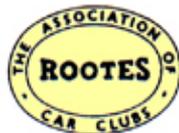


THE
Alpine
MARQUE



A magazine by the SAOCA



SPRING 2005
ISSUE 13



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Cover: Dwaine Cooke's V6 Series II.

Inside Front: Steve Hatch and Princess.

Inside Back: SAOCA club members admire Eric Gibeau's new toy.

Disclaimer

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Ian Spencer - Alpine Marque Editor



OFFICER REPORTS

President - Mike Phillips



My Lister Tiger project gave me writer's cramp.

Vice President - Scott Christie



Help... I'm stuck under my Humber.

New Alpine News!

With the Spring season now in full bloom, I for sure am ready to start working on Alpines again. At this time don't have a single car running that I can take out on the road. The good news is I have now just about finished all of the project I have started for other people.

Jan Servaites and I finally delivered Sandy Wilson's SV which has been completed for over a year now. I had been storing it for Sandy while he was travelling abroad. After getting the car out of storage I noticed a large puddle of oil directly under the area of the transmission. It was also seeping coolant from the lower radiator hose fitting. All this and Sandy was picking up the car in 2 days! This called for an emergency work session for Jan and me. In an 8 hour period of time we worked as fast as any Indy pit crew, pulling engine and tranny, replacing all the tranny seals, and replacing engine and tranny. You see, Sandy had sent this OD transmission out to an "expert" prior to bringing the car to us for restoration and therefore it wouldn't require any attention from us before putting it into the finished car. Well... lesson learned, all the oil seals were still original and hard as cold steel.

The radiator had developed a crack where a bad solder joint had been made at the radiator shop. We quickly took it back to the shop for a re-solder. It was now good as new! I really hope Sandy enjoy's his new Alpine. It's really one fantastic car. This car will be featured next issue.



Jan Servaites replaces old oil seals on a "rebuilt" transmission.

Dallas News - By Steve Kirk

Here in Dallas we held a chapter meeting in December and another chapter meeting in February. I would like to continue meeting on a bi-monthly basis please come and join us, all Sunbeam enthusiasts are welcome.

Towards the end of last year I found that one of the lifters in my 1725 cc engine was badly worn. Even worse the lifter had worn the hole in the block the lifter fits into. I decided to do a full engine rebuild using a different 1725cc block (thanks Marshall). At the time of writing the engine is back in the car and hopefully will be "fired up" shortly.

My series 2 Alpine was last on the road in November where it attended a car show outside a local British store in Grapevine Texas. Sadly the turn out was low due to the weather with only around twenty cars showing up. There were two sunbeams my Alpine and a sunbeam Imp. The shop owner did vote my Alpine as their favorite car at the show.

Southern Ohio News

Join the Southern Ohio Chapter June 24th - 26 at Mid-Ohio Raceway. Drive 'em if you got 'em! - Ian



Mid-Ohio, June 24th to 26th

What: 40 Year Anniversary of Sports Car Forum Tiger and Alpine Team Competitions
40 Anniversary of Don Seisler setting the lap record at Mid-Ohio
40 Anniversary of Dan Carmichael winning the F1 Central Division Championship

Where: Mid-Ohio Sports Car Course, Lexington, Ohio

When: June 24-26 (optional Practices on Wednesday, June 22 & Thursday, June 23)

Who (Plans to be there):
H.J. Meyer, President and Co-Owner of Sports Car Forum
John Meyer (HJ's son)
Don Seisler SCF Driver
Dan Carmichael SCF Driver
John McCallister SCF employee and photographer
SCF Co-Owners Claude & Rose Kibby's daughter Barbara and her husband Tom Vander
SCF mechanic Sherry Biddel's family

Sunbeam enthusiasts might want to consider attending the Sports Car Forum 40th Anniversary Reunion which will be held at Mid-Ohio Sports Car Course, June 24-26, 2009. Sports Car Forum gave Rockies its only SCCA National Championship in 1984 with Don Seisler's win in F Production. Rockies then expanded their factory support to allow SCF to campaign both an Alpine and a Tiger in 1985 with Don driving the Tiger and Dan Carmichael racing the Alpine.

Those planning to attend the Reunion include SCF's president, H.J. Meyer, along with drivers Don Seisler and Dan Carmichael. Steven Silverstein and Buck Tappert will bring the actual cars that these men drove forty years ago to the event. Don intends to race the Tiger. Many other SCF employees and their families will be there as well.

The Reunion will be held in conjunction with the SVRA's Vintage Grand Prix at Mid-Ohio. Bob Webb has already arranged a parade in Grand Prix in the field. For details, contact Doug Jones via at Tiger Auto in Dayton (937) 399-0800, or e-mail Steven Silverstein at milleriv64@comcast.net



I, William E. Sisler, executor of the Estate of Ward E. Sisler, herewith sell a 1967 Sunbeam Alpine automobile, Vehicle Identification Number 395005480, to Stephen L. Hatch for the sum of \$3,753 this day, May 18, 2004.

