

SAOCA
2400 S. Emerson #2
Gillette, Wyoming 82718
USA



To:

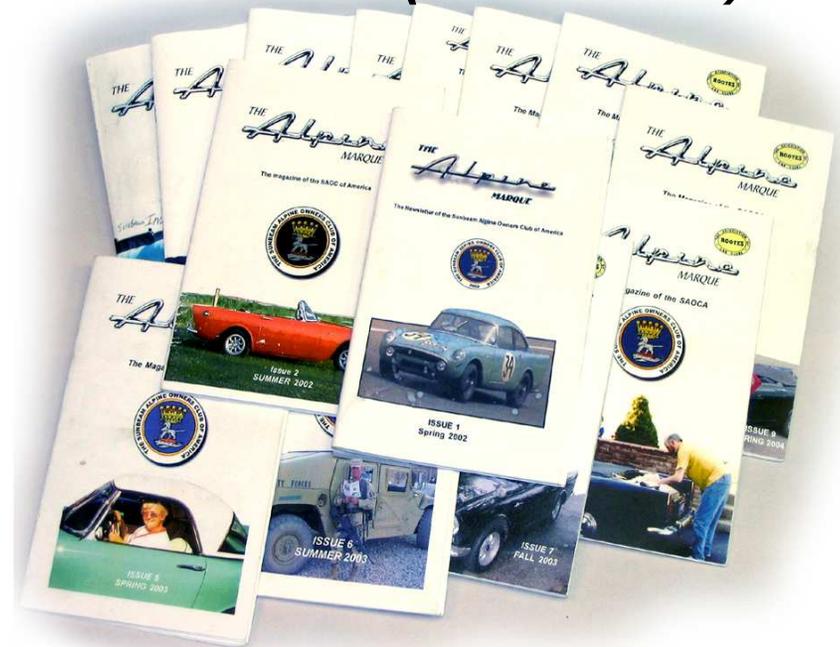


THE *Alpine* MARQUE

A Newsletter to the Members of
the



Issue 1-19 (2001-2006)





Dwain Cooke polishing up his V6 powered Alpine that he calls the "Red Rocket". He met up with Jim Ellis & V6 Alpine for a road trip story.



CONTACT THE SAOCA

Membership:

Rich Vose (rwvose@vcn.com)
1044 Thornbury Pl. Highlands Ranch, CO 80129
(303)683-3000

Registry:

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

To join the SAOCA: Please visit www.saoca.org and complete the on-line application form. You may also contact Rich Vose to obtain more information regarding membership.

Printed by: Merrick Printing / DPI 2604 River Green Circle. Louisville, KY 40206.

1725 Oil Pump Installed In 1600

by Jan Servaites

This is Ian Spencer's Harrington engine that I rebuilt for him. After working out the problems, its possible to use the 1725 pump in a 1600 engine. The oil pressure line is larger, but the block can be drilled & tapped to a larger mouning hole. I performed this operation on a Bridgeport mill. The oil pan needs modifications as well.



1725 pan on left....1600 modified pan on right

CONTENTS

- Editor's Viewpoint - Jan Servaites Page 4
- All About Us - Jim Stone Page 5
- Power-Shifting the Alpine - Jim Stone Page 10
- Run To The Sea - Dwain Cooke Page 16
- Club Regional By-Laws Page 20
- Oil Pump mods to a 1600 - Jan Servaites Page 26

Cover: 19 issues of the "printed" Alpine Marque

Inside Back: The V6 gang.

Disclaimer

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

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.

SAOCA Club Officers

Mike Phillips - President/Treasurer
Scott Christie - V. President/Registry
Rich Vose - Membership Secretary
Steve Silverstein - Racing Historian



The Editor's Viewpoint – Fall 2006

I'm going to tell you some background information of how the newsletter is published and other things that we need to address. This printed newsletter costs roughly the price of a membership. Originally, the idea of the club was to make it low cost, and provide a high quality product and that was a very good start and it was working. Luckily, to be able to do that, the volunteers behind the newsletter devoted a lot of their time & expertise in computer publishing 20 issues over the past 5 years. About 99% of that work was performed by Ian Spencer and he has carried the load too far, for all that time. There is about 1, 2, 3 maybe 4 key members (out of 300?) that have done everything. Ian is one, Scott Christie & I helped with the early newsletter years ago. I helped Ian initially with the sunbeamalpine.org web page. Scott has pleaded for help, especially with the newsletter and we haven't had much support. To do this effort, it takes a lot of one person's time to complete the training to know how to successfully publish a quarterly newsletter (the technical aspects), it takes a lot of time to get article ideas and have them written up by contributing authors (the article copy), get all the graphics & text in some organized format (layout artistry), and coordinate the final draft to the printer company. It takes one hell of a lot of time to accomplish the newsletter publishing.

