restrictions in the previous issue, all the camshaft data that I researched will be presented in the following table:

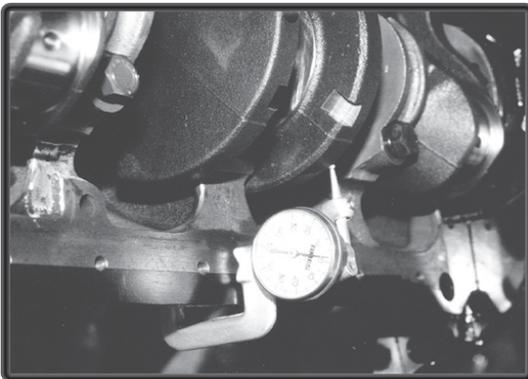
Examples of Alpine camshaft profiles						
	BTDC IN op	ABDC IN cl	BBDC EX op	ATDC EX cl	Valve Lift @clearance	Duration @ tappet rise
All Alpines up to SIV 1494cc&1592cc	14	52	56	10	.366" @ .012" IN .364" @ .014" EX	246 IN 240 EX
Series IV 1592cc	19	57	61	15	.366" @ .012" IN .364" @ .014" EX	260 IN 256 EX
Series V 1725cc	29	63	69	23	.405"	272 IN 272 EX
LeMans Factory Stage II, 1592cc, Factory Option #10208620	25	59	63	21	.405"	264 IN 264 EX
Holbay (Sunbeam Specialties)	27	60	62	25	.427" IN .427" EX	267 IN 267 EX
Holbay H120	44	51	69	26	.436"	275 IN 275 EX
Holbay E128, Tornado	35	60	60	30	.465 "	275 IN 270 EX
Elgin Camshaft #6708	23	65	65	23	.433" @ .020" IN .433" @ .022" EX	268 222 @.050"
Delta Camshaft, "L2" grind	22	63	63	22	.438" @ .014" IN .438" @ .016" EX	265 @.016" 226 @.050"
Isky Camshaft, SB-2	22	62	62	22	.430" @ .018"	264 IN 264 EX

As one can see, Rootes put in a very mild camshaft in the 1600, and that's why these engines run so well with the Delta "L2" cam profile. One very interesting reference source, for Alpine tuning, can be found in Chris McGovern's book, "*Alpine The Classic Sunbeam*". He has a chapter on tuning that really is an excellent guide for the owner wishing to improve road performance. There are also some itemized part lists of what Rootes included in their factory Tuning Kits (Stage I&II) and that is very helpful in planning for a rebuild.

### **Misc. Rebuilding tips:**

**Timing engine** - I have seen an email or two about how some confusion can develop from following the Alpine factory repair manual on getting the engine ready to install the oil pump. The manual is pretty clear on how to time the camshaft to the crankshaft, and I think a lot of rebuilders move on to the next job of installing the oil pump (which sets the ignition timing for the distributor. Presently, the engine is 2 cycles off of having cylinder #1 in a firing position as defined in the shop manual. I know that I have made this mistake many years ago too. One easy way to do the oil pump installation, after the camshaft was just installed, is to align the oil pump shaft so that the distributor shaft off-set slot is installed at the recommended 47 degree angle but upside down (turned 180 degrees). Of course one can also rotate the crankshaft twice until #1 piston is firing too, but that's just a little extra work. After the pump is in, I always double check the timing by fitting a distributor and checking that the rotor is in the correct position.

**Setting Crankshaft End Play** - I keep the old front thrust bearings and



reuse them for the next engine rebuild. I don't keep the one that takes the direct thrust from the clutch release bearing because they are usually heavily worn. Sometimes the thrust crank journals can get scored and will need to be ground smooth again. If that's the case, oversize thrust bearings can be acquired from one

of the Sunbeam parts suppliers. Set up the indicator, with a new oversize bearing & an old one and measure the endplay. Measure the thickness of all the used bearings and it will be easier to select just the right size.