Princess

by Steve Hatch

I fell in love with Sunbeams in high school in 1966. My pal Jimmy somehow — no doubt illicitly — acquired a Series IV Alpine, Mediterranean Blue, and it was the hottest thing I'd ever seen, mechanical or human.

Shortly after I got my license, Jimmy let me drive it, from his house a half-mile to the supermarket. I had learned to drive on my mom's Olds 88 and had never driven a standard. So as I pulled up in front of the store, I decided to play it safe. I let up on the clutch and gas and hit the brake, intending to stall it. Well, my mom's brake pedal was an oversize GM jobbie, and the Sunbeam had these small pedals. I missed, tromped on the gas instead, and drove Jimmy, me, and the Sunbeam into the store. Huge plate glass windows crashed down on the bonnet, inches in front of us. Jimmy held his head, moaning "nooooo, nooooo."

Thirty-eight years passed. Bored at work, I explored eBay. I bought model railroad gear, a used outboard for my dinghy, an electric lawnmower. EBay has everything; there's even a surplus jet trainer from the RAF. And there are Sunbeams.

I was just looking. I'm not really a car person, never did mechanical stuff. But then a certain '67 Series V came up. It was in good shape, long-time owner, priced right, low mileage. It was in Illinois, too far, but it was Mediterranean Blue! My wife, to my shock, said go for it. I commenced e-mail discussions with the owners. They struck me as good, solid rural folks. I decided to gamble. My \$3,800 bid was the winner. I owned a car I had never seen, 1,000 miles from my home south of Boston. I never had anyone check it out in advance, which would cost money, and I would forgo shipping it East, which also would cost money.

In June 2004, I flew to Chicago, took a bus to Joliet and then a \$50 cab ride across the prairie to a truck stop outside the farm town of Morris, Illinois, where the sellers met me and drove me to Princess.



Lois Sisler had her midlife crisis in 1969 and purchased a two-year-old Sunbeam Alpine. She drove it to the high school, where she taught English, and around town, only in good weather and never in winter. The car was garaged. It had all of 48,000 miles on it. She liked the “Andy Griffith Show,” and when he made up a ridiculous name while telling a bedtime story (Princess Louise Patricia Louise, or something like that), Lois named her car Princess Louise Patricia Louise (or something like that). She passed away several years ago, and her husband regularly ran the Sunbeam just to keep it running. He passed away in the fall of 2003, and their children were selling the car.

I had half-expected most anything, rust, brittle belts, maybe outright thievery. But not the emotion of meeting these wonderful people. “I can see her in it now,” a daughter said. A son remembered how Lois stuffed her Irish wolfhound in the back and rode around with the top down.

I gave them my word to take good care of the car and said I’d never remove the faculty parking sticker. And to this day the car is known as Princess.

I looked at the engine, felt the belts and hoses, checked underneath. I wasn’t quite sure what I was looking for, but decided it was safe to go. I’d stay off the interstates and not exceed 50. I may be foolhardy, but I’m not totally thick; the car could very well break down.

On this point I had managed to work my wife into hysteria. After I went on about the wonders of Sunbeams, she wanted to collect the car with me. I had visions of her fuming next to a smoking, dead car in Nowhere, Indiania. I talked her out of it, told her how risky the trip was. I did a good job, too good, for now she was convinced I would die in the Midwest.

Day 1 on the Road

At 2:00 in the afternoon, after a struggle with the choke, I got Princess running and headed out. As I drove toward Joliet on state and then US Route 6, I was in thrall to gauges and transfixed by every little rattle. How far would I get? Princess pattered along, and gradually I increased speed, got comfortable shifting up and down.

Then a detour launched me onto I-70. I got up to 50 m.p.h., hugging the breakdown lane as cars and trucks rocketed past me. This was bad, but it lasted just two miles, and I was in Joliet, where I had toyed with the idea of sightseeing a little, pick up some prison souvenirs perhaps, but with the car running good, and me feeling a tad nervous, I felt I should keep going.



In Joliet I got on US Route 30, the old Lincoln Highway, the nation's first transcontinental auto route, and rolled through Chicago's far-flung suburbs into Indiana. Much of this road was four-lane, but speeds still were less than on interstates, and after a while I jogged north on US 31 to US 6, a two-lane road and quite scenic.

The countryside turned ever more rural. Outside Nappanee I even had to slow to allow an Amish horse-drawn carriage to cross the road. About 7 I pulled into a Best Western in Kendallville. I had gone 175 miles and was nearing Ohio. I dined, replaced mangled windshield wiper blades (after scratching the windshield in a wiper test), and went to bed.

Day 2 on the Road

At 7:30 a.m., Princess started right up and I entered Ohio on Route 6, paralleling the main east-west Conrail-Amtrak line. Massive freights rumbled next to the road, and Amtrak liners sped past, too. There were farms, fields, some woods, and little traffic. I was in a time warp.

Princess was running great, no loss of oil pressure, which was about 40, and getting near 30 mpg. I kept the top up because I was afraid I'd never get it back up if I once got it down, and the interior got a little warm if I didn't keep the windows down. (I later learned this was due, in part, to most of firewall grommets having turned brittle and fallen away.)