I stepped in to get the last two issues completed, but folks we cannot go on with a formally, printed publication. About 5 of us officers & staff were talking about what we should do. At this point-in-time, we decided to just stop the printing & delivery of the newsletter, but now make it electronically accessed at our web page (you download it and print your copy at home on your home computer & printer). In addition, the web site will be only accessible to paid members. There are good reasons for doing this. We need password protection! The forum software that we use now, I have to sanitize about 4-5 "fake" members (marketers & spammers) per day, and also I remove their offending posts that market sex, drugs & rock-n-roll (you know what I'm talking about, it's all over the internet). This is about a 12hrs/7days a week effort. We also want to bring back the huge amount of Sunbeam material that the old website (that Ian created & maintained for years & years) had to offer. We need to buy software for our new forum. We need to buy web hosting. We need to buy domain names, and we think we can do all this with your help. If we can get your help, they say the membership fees will be even less than what we pay now. Probably as low as \$10 per member is what they are saying. Anyone want to volunteer?
Jan Servaites – Acting Editor

XIX. Regional Events

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

The Alpine Marque

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

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

The Governing Board will determine if the request is valid. A Regional Chapter must meet no less than quarterly to maintain its status.

XV. Purpose

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

XVI. Organization

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

XVII. Duties of Regional Chapter Officers

President: The Chapter President shall be responsible for the coordination and growth of his/her Chapter, including planning of regular activities. The Chapter President shall provide quarterly reports, to be published in the club magazine, detailing activity pertaining to his/her Chapter.

The Chapter President shall be present at all Regional Chapter meetings and will be allowed to vote on issues pertaining to his/her chapter. All Regional Chapter Presidents will report to the Governing Board President.

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

XVIII. Support of Regional Chapters

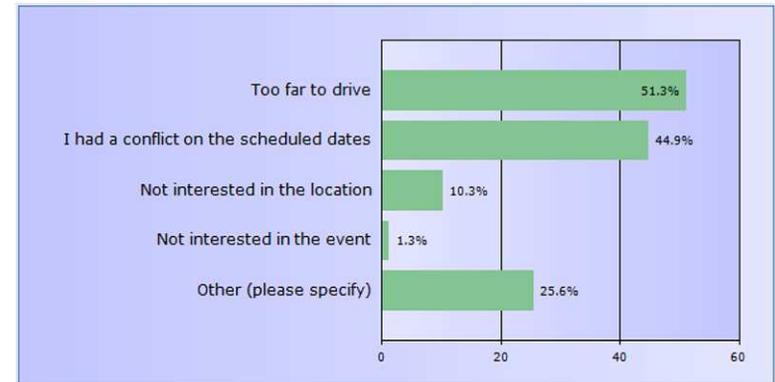
- (a) The Governing Board will provide one club banner to be displayed at car shows, club meetings, etc. If this banner is lost or destroyed a replacement banner will be provided at the cost of the Regional Chapter.
- (b) The Governing Board will facilitate and provide monies for promotional mailings for regional meets and recruiting initiatives.
- (c) The Governing Board will provide an Events Packet outlining details for hosting a regional event.
- (d) Following an event, the Governing Board will consider requests by the Regional Chapter for reimbursements. The request must be in writing and must be submitted no more than thirty days after the date of the event. The maximum reimbursement allowable is \$300.
- (e) The SAOCA will provide insurance coverage for the event as outlined in the Events Packet.

All about Us - Part 3 (The Invasions)

By Jim Stone

Survey Background. The last two issues of the Marque have presented results from the first SAOCA Member's survey. This was an online survey conducted late last summer. We had 121 responses, which represents a very good sample of online members and about a quarter of all members. The first article profiled the membership; the second our cars. In this issue, we turn our attention to the annual Invasion. The survey was conducted shortly after the disappointing turnout in Rushville, Indiana. While the data thus precedes the even more disappointing turnout in Tulsa this summer, it is important that we look at the findings in order to learn why members do and do not attend, so that we can hold bigger and better Invasions in the future.