**Setting Valve Clearance** - At the Invasion 3, Jim Ellis was busy conducting valve adjustments on owners that wanted their engine to idle a little quieter. Here are a few tips from Jim that will make the valve adjustment maintenance go a little quicker. First, get the engine warm by driving it for about 20 minutes and then pull the valve cover. Secondly, if you have just rebuilt the engine, it might be a good time to retorque the head bolts. Third, using the procedure below, locate a compressed valve and set the clearance to the appropriate valve. Use a feeler gauge and set the adjusting screw until a slight drag is felt. Turn over the engine to the next depressed valve, and when all 8 valves are adjusted, replace the valve cover. If you noticed that some of the tapping noise is still present, then there might a few badly worn rocker tips. All the rockers will need to be removed and sent to a machine shop (I recommend Delta Cam to do this work) for resurfacing. If you had the camshaft reground to a different profile, the shop might give you a different setting for the valve lash. Follow their recommendations. Set valve "Factory" lash to: Intake=0.012", Exhaust=0.014" (Valve to set clearance - Valve to set "Open")

**1EX - 4EX**  
**2IN - 3IN**  
**3EX - 2EX**  
**1IN - 4IN**  
**4EX - 1EX**  
**3IN - 2IN**  
**2EX - 3EX**  
**4IN - 1IN**

**Manifold gaskets** - There are usually two manifold gaskets in a gasket kit. One is made of fiber and the other is stamped steel. Install the fiber gasket first and then the steel gasket last. Notice there are dimples on one side of the steel gasket and these dimples should be facing out. I think the reason for the steel gasket is to allow rapid removal & reassemble of the intake manifold for repair work on the starter, generator or anything located under the manifolds. If just the fiber gasket was used, then the gasket would probably be destroyed when removing the intake manifold. So, instead on removing just one manifold,

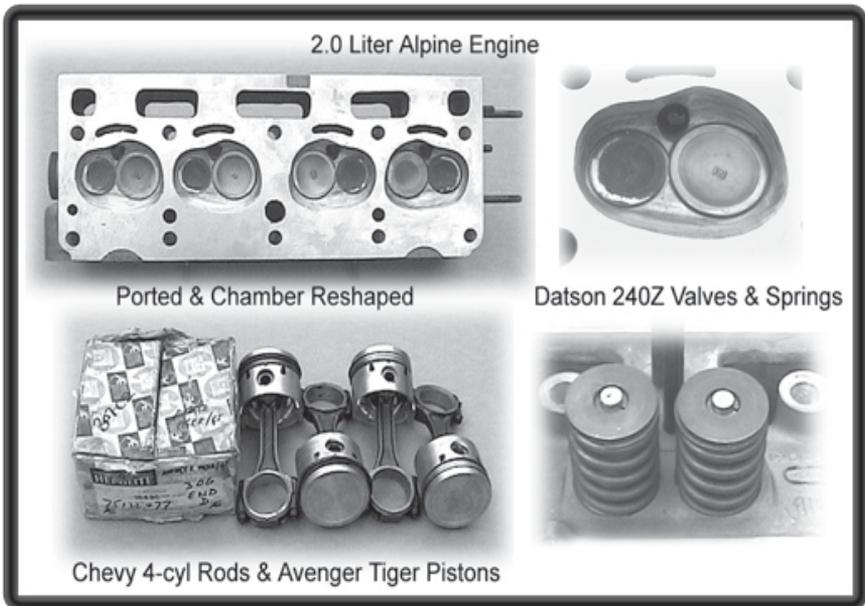
both manifolds would need to be removed, the old gasket scraped off, and a new gasket installed.

### ***Jim Ellis' 2.0 Liter Alpine Engine***

Now a review of a bored & stroked 1725cc that displaces about 2000cc. I'll give a little summary of what changes that he made to this little powerhouse. Again, Jim has performed just about every known trick of retrofitting various parts from later engines into this 1725.

**Bore** - The Hepolite pistons, which measure 3.389" diameter, were made for an Avenger Tiger/GT. They are flat top pistons and with the bore & stroke increase will boost the compression ratio in the realm of 11:1. This is a little high, but with a reshaping of the combustion chamber, will hopefully bring it back into the mid-10:1.