Route 6 skirted Bowling Green and Fremont, where I skipped a visit to the Rutherford B. Hayes Presidential Center (he was the 19th president), then ran northeast to Sandusky, from where it parallels Lake Erie.

From here, the views were often spectacular — ships out on the lake, beaches, waterfronts, and, in the outskirts of Cleveland, some spectacular homes.

Cleveland was not a big problem, because it was Sunday, but still took a while to negotiate. It was here that I encountered my first "fans," a couple of guys in a big car who waved and yelled and told me what a great car I had. I knew it, too!

On the other side of Cleveland I picked up US 20, the nation's longest continuous highway, and drove through old cities, small (Conneaut) and big (Erie), and into New York. After 360 miles and nearly 12 hours on the road, Princess and I checked into a fleabag motel in Irving, N.Y.

Day 3 on the Road

Headed out at 6:30, through nondescript, rolling woods. Route 20 ran about half-way around Buffalo, then shot east, over hill and dale, especially hill, through picturesque towns, past vineyards, along the Finger Lakes. This is a lovely area, and things had gone great so far. I encountered three shiny Triumphs going the other way, tops down, drivers waving and honking at me. I waved and honked back. And felt proud.

Then the oil pressure gauge caught my eye. It was down, and I dumped in a quart. The pressure would bother me the rest of the way; but while it never did get all the way back up, it didn't drop too much, either.

I shot through Geneva and Seneca Falls, pushed through Albany, where there was some traffic to negotiate. Then across the Hudson and into Massachusetts. At this point, I was tired and it was getting on, but I thought, what with the oil pressure and all, that I should just suck it up and get home.

After Worcester, I hit the state routes and back roads and made it into Marshfield about 10 p.m. I had logged 568 miles this day, 1,103 in all.

The next day, Princess was leaking oil and gas. I took her to a British car repair shop where the braking system was found to be completely shot, as well. Princess had run halfway across the country for me before her 38-year-old seals and lines gave out.

I've sunk a lot of money into her since then, but she is running great again, with new master cylinder, rebuilt brake servo, etc. I've learned a lot from my repair shop and even took a mechanic course in night school at the voke.

And no, knowing what I know now, I wouldn't do it all that way again. But I sure am glad I did it then. - END

“...a couple of guys in a big car waved and yelled and told me what a great car I had. I knew it, too!”



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Ashley 'double-layer' headlining for maximum insulation and comfort. All glazing is, of course, safety glass.

Access to the increased luggage space is by a spring loaded boot lid which forms part of the glassfibre hardtop moulding.

The ex works price of the complete conversion as above is £78. 10s. Fitting and cellulosing in standard Alpine colours can be carried out at either of our branches at a cost of £16.

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It's Not Your Mother's Alpine

by Dwaine Cooke



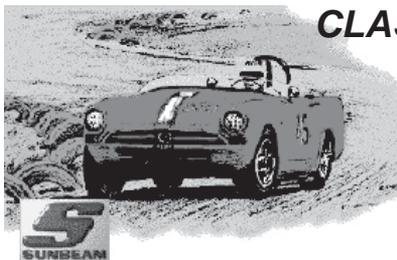
My attraction to the Alpine started with seeing a Canary yellow Tiger with flared fenders roar into the local Stop and Rob one day. The engine sounded like just what makes any man come alive from the young teenage years to

eighty something. Several years passed by and one day I felt the tug again at a car show in Moultrie, Georgia. But the American Iron just wasn't going to fit the bill. I knew it had to be a Sunbeam. I found myself searching the internet looking for a Tiger and man did I find them, along with a price tag that I couldn't touch. But I found that I could afford to purchase its next of Kin the Alpine. The day came where I found my mistress Alpine on the web in two different site locations and two different prices. At one site it was \$3300 and the other \$1700. Both I felt were out of line even though they claimed it had been running 5 days before. So after 2 months I offered the guys wife \$1400 to which she replied have you seen the car? I replied that I had and would like to purchase it. I finished the deal with her husband who I never met. Two days later the Alpine was mine. There was no doubt that this car had not functioned in a few years much less 5 days. Some people's kids will just lie to your face. All the tires were flat, critters were living inside including a mouse that we brought home with the car. As I found his nest in the side kick panel.

Along with the car came many new friendship's and the connections began to take place. In 1999 the 4th Annual SOS Roundup was slated for Dillard, Georgia. When my wife and I arrived the air was full of excitement. Sunbeams where everywhere. Eric G and crew did a great job. I had met my used part connection before I arrived and before I got settled in I had already purchased a large portion of the parts needed to start the restoration on the Beam.