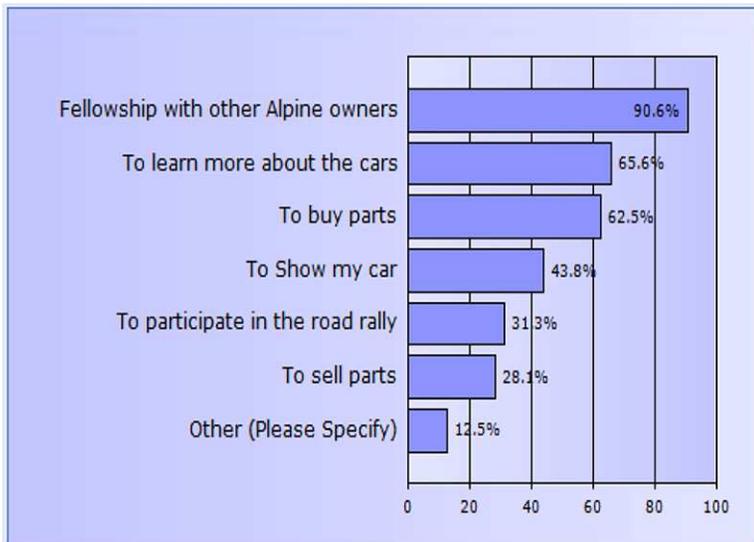
Invasion V – Rushville IN. One of the key issues in this section of the survey was to understand why people don't attend Invasions. We asked that question of those who didn't go to Indiana. Location was certainly the primary reason, both in terms of distance and lack of interest; it also showed up in some of the 'other' responses. Also among the additional 'other' reasons were a few people who didn't attend because their cars weren't running.



On the other hand, everyone who had attended at least one Invasion was asked the primary reason for attending. The number one reason by far was fellowship with other Alpine owners

Fellowship with other Alpine owners	21	65.6%
To learn more about the cars	7	21.9%
To sell parts	2	6.3%
To show my car	1	3.1%
To participate in the road rally	1	3.1%
To buy parts	0	0.0%
Other (Please specify)	0	0.0%
Total	32	100.0%

The more interesting data is the ‘net’ of reasons: the numbers of members who indicated a choice as either the primary or secondary reason. While Fellowship is still number 1 (91%), it is now followed closely by “To learn more about the cars” (66%). Buying Parts is more than twice as popular as Selling Parts (63% vs. 28%). And, while only one person indicated that showing his car was the primary reason for attending, more than 40% of the members mentioned it as one of the reasons!



How was the Invasion? Those who did attend basically thought it was “OK”. Of the 15 members who rated it, 4 were Completely Satisfied, 5 were Very Satisfied and 6 were Somewhat Satisfied. While none were Dissatisfied or even Slightly Satisfied, if the SAOCA was a client, I’d tell them that numbers like that are troubling, at best. Spouses of about half of the members (7 of the 15) attended, and fortunately, none of them were dissatisfied with the event either.

We also asked people to rate the Invasion on several different factors. Just focusing on the percentage of members who said they were “Completely Satisfied” as an indicator of overall satisfaction, we see:

Location	5	33.0%
Hotel	5	33.0%
Parts Room	4	27.0%
Car Show	2	13.0%
Road Rally	9	60.0%
Banquet	3	20.0%

VIII. Voting at Committee Meetings

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

IX. Annual Committee Meeting

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

X. Use of SAOCA name, address, and property

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

XI. Amendments

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

XII. Events

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

XIII. Copies of By-Laws

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

Regional Chapter By-Laws

XIV. Chapters

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

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

VI. Banking

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

VII. Committee Meetings

The Chapter President (see Article XVII) or designated representative from each recognized regional chapter may attend and participate in Governing Board committee meetings. A minimum of seven members shall form a quorum. The committee shall be elected from the membership for such posts as are deemed necessary and these will be subject to re-election every four years. A special vote, when deemed necessary by the Governing Board, can remove a committee member when requested. Any elected committee member physically absent from more than two consecutive meetings without good reason may be deemed to have resigned. At least one national meeting will be held each year. Binding decisions can only be made at committee meetings. If absent, committee members can submit their reports via email, phone, or written report.