**Stroke** - Jim used the 4-cyl Chevy connecting rods because they are dimensionally close to the stock 1725 rods. If the V-8 SBC rods are used, the rod bearing side clearance is too wide and all the rods needed to be made wider with brazing and remachined. So, using the 4-cyl rods avoids the problem. The small rod end is honed until the wrist pin can float on the rod. The Chevy rod bearing is smaller than the 1725's, so the crank is



ground with an additional offset to increase the stroke. The finishing touch is to balance all internal parts.

**Valves** - Datson 240Z-260Z intake & exhaust valves, springs & retainers. Larger generic valve seats were installed. First the new intake seat area was cut & seat installed, then the exhaust seat area was cut slightly into the intake seat. The valves are as large as one can install in the Alpine head. Honestly, the whole conversion was performed pretty well. The chambers were reshaped close to the Dave Visard recommendation. Jim also checks the volume of each chamber and equalized all four chambers. Since the bore exceeds the limit of the stock head gasket, a custom copper gasket needs to be made.

There are lots of ways to increase the power on your Alpine engine without performing an entire engine transplant. The next time you are planning an engine rebuild on your Alpine, consider some of these mods to increase performance. Increased horsepower can be as simple as a new camshaft, as in Scott Christies S3, or medium performance mods like the Harrington Le Mans build in Ian's black SII. If you are feeling a little crazy and want to pull out all the stops, try a conversion like the Jim Ellis 2.0L engine. Save the V6 for the wife's minivan!

## Le Mans Flywheel Modifications

**Weight: Stock Alpine - 23.5 Lbs**

**Le Mans - 19.0 Lbs**



# A safety tip from TW Automotive

## DID YOU KNOW?

The aluminium wedges used to shim the front cross member are prone to expand as the corrode. New wedges are available today and its a good idea to replace them if needed. (See picture below)



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# 2003 SAOCA PHOTO CONTEST

It's with great pride that we bring you the SAOCA Photo Contest. The rules are very simple... take a picture of your Alpine or Rootes vehicle and send it in to the editor. Winners will be awarded great SAOCA regalia items.

Prizes will only go to the photographs showing the most creative quality. All pictures must be received by editor no later than December 15th. Winners will be announced in Issue #8 of *The Alpine Marque* along with a full color spread of all entries!

To enter please mail glossy photo or digital disk to:

Ian Spencer  
309 Cushing Ave  
Kettering, Ohio 45429  
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- 1st place** - Official SAOCA Jacket
- 2nd place** - Official SAOCA Polo Shirt
- 3rd place** - Official SAOCA Hat



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**2 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

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## **Poker Rally Results - (Continued from front page)**

**Chris & Pam Mottram:** No Time - No Hand  
**Brian & Andrea Manderson:** 1:49:00 - 6, 6, A  
**Rick Berghult & Name Unknown:** 1:44:05 - 7, 7, 5  
**Bob Parker & Mark Williamson:** 1:49:15 - Q  
**John & Celia Bezdek:** 1:54:00 - A  
**Chris & Marjorie Stephenson:** 1:46:30 - 2, 2, 10  
**Scott Christie & Don Gray:** 1:44:30 - 10, 10, 9  
**Eric & Bonnie Gibeaut:** 1:42:00 - 2, 2, 9

Special thanks to Barry Knight, David Schumacher, Dwain Cooke and Bob Berghult for all the hard work putting the rally together on such great twisty mountain roads. This has to be the first rally in history where the slowest car won!



## **CONTACT THE SAOCA**

- Editor:** *Ian Spencer* ([Alpinelan@woh.rr.com](mailto:Alpinelan@woh.rr.com))  
309 Cushing Ave. Kettering, Ohio 45429  
(937) 395-0095
- Registry:** *Scott Christie* ([schristie@woh.rr.com](mailto:schristie@woh.rr.com))  
1125 Windsail Cove. Loveland, Ohio 45140  
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