The Beam is a 1962 Series 2. I went through 3 years of restoration and it now it was time to hit the road. Well that was what I thought but soon learned that I had yet a lot to learn about Alpines. Starters, generators repaired and then repaired again. Ground connections etc and on the story went. Once the Alpine was finished she was a dependable mode of transportation. Still there was that yearning for the Dark Side. Then who is this Jose (V6 Joe) Rodriguez? I had read the Bob Sharkey story over and over. Was this within my ability? All the questions many of you that are contemplating the V6 conversion may have in your minds at this time. Still kicking it around I found myself at a car show in Chattanooga, Tennessee with other Sunbeam friends. Its show time but its cold (26 degrees) and the Alpine wouldn't start so the guys gave me a push and the engine came alive. It did this numerous times that weekend. The ribbing from friends was like" Hey Dwain you need to fix this starting problem" which I returned with "Yea I've got a fix for this and every other problem I'm experiencing with this motor." The next time I saw my friends it was Christmas and I was proud to announce that I had purchased my first piece of my V6 conversion. An offey intake from a bid on Ebay. They said well he said he was going to fix his starting problem. So the V6 saga began.

After much study I decided to contact Joe and order the kit. At that time I felt as I had gained a new friend and today I know that I have. After the kit came I was so excited with the quality of the kit that I couldn't wait to get started but there's always that money thing. So I would wait for a while. I started going to street rod shows locally looking for contacts for a Mustang 2 donor car. A fellow told me of one his sister had sold to a fellow and he said it's in his yard. Another it was running last week story. After giving up \$300 I had 1974 Mustang 2 donor car. Brought it home and began stripping it down. I had my engine and other parts. As it turned out my engine was a very early Mutt 2 so it had a lot of what I needed. Once the car was stripped it was sold for \$100 to a friend who cut the rear diff out and brought it back too me.



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Now I needed the bucks to build the engine and make no mistake if you build it right it will cost you as much as a V8 or more. I wanted to sell my engine/ tranny from the Alpine but also wanted to wait until Invasion 2003 was over. But that was not going to happen. A friend called and said his engine had gone south the day before. When he told me he had the cash in his pocket it took about an hour the engine / tranny were on the hook awaiting his arrival. As you know Money Talks. He drove up money exchanged hands and now I could build the V6 that was waiting in my shop. We made it to the Invasion in a Honda this time. I set the deadline for finishing for the next May and I would not be denied. My trip to the Dark Side would be completed by driving to the 17th Annual British Gathering in Townsend, Tennessee. No place better to be in an Alpine than the Smokey Mountains. It was another great time spent with friends and a 5 hour drive up and back to Atlanta.

This was a good test run for what was next, Invasion 2004 in Dayton, Ohio. The trip was flawless, my co-driver "Mustang John" and I took every mountain curve opportunity we could find.

The V6 conversion while not for everyone has proved to be a very reliable option for someone like myself who wants a little or a lot more power in the Alpine. I chose to build my V6 on the mild side. It has .030 over cylinder bores. polished exhaust ports, polished combustion chambers, offey dual port intake, tuned headers, radiator core as used in Chevy 350 and the four barrel Holley. I'm using the T5 from the Turbo Coupe. While not the optimum transmission it has performed well. Chuck Ingram shared his design idea on the external clutch slave cylinder which I changed to meet my configuration and has given at this writing over 4500 miles trouble free service. I'm still using the Alpine rear diff with 389 gears but I have a Ford 8 inch that will eventually find its way into place under the Beam.

After the conversion was finished the neighbors were away and I just couldn't stand it. I had to know will this V6 lay a patch of rubber or not? Well I got my answer and a scowl from the wife.

The Alpine V6 is a safe dependable alternative in the Alpine. Parts are readily available and it's easy to work on. But you will find that you won't work on this little German built wonder very much. She loves to windup the rpms and when the carb kicks in with the offey intake there's no time lag just consistent power from a smooth running machine. While there isn't enough space here to write every detail or step needed to accomplish the modification there are a number of us that are willing to

help share our tips to the mod (most of which came from Jose). Just know that yes you can accomplish the V6 Mod yourself and if you do the work your fun factor will be multiplied every time you mash the pedal on the right to the floor. Also if you let someone do it for you not only do you miss the fun factor but your wallet is going to lighter and the Mod will not be accomplished the way you would want it. If you talk with Jose before you make a move you are not sure of you will save what? MONEY. He's been there many times since 1975. I restored my car then accomplished the V6 Mod. Given a chance to go back I would have accomplished the Mod first then removed Engine/tranny and restored the car.

Thanks to a south California dyed in the wool street rodder we now have a sports car that can compete with the best of them. Jose thanks for living the dream that started this "Dark side Revolution" - END

Dwain "V6 Krazy" Cooke



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Invasion V

July 29-31, 2005

Holiday Inn Express Rushville, Indiana

HOOSIER HOSPITALITY – All Rootes made vehicles are invited to participate in the **SAOCA Invasion V** in scenic eastern Indiana. Although the Sunbeam Alpines are featured, all things Rootes are welcome! To get to Rushville,

Indiana you might **drive** part of two famous highways: the National Road (US 40) and Route 66 (US66). Or you might **drive** the interstates to get to the “fun” **driving**. We have lots of interesting back road **driving** planned for Friday and Saturday. Friday we will have an informal **scenic drive** in the cool of the evening to a great restaurant. Another **scenic drive** is planned for the road rally. And of course during the weekend there is also good food, car parts, tech help and old/new friends enjoying the Sunbeams and other Rootes vehicles.