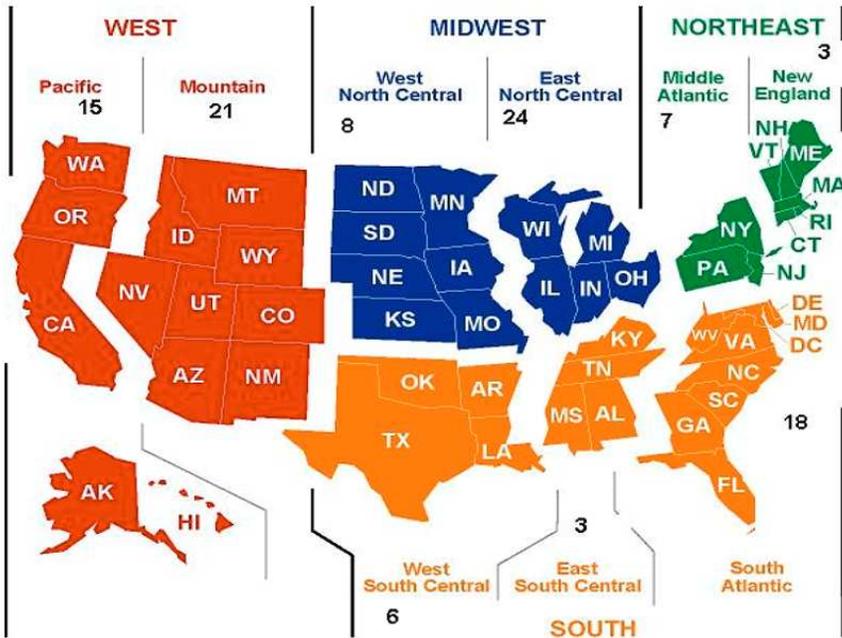
By far, the Rally was the highlight of the event for these members!

We asked members who had attended other club events (mostly the TE/AE United) to compare the Invasion to those events. There were only 19 of us who could answer this question, so there is not much data there to analyze. In general, I'd say the Invasion is seen to be about the same as the others. The same number said it was better as worse, with about the same number saying it was no different. While there is not much to be learned from the responses to this question alone, we also asked for the reasons people felt this way, and this does give us some insight for future planning.

Members who found the Invasion superior tended to emphasize the Alpine focus of the Invasion: ***"Is all about Alpines which is the kind of car I own. TE/AE events seem to be tilted more toward Tigers than Alpines."*** The casual nature of the event was also mentioned by a few: ***"The low key profile makes the difference for me."*** People who found different events about the same liked the relative differences: ***"Both have advantages, TE/AE has good tech sessions. Invasion has good rallies."***

The comments from those who rated Invasions as "Somewhat" or "Much Worse" than other events are very informative. Just as some people prefer the informal nature of the Invasion, others fault them on this aspect and see the United as more of a family vacation. ***"As an example, this years united had many events to attend, i.e.: castle tours, boat rides, dinner cruise, concours judging, auto cross, and rally. Not to mention that the event was centered at a beautiful resort. Driving to a Holiday Inn in Indiana to drive my car in a rally didn't cut it."*** There is also a bit of a self-fulfilling prophecy going on here, as a few mentioned the low turnout at Invasions as a reason why they prefer the United.

If Not Indiana, Where? The map below shows where members would like to see future Invasions. Despite the fact that the last three invasions have been in the Midwest, that remains the most popular destination, which I believe is also where the largest percentage of members live. The South Atlantic region, which is also home to a large contingent, received a fair number of mentions, but the Mountain States and Pacific region also came in very strong.



Two Invasions Better Than One? Someone on the forum once suggested holding two Invasions per year, one in the eastern half of the country and one in the western half. It seemed like an interesting idea, so we added it to the survey. Exactly two thirds of the members (67%) supported the idea, although follow-up questions indicate less attendance likely at a Western Invasion. The table below indicates members who said they were “extremely” or “very likely” to attend one Invasion or the other. While only 24 members indicated they would attend a Western Invasion, for the most part this is a different group of people than those who would attend an Eastern Invasion. Only three members were extremely or very likely to attend both.

Eastern Invasion		
Top 2 Box Likelihood	38	40.4%
Total	94	100.0%
Western Invasion		
Top 2 Box Likelihood	24	25.5%
Total	94	100.0%

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

IV. Officers of Governing Board

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

Governing Board By-Laws

V. Duties of Officers of Governing Board

- (a) **Duties of the President:** The President shall provide quarterly reports, to be published in the club magazine, detailing activity pertaining to his/her office. The President shall be present at all Governing Board meetings. The President will not vote on issues unless there is a tie, in which case he/she will cast the tie-breaking vote. The Vice-President will preside at meetings in the absence of the President. In the case of his/her death, resignation, or disqualification the Vice-President shall become President.
- (b) **Duties of the Vice-President:** The Vice-President shall assist the President in the affairs of the SAOCA and perform such duties as assigned by the President.
- (c) **Duties of the Treasurer:** The Treasurer shall receive all monies of the SAOCA and deposit them in the organization’s bank account. The Treasurer will have direct control over all payments of debts and obligations. He/She shall give a quarterly report, to be published in the