SCENIC ROAD RALLY – This year we will have a slightly different kind of rally on Saturday (not Friday as previously announced). In conjunction with the rally there will be a scavenger hunt. The rally starts and ends in Rushville, Indiana near our host hotel, Holiday Inn Express. You will see **5 covered bridges** as you **drive** approximately 50 miles over flat and gently rolling terrain. There are two pit stops planned and lunch will be on your own. The organizers asked us to warn you that there is one teeny, tiny stretch of unimproved gravel road (about 50 yards) on the route. Prizes will be awarded at the banquet Saturday evening. **Please note that there is a separate charge for the rally - \$20.00 per car. Drive your Sunbeam/Rootes Vehicle if you can, but other vehicles are welcome.**

COST – \$25 each adult registrant (includes the Saturday night banquet)
 \$20 for those under 18 yrs old (includes the Saturday night banquet)
 \$20 for each car **driving** the rally

ACCOMODATIONS - We have arranged special rates (\$63.00 plus tax for double/double or one king) at the Holiday Inn Express, 320 Conrad Harcourt Way, Rushville, Indiana 46173. The hotel has 58 rooms, plus a few suites. Just mention “car show” when you make your reservation. Otherwise they are \$79. A block of 35 rooms has been reserved. We'd like to sell out the joint! If you procrastinate, alternate housing is about 15 –20 miles away. Reservations must be done over the phone if you want the good rate. Phone Number is (765) 932-2999. Do not hesitate to reserve your room. The Holiday Inn will accept cancellations as late as 6:00 P.M. of the arrival date.

SCHEDULE (Tentative, but pretty firm)

Thursday, July 28, 2005	Early Bird arrivals, Parts Room setup
Friday, July 29, 2005	
8am to 5pm	Registration, Parts Room and Parking Lot Car Show
5pm –6pm	Group scenic drive to dinner in Brookville, Indiana
6pm - ?	Dinner (cost not included in registration)
8pm to 10pm	Registration open
Saturday, July 30, 2005	
6am – 9am	Continental Breakfast for Holiday Inn guests
8am to 5pm	Registration and Parts Room Open
All Day	Car Show in the Parking Lot
Mid morning	Rally Starts (Lunch on your own) during the 50-mile drive
Mid afternoon	Car Show participant voting after the Rally. Road dirt is beautiful!
6:00pm - ?	Banquet, Awards and Surprises
Sunday, July 31, 2005	
6am – 9am	Continental Breakfast for Holiday Inn guests
	Last chance to see the Sunbeams as they drive toward home



Invasion V
 July 29-31, 2005
 Holiday Inn Express
 Rushville, Indiana

REGISTRATION FORM

Please send the following information with your check or money order:

Registration (<u>Postmarked before July 25, 2005</u>)	Cost	Total
Adult Name:	\$25.00 ea*	
Adult Name:	\$25.00 ea*	
Under 18 Name (s)	\$20.00 ea*	
Street Address:		
City, State, Zip:		
Expected Date of Arrival (Circle one):	Thurs.	Fri. Sat.
Do you plan to <u>drive</u> the road rally? (Circle one):	Yes No	\$20.00/car
Make Checks or Money Order Payable to "SAOCA Invasion V" Send to: Jean and Mike Adams 312 Elm Street Greenwood, IN 46142 mjadams@iquest.net Phone: 317-881-8875		Total Enclosed: \$ _____ (US Funds)

***Includes Saturday Night Banquet. This form/envelope must be postmarked by July 25, 2005 for Early or Pre-registration. On site registrants will only be able to attend the Saturday night banquet if space is available.**

For additional information contact Mike and Jean Adams or the Invasion V Head Honcho:



Bill Blue
dablue@lightbound.com
 317-862-3086

*Invasion V for the
 Routes driver in you!*



The Invasion 5 Road Rally

“For the Rootes Driver in you!”

This year we will be hiring a professional team to design and coordinate the Invasion 5 road rally. This team of experts will create a fun, yet challenging course full of puzzles, tight turns, scenic roads and yes... a scavenger hunt!

So, start prepping early! Fine tune your Alpine, Tiger or other Rootes vehicle now and get ready to fasten your seat belts. Prizes will be awarded to the top finishers.



This year's road rally will take place on Friday, July 29 and will offer a lunch stop along the way. Road rally fee will be additional to event registration.

Cost: \$20.00 per car

What will you need to bring?

- 1.) A Rootes Vehicle
- 2.) A Driver & Navigator
- 3.) Your brain

This will be a fun event for EVERYONE to enjoy. You don't need a race prepped car, just a safe one that will finish the drive. We have only been given one rule for this road rally: NO ALCOHOL during the course. Other than that you can enjoy your favorite beverages any other time during the Invasion 5 event. Questions about the road rally, please contact Scott Christie: schristie@cinci.rr.com.

“Drive ‘em if you got ‘em!”

Alpine Racing History

by Steve Silverstein



In the 1960's there was a magazine titled, "Today's Motor Sport", which competed with Road & Track, Car and Driver, and other enthusiast magazines. It was really a wonderful publication since it had a tremendous amount of SCCA race coverage, driver interviews, as well

as sports car reviews. It would be really hard to compare it to any "car" magazine today since most have become so commercial and lack the technical focus and personal emphasis on events at the track. In fact, in my research efforts, I find old issues of "Today's Motor Sport" is one of the best resources available.

There is one article, which Don Sessler wrote for "Today's Motor Sport" called, "The Alpine as a Racer". Don, who had been racing Alpines for the last two years gave a very honest view of the competitiveness of the relatively "new" car. His review was very positive and considering Don had been a top Porsche RS driver prior to racing Alpines his opinion carried a lot of weight in the racing community. It also carried weight at Rootes, too. If you notice in this quarter's feature story, Don throws a few criticisms of the car towards Rootes, which they did address some of these issues.

I would like to thank Don for letting us re-publishing "The Alpine as a Racer" as the feature race story. - END

The Alpine as a Racer

by Don Sessler
(Photos by Lyman Gaylord)

A couple of years ago, a well known magazine made the statement that the Sunbeam Alpine will be a fine personal car but never a race car. As the result of the Alpine being a fine sports car and a good job of driving by Vince Tamburo, the same magazine printed an apology for its earlier statement.

Since that time, the Alpine has proven itself to be a fine sports racing car in all parts of the U.S. and Europe.

Known Car Since '60

I was first exposed to the Alpine as a racing car in 1960. Sports Car Forum, Inc. of Columbus, Ohio, prepared a Series I 1500 cc Model for the coming season. We had great success with the car that year and used the same car in 1961, except, that the 1500cc engine was replaced with a 1600cc Series II engine.

In these two seasons of racing, I found the Alpine to be one of the finest handling cars I have ever driven. In this period of time we experimented with several suspension adjustments but always returned to the stock suspension as it came from the showroom floor.





Tire Pressures Important

The car is very responsive to variations in tire pressures and it can be adjusted for over-steer or under-steer in this manner. I have always liked a little over-steer in a car. I suppose this is a feeling developed when driving Porsches a few years ago.

The car is very responsive to slight steering corrections regardless of its attitude. The braking is superb. I have many times been able to out brake and corner inside of Porsches. I have never experienced brake fade.

Debits, too

So far, I have talked about only the good points of the Alpine. As with all cars there are bad ones too.

The most outstanding of these is the lack of a good close ratio gearbox. Like all English cars, the shifting is short and precise, but they must use 1st and 2nd gears for pulling up stumps in England, and 3rd and 4th for highway travel. The gearing between 2nd and 3rd was so widely spaced I found 2nd gear useless except for starting. This meant running all races in 3rd or 4th gears only. This easily shows why and Alpine is so slow coming out of a corner.

Needs “Limited Slip”

Another bad point is the lack of a limited slip differential. This has many times caused the Alpine to lose a couple of seconds in a corner, a large amount of tire rubber and an occasional over-revved engine.

I recently drove an ex-Sebring Alpine under race conditions. The car was equipped with an overdrive transmission and had different ratios than are available on cars sold in the U.S. This transmission allowed the use of 2nd gear because all the ratios were much closer. However, I feel that the over-drive offered no particular advantage.

This shows that the ratios are available to make the Alpine a better car if the Rootes people will release them and the SCCA will approve them.

“Most Under-rated Car”

To sum up my impressions of the Sunbeam Alpine as a racecar: I feel that it is one of the most under-rated cars available today. For a much smaller investment, it will run with the best in its class in SCCA racing. If the Rootes Group will provide a close ratio gearbox and a limited slip differential it has the potential of being the best. - END



A Day At The Races

by Mark Death

It's been almost 20 years since I last went to a vintage or classic car race. That was at Oulton Park, Cheshire UK in the mid-eighties, at a time when motor racing was very popular back home, and the classic car market was booming. I, having made a little money buying and fixing up a 1967 MGBGT and subsequently a 1974 Lotus Elan+2, was the proud owner of a freshly restored, Mk1a 1965 Sunbeam Tiger. One of only a few hundred right-hand drive models it truly was my pride and joy. I think I spent most of that day watching the races from the parking lot. That was one of the last days I spent in England prior to immigrating to the United States in 1987. Now, nearly 20 years later, I'm standing in the paddock at the Carolina Motorsports Park, in Kershaw, South Carolina, listening to the sounds of a Lotus twin-cam once again, while holding the hand of my 9-year-old son, and my adrenaline is rushing as those distant memories come flooding back.