Sunbeam Alpine Owners Club of America

Articles of Incorporation and National and Regional By-Laws

Articles of Incorporation

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

Article I: Title

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

Article II. Purpose

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

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

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

Article III. Membership

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

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

Making Things Better – Suggestions for Improving the Invasion. We had some interesting suggestions for improving attendance at the Invasion. Rather than try to summarize them, I am simply printing them here verbatim.

- *"GET MORE CARS AND PEOPLE!!! PROMOTE IT HARDER!!!"*
- *"Keep cost down and group time high"*
- *"Get more people to come! Hold it in cooler months of the year so people can drive a Sunbeam to it in a little comfort. Try to hold an Invasion in conjunction with a large British car show and or vintage races to attract more people and cars."*
- *"Have at least one tech session offered on either Friday or Saturday"*
- *"TE/AE has technical sessions where members make presentations on "how to", which I think is useful."*
- *"If some of the more experienced folks were to demonstrate tuning/adjustment, etc. techniques, I'd certainly watch that."*
- *"Perhaps going to an every other year schedule would increase attendance. Alternate years East & West?"*
- *"Choose an interesting location with twisty roads nearby."*
- *"Keeping it more centrally located would draw better attendance."*
- *"Keep member cost down, keep it simple, make sure that it is easy to get in and out of the hotel, avoid major cities, and SHADE for the show."*

So, What Does It All Mean? Attendance at the Invasion has steadily declined over the past few years, and 67% of respondents had never attended an Invasion. There were a total of 27 adults and 4 children in Tulsa, but only nine Alpines and one Humber. That was considerably down from Rushville, where we had about 45 attendees and I believe 18-20 cars. In hindsight, several things conspired against this year's event. To start with, the Alpine gods seemed against us, as several people who were planning on attending had to drop out at the last minute due to mechanical problems. Last minute personal issues came up for several members, too. However, I imagine that things like this happen every year, so that probably isn't the key. The projected heat, which arrived right on schedule, was certainly a factor, but I doubt it was really the main one.

Looking through the responses to this survey, thinking about chatter on the website and conversations I had with friends in the club, I can only conclude that, like real estate, the three most important things in choosing the site for an Invasion are location, location, and location. The club owes a huge debt of gratitude to Donna and Jim for stepping up and volunteering, and then for all of the work they did to arrange and host the event; they worked hard and did a great job.

However, if our aim is to maximize attendance—and as far as I know, it is—then we should think twice about holding another one somewhere like Tulsa. No offense to Tulsa (many commented about how nice the area was, especially those who drove on the rally) but it lacks either of the two things that seem to be important to attendance: proximity and tourist draw. As the map indicated, the Oklahoma region of the country is not a big draw. I'm reading a bit between the lines here, but I think we should strive for a place close to many and worth driving to for the others. I don't have access to the turnout for Invasion III, but my recollection is that it was one of the best attended and certainly the best attended of the last four. The GA region is relatively close to many and Dillard is a beautiful resort area. Where else would qualify? How about somewhere in Colorado? Great summertime weather, beautiful scenery, and accessible to many. And, if you remember back to Part I of this report, there are many fisherman in the club! The South Atlantic boasts a large contingent of members and there are numerous places we could hold an Invasion besides Georgia. The handful of us who are golfers would certainly like North Carolina. How about the Great Lakes region? Again, everything we could want.

OK; maybe not everything on all counts; there is one other thing that is need: one or more members willing to host. So far, I believe we have volunteers in New England, Ohio, North Carolina and Florida. While New England did not boast many survey votes, nor many SAOCA members, I am fairly certain there are more Alpines and Tigers around there than we know, so it could work. The others are strong on all counts. Well, Tipp City isn't exactly a major tourist destination, but Ian did offer to host a "working" invasion at his workshop, which would be a draw for the strange breed known as "Alpine tourists". And, while—given sufficient attendance—any location would satisfy the number one requirement of "Fellowship with other Alpine owners", a working Invasion would also hit the second reason: "To learn more about the cars".