I was standing at the results board just before lunch, reading the lap times from a previous practice round, when a kindly gentleman dressed in well-worn racing leathers approached. I'd guess he was in his early sixties but he looked extremely fit for his age. He asked me which car was mine and I laughed and told him I was but a guest. I did mention that I was a member of SAOCA and had recently purchased a Series 3 Sunbeam Alpine. He beamed at me and told me he was a team driver for Rootes in the early sixties and

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had fond memories of driving a works Alpine at the 1962 24 hours of Le Mans. I gasped and spent the next 30 minutes asking him all kinds of questions. I learned that he had earned a class win in the 1961 East African Safari driving a Humber Super Snipe (they finished fourth overall) and that he had been the first person ever to drive the Ken Miles prototype Sunbeam Tiger in 1963. His name is Lee Talbot, and I could have talked to this man for hours, but our conversation ended abruptly as my 9-year-old, I think in a desperate attempt to get his Dad's attention, spilled Mr. Talbot's drink all over the ground. I apologized profusely but later, when I arrived home, looked up Lee Talbot on the Internet. During our conversation he mentioned that both he and his wife were zoologists but little did I know of his incredible, intellectual background as well as his racing prowess. He failed to win his heat on Saturday (placed second) but Dr. Lee, I salute you, as a driver and as a man.

This weekend helped me realize how much I'd missed not being a classic car owner. Over the last seventeen years I've spent countless hours reading Thoroughbred and Classic Cars magazine and dreaming about owning another Sunbeam, however it's never been about the cars. It's all about the people and the relationships formed around a common interest or passion for historic vehicles. As one of the newest members of SAOCA I look forward to meeting many more Dr. Lee's in the near future. - END



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The Official SAOCA Race Car

by Ian Spencer

Project "Tedder" is now well under way and I must admit I'm very pleased with the car. I'm speaking of Geoff Tedder's bright yellow SV Alpine race car which has been under construction for the past 6 months in my new garage... (Jim Ellis, we need a nick name for the garage please!)

Geoff is pulling out all the stops and plans to have the car out on the track this season. Hopes are to have car number 53 finished for the June 24 - 26 Mid-Ohio Vintage event.

Some features on this car include: 8 gallon Fuel Safe "Enduro" fuel cell with braided stainless steel fuel line feeding dual Weber DCOE carbs to the race prepped 1725cc engine. Super Lite racing rims mounted with Hoosier Street TD tires sprung by competition springs and Koni shocks. Racing bucket seats, roll bar, 5 point racing harness, and many more details to make this car a track ready machine!

Please come out to the June Mid-Ohio event to cheer Geoff on as he gives Steve Silverstein a run for his money. This will be a great weekend for Sunbeam fans!



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Road Trip In “The Gentleman’s Carriage”

By Scott Christie

We’ve all heard the sayings “patience is a virtue” and “good things come to those who wait”. I can attest to the fact that both are true. It started almost 20 years ago when I spotted my first Sunbeam Alpine. I had to have one. A brief three-month search and my dream car, a Series 3 Alpine, was in my possession. Then the research began, and I became acquainted with the Rootes Group and all the products this firm had once offered. That’s when I stumbled upon pictures of the Humber Super Snipe. “Cool”, I said to myself, “wouldn’t that be a lot of fun? I could fit the entire family into one of those.”

From then on I always harbored a fascination for these big luxurious sedans (or saloons if you’re from the old country). Over the years one or two would pop up on ebay, but I never saw one in the flesh – until our club’s first Invasion in 2001. That’s when Jon Arzt was crazy enough to drive his 1961 Series 3 Humber Super Snipe from Omaha, Nebraska to Dayton, Ohio. Ten straight hours. At night. Alone.

Exhausted, Jon climbed out of the car that Saturday afternoon only to find some stranger crawling all over his car! You guessed it - me. Peppering Jon with questions, he was delighted to find at least one person interested in this Rootes oddity, let alone know what it was. Little did I know I would one day own this very car.....



Flash ahead to September 2004. Jon was selling part of his eclectic fleet, and that included the black beauty. I caught wind of his inventory reduction and contacted Jon to strike a deal. Knowing it would go to a loving home he accepted my offer and the road trip was on! I was now the proud owner of a traditional “wood and leather” British saloon!

Jon assured me the car was road-tested and could make the 10-hour drive without a hitch. Fully prepared to make the drive solo, I made my plans to fly to Omaha and drive the car home. I promised myself I would tell no one of this purchase, especially the members of the Southern Ohio chapter. I wanted to see their faces as I pulled up in the Humber at the next meeting. Now for those of you who don't know me well, I have trouble keeping a really good secret, and this one was a deusy! It did not take Ian long to realize I had a big cat in the bag, and he was not going to let this one go until he knew what was going on. I think I lasted about two days before I finally blurted it out. Ian was equally enthusiastic and wanted to come along for the ride. Now picture two car nuts explaining to their wives that they were going to fly across country to drive a 43 year old car back home, at night, for 10 hours straight. I don't how it went with Ian, but my conversation with my wife went something like this:

Wife: “You want to buy a what?”

Scott: “A 1961 Series 3 Humber Super Snipe with red leather interior”

Wife: “A WHAT?!”

Scott: “Another old car dear”

Wife: “But I thought you liked Alpines”

Scott: “Well, yeah, I do, but I also like Humber”

Wife: “So which of your Alpines are you going to sell?”

Scott: “Uh, well none dear, this is an addition to the fleet”

Wife, eyes narrowing: “And you have to have this Hummer why?”

Scott: “Hum-Ber dear. Humber. Well, because I've always liked them, and it's a great car, and we could enjoy it as a FAMILY” (there's the ticket I thought to myself)

Wife, realizing she wasn't going to win this one nor understand the logic in this purchase: “Ok, whatever”.

And so it went. You singles out there can't relate, but how many married car nuts can relate?

Our marriages intact, we both bought one-way tickets to Omaha (now that's faith!) and planned the route for our drive back home. Arriving in Omaha, we spent a few quality hours at Jon's house looking over his fleet. Commer vans, Humber saloons and estates, Hillman Minx convertible,

Sunbeam Alpine, and Plymouth Cricket; he had it all. Jon gave me a full tour of my new car and we discussed various points that only the discerning Humber owner could appreciate. Ian looked bored. I was having a blast, but the sun was slowly sinking into the west and we had a long drive ahead of us. Throwing our gear into the big trunk I elected to take the first few hours in my new “baby”. She fired right up and we hit the highway, heading for Iowa. One of the last bits of advice from Jon was something about the fuel gauge being a bit off.....

We were exactly one hour into the mission when I looked down and noticed we should probably get some gas. We pulled off at the next exit, discovered the gas station was about three miles into town, and the car died. That’s when we remembered Jon’s last piece of advice about the fuel gauge.

“Well now, isn’t this interesting?” I said to Ian, trying to not let panic enter my voice. “Let’s see, we’re in the middle of nowhere Iowa, the sun is setting, and we’re out of gas. I guess that presents a bit of a problem then.” Getting out of the car, and realizing how challenging this trip had just become, we were elated to see a very beat-up old pickup truck coming our way. We were about to waive him down when he suddenly spotted us and turned off the road. Noticing his pickup was full of sound gear, we politely asked if he had any gas. He asked us if we had a map. In the best tradition of the time-honored system of bartering, a map of Iowa was quickly produced and traded for two gallons of gas. Turns out our new friend was hopelessly lost and very late for a bar band’s debut gig – and he had their sound equipment! Helping him with the map we discovered he was a good 30 minutes away from his destination. He thanked us, we thanked him for the gas, and he jumped back in his truck to head back west. That’s when his truck decided to die because it too ran out of gas. (no, I’m not making this up). One good deed deserves another, so we told him to sit still while we ran into town, filled up his gas can, and brought it back for his truck. This we did, but learned our lesson and bought a small gas can for the Humber for the rest of the trip. Parting ways, we were relieved that this excursion only cost about one hour, but happy to see there are still plenty of nice people out there willing to help.

I won’t bore you with the rest of the trip. Suffice to say that hour after hour of black nothingness can get monotonous, but Ian traded spots with me from time to time until he finally got bored and very tired and threatened my life if we didn’t pull over to find a hotel. He tried to sleep in the comfortable back seat but the nauseating gas fumes proved troublesome

(must be a feature of all Rootes products). To alleviate the fumes I suggested we roll down the windows, but surprisingly he didn't find this soothing when trying to sleep. To solve this dilemma I simply ignored him and kept on driving into the night. It did take all of the 10 hours and then some, but we did make it back home in the wee hours of the morning. The black beauty ran flawlessly and was surprisingly comfortable for an old car. The heater even worked! The clock didn't (no surprise).

Since that trip I've become quite fond of the old girl. She has her quirks, but so do all old cars. It seems my family even thinks she's cute. I promised my wife I wouldn't restore the Humber immediately, but it's spring, and my fingers are twitching. We'll see... - END



1725 More Power

by Jim Ellis

Everyone wants more power for their Alpine and there are many routes you can take, V6, other brand Four cylinder, Alger and then there is the stock engine. While the after market has pretty much stopped making performance parts for the Alpine engine you can still build a nice mover using basic hot rodding techniques and available parts and services that are still offered. From a few simple bolt ons to a big inch stroker motor depending on what you want your abilities and budget mild to wild the choice is yours.

I have owned my SV for about three years now during that time have built a stock engine with a few simple bolt ons, a bit higher performance engine with side draft Webers and have a two-liter engine on the stand. The modifications covered here are things I have done and seen the results of first hand. While this is not an in-depth nut and bolt technical write up we will cover a couple of basic approaches to getting a bit more power for your Alpine.

The first thing to consider is the condition of your engine before you begin any modifications, low oil pressure and compression problems need to be taken care of before you attempt to increase your power level. Simple things like incorrect point setting, valve adjustment or timing can add a high level of frustration to an otherwise simple bolt on modification. You should always make the existing combination run as well as possible before making any changes.

Lets begin with a simple bolt on an electronic ignition, the