So where and what will Invasion VI bring? Stay tuned to see where, and attended to see what. *END*

Next Issue: Part IV: The Website and the Marque

After a good nights sleep the "Red Rocket" comes to life and its time to head back to Atlanta. Headed up the highway I remembered something I saw on the way to Myrtle Beach. We had passed a Auto Garage named Cooke's Garage. Those of you that know me know that my last name is Cooke spelled in the true English fashion. So I told my best girl we must stop and meet these folks. I have a small shop in my backyard. My wife knows she can always find me in "Cooke's Garage" if I'm not in the house. So I have T shirts that say Cooke's Garage. The day we stopped to visit with these folks I was wearing the shirt. Well as you can expect they greeted me with open arms. Great salt of the earth folks. Sometimes we just have to take time to enjoy the people along the way. Back on the road the V6 purred/sometimes growled when the American iron came too close but then she knew she also had an American/German heart. The ride. the friends, the beach my best friend at my side what more could you want . So went the "Run to The Sea 2006" at least for us but a surprise was on the way.



The next day after our return home Jose was surprised by a visit from Dennis of Wilmington, NC with his "Hot V6 Alpine". They enjoyed a great visit and Dennis asked Jose to sign his V6 Converted Alpine. Three days of V6 Alpines . Jose you must be proud that so many of us are enjoying the modified Alpine. Once again the V6 modified Alpine has proven its dependability while increasing the fun factor. Well the Run to the Sea 2006 was enjoyable for these three Alpine owners and who knows could there be another. Well we will see. *END*

Arriving in Myrtle Beach the Red Rocket is thirsty but I had my toes in the carb jets most of the way. She ran with ease never complaining even when people would ask what kind of mg is that. Even though she was repulsed she didn't leak oil on there shoes she just cranked up with enough lumpity to let them know this is not their mothers Alpine. Next was to find the V6 Masters crib on the beach. We went to where we thought he was staying but to no avail they had never heard of V6 Joe, just as we fired up to sprint to the next condo I hear someone screaming at me over the roar of two fine tuned V6 Alpines in the enclosed garage. Yea it's the Man himself. Handshakes, introductions to his family and what's next well we gotta eat so it's off to Jose's favorite Mexican restraint. Great food and man plenty of Alpine talk even some 4cyl talk. Well Jose has a crazy niece and she has decided it's her appointment to be our photographer. Sherry you did a great job and if it wasn't for your determination we couldn't have gotten the golf course pictures. Jose has a wonderful family and they treated us as family. After the picture session Jim & Ben had to leave. My wife "Barb" and I stay overnight and enjoyed more time with Jose and family. I went to Jose's condo and asked if he was ready to drive the Alpine. Man he was scrambling for his hat. Off we go down Ocean Blvd cruising and the smile on his face was worth all the cold winter nights working on the Beam. Everyone loves a restored Alpine no matter what engine you have. People wave and celebrate with you. Can't help but believe they wish they could be you for just a minute. But the truth is the Alpine is affordable and they could enjoy what we do.



POWER SHIFTING 101 or 250 Miles Without Shifting Gears By Jim Stone

I was supposed to be in Dallas on Friday, October 13th on business, but my meeting was cancelled on Thursday. That meant that spending a couple of days at the TE/AE United in Covington, KY was suddenly a possibility. The hotel still had rooms available at the group rate and not being superstitious or even aware that it was Friday the 13th, with very little planning and not much more preparation than checking the tires, oil and water, I headed off on the 350 mile drive to Covington Friday morning. I was about 80 miles out of St. Louis when I wanted to take the transmission out of overdrive to accelerate past a slow-moving truck. I stepped on the clutch and it went straight to the floor with no pressure or effect on engine revs. Nada. Zip. That's when I remembered all of the usual pre-trip checks I'd skipped. No check of brake or clutch fluid. No check of transmission or rear axle oil. I also remembered that it was Friday the 13th and wondered if it was time to become superstitious.

The OD disengaged and re-engaged just fine without the clutch, so it probably wasn't the transmission. And, the car was pulling fine, so I figured it couldn't be the clutch either. That only left the linkage or the master or slave cylinders, but I was busy cruising at 70 mph in the middle of nowhere and not sure exactly what my next steps should be. Since it was driving fine, I decided to drive on until I found a major intersection; if I was going to be stranded, I figured it was best to have it happen in civilization.

Civilization turned out to be Mt. Vernon, Illinois, about 100 miles from home. I managed to get off the interstate and coast into a gas station, where I checked the clutch fluid. It was fine. I crawled under the car to check the slave, burned the crap out of my hand on the exhaust pipe and determined that it and the linkage were intact. So, it looked like either the master or slave needed to be rebuilt, but I doubted I was going to find an Alpine rebuild kit in Mt. Vernon. That is when I remembered something Jim Ellis had posted on the Forum a few months ago: the clutch in his S3 had disintegrated and he managed to drive 100 miles home by power shifting the transmission. I'd always known it was possible to shift without the clutch, but never knew exactly how it was done. So, a quick call to my buddy Jim was in order.

Fortunately, I reached him right away and got a quick lesson. For those like me who don't know how to do it, it is actually pretty simple. You start the car in first gear (if its not warmed up to begin with, start in neutral and let it get warm first). It's not pretty, as the starter has to pull the car forward and start the car at the same time, but it works. (It is probably easier if you are pointed downhill, as I soon learned.) Then, accelerate until the engine is around 3500 RPMs and gently force the gear shift lever towards second. As the engine speed drops, you will hit a point when the transmission and engine are synced and it will pop into gear. It might grind a bit, but it will work. Follow the same process for third and fourth, and you are on the road.

I figured that I had a chance to make it all the way to Covington on one tank of gas (and one bathroom break), so I filled the tank (and emptied mine) and decided to make my go/no go decision once I experimented a little with power shifting. Starting up in gear I pulled away from the gas pumps like a kid just learning to shift. In order to practice, I initially headed away from the highway, as the road in that direction was pretty open. I got up to speed and tried shifting to second, using the technique Jim had just given me. To my surprise the car slipped into second at around 2500 RPMs with only minimal grinding of the gears. It went so well, I figured I was ready for the big leagues and pulled a U-turn and headed towards the highway. And, immediately encountered something Jim hadn't mentioned: a red light.

"Stop lights suck" Jim later told me. He wasn't kidding. I stopped in gear, let the car die, and waited for the light to change. Unfortunately, I was also on an incline and the starter wasn't up to the task of pulling the car enough to overcome the gears and the hill. At least not at first, but it did finally make it. Of course, the light was turning red by the time I got there, so rather than wait, I decided to make a right turn away from highway. I pulled into a nearby WalMart and circled the parking lot, with an eye on the next stop light. I did my best to time my exit and actually managed to coast just enough to keep the car from dying and made it to the entrance ramp without further incident. Getting into third and fourth was actually easier than second, and I was back on my way east and cruising at 70 mph in no time at all!



At least for me but Jim's road was going to have a few bumps. Those that know Jim know he will not be denied if his mind is set on it. Back in Jim's 4cyl Alpine days his claim to fame was that he would adjust your Alpines valves for beer. You can't help but like this guy. Just a lot of fun and a great mechanic. Jim first had a clutch problem and then spun a key on the rear axle. I think maybe the right pedal was probably on the floor when this happened but I didn't ask him to confirm it. As time drew near I was waxing the Alpine, changing oil ect. My wife decided she wanted to go with us. Maybe there was something about me cruising the beach top down in the "Red Rocket" with a empty seat beside me that prompted her desire to protect her interest.

The morning arrived way too early (4:00 am) but V6 Alpine came to life in the cool morning air. Off we go running the interstate highways to get past the Atlanta perimeter before the morning rush. Reaching I-20 we head for Columbia, SC to meet Jim and Ben, Jims son. Of course I was looking forward to seeing "Vader" for the first time. Arriving at Jims we looked over Vader and she came to life with a little bit more Lumpity Lump than the Red Rocket but then Vader was built to run and today would be her maiden longest run. What a sight and sound two V6 Alpines side by side running at speed down the interstate highway. Isn't this just what we build these cars for? Man, we were jammin.

So, what went wrong in the first place? I'm not really sure. I think it was an air bubble somewhere in the system. I bled the line with the help of one of the TE/AE member and instantly got the clutch back. I didn't drive the car much over the weekend, bled the system again before I left just to be safe, then drove 350 miles home without incident. I'm not sure which component let the air in, so I'll rebuild both to be safe. And, I'll know how to shift without a working clutch, just in case I ever need it again. Plus, just in case I'll carry a set of rebuild kits with me from now on. That, and Jim Ellis' phone number!

END

Run to the Sea 2006

By
Dwain Cooke



When our friend Jose "V6 Joe" comes in country for a visit it always brings an air of excitement for me as a V6 Alpine Krazy guy. It allows us to talk by phone versus email when he's at home in Columbia in South America. So I was really surprised to find out he was making a trip to Myrtle Beach, South Carolina on the east coast of the US. Wheels in my brain started spinning. How many miles, hours etc. would it take to reach the beach from Atlanta? Then when I heard the owner of "Vader" Jim E was also wanting to hookup with Jose well it was a done deal.

A little calculation of driving speed and distance and I figured I would be hitting Louisville at around 3:30 PM. That should be enough before the Friday rush hour that I might make it through there without hitting major traffic, which would definitely be a headache without a clutch. I was back to not being superstitious. I had a full tank of gas and was suddenly very happy that I was no longer running the DCOEs; that should be just enough to get me all the way to Covington. Provided my bladder held out. The Diet Coke I'd brought with me stayed in the cooler.

I easily cruised the next 130 miles or so without needed to worry about shifting. Around 20 miles or so outside of Louisville it suddenly hit me: I'd crossed over into the Eastern time zone and was hitting Louisville at 4:30 PM on a Friday. Traffic continued to build and I needed to take it out of overdrive a couple of times and lugged the engine a bit accelerating back to highway speed, but I got lucky and made it through Louisville and on to the final leg of the journey without incident.

Louisville to Covington was fairly uneventfully, although I did encounter some construction delays and a little more lugging. I'm sure I could have downshifted, but figured lugging the engine a bit was preferable to forcing it in gear. The United hotel was right on the Kentucky/Ohio border and just off the last exit before the bridge over the Ohio River. Approaching the bridge I could see that traffic was at a stand-still. Was my luck about to run out? Nope. The exit lane was "exit only" and moving nicely. The hotel was in sight, but I had no idea how I was going to get there.

Driving down the ramp it became apparent that the ramp was going to end just past the hotel, meaning that I would be faced with working my way through traffic – and the dreaded stoplights. However, I saw what looked like a hotel parking lot exit on the far edge of the lot and managed to slide across two lanes of traffic and coast into the lot, where I parked next to three Tigers.

I had done it! Power shifted my way back on the highway, driven 250 miles in fourth gear, and made it to my destination without a push, pull or AAA service call. I will never fear Friday the 13th!

Continued on page16

HUMBER HILLMAN
SUNBEAM
ROOTES

PRIVATE AND CONFIDENTIAL

SERVICE BULLETIN No. L.1

Model: SUNBEAM ALPINE

September, 1960.

Subject: WIRE WHEELS

Reports received at the Factory indicate that some Repair Shop personnel are unfamiliar with the correct method of removing and refitting wire wheels as fitted to the above model, and the various points which should receive attention whilst this is being done.

The lug type of hub cap is being superseded in production by an octagonal hub nut, and when the latter type is fitted a spanner is provided in the vehicle tool kit. This is used by knocking it round with the mallet provided.

It is imperative to note that hub caps on the right-hand side of the car are loosened by turning them **CLOCKWISE** and hub caps on the left-hand side of the car by turning them **ANTI-CLOCKWISE**.

Hub caps should be loosened before the car is jacked up, and finally tightened with the car on the ground. **GREAT CARE SHOULD BE TAKEN TO ENSURE THAT THE HUB CAPS ARE REALLY TIGHT.** If possible run the car to settle the wheels on the splines and retighten them a second time.

Care must be taken to ensure that the 'O' ring on the conical seat of the hub is not damaged when removing or fitting the road wheels. The slightest damage to the 'O' ring requires it to be renewed.

Any surface corrosion found on the hub serrations should be cleaned off and a light coating of grease applied to the serrations, both to protect them from corrosion and to facilitate the removal and replacement of wheels on the hub.

In the event of a car being found with the right-hand hubs on the left-hand side or left-hand hubs on the right-hand side, as evidenced by it being necessary to turn the hub caps in the wrong direction to remove the wheels, it is essential that the correct hubs should be fitted before the car is returned to the customer. **WHEN FITTING REPLACEMENT PARTS ALWAYS ENSURE THAT PARTS TO THE CORRECT PART NUMBERS ARE FITTED TO THE APPROPRIATE SIDE OF THE VEHICLE.**

In the event of it being required to tighten or replace a wheel spoke, care must be taken not to affect the alignment of the rim relative to the hub shell. Spoke tensioning should be carried out with the tyre and tube removed so that any protruding spoke heads may be filed off flush.

If the condition of the wheel is in doubt or if extensive truing or respoking is required, it is strongly recommended that a wheel specialist be consulted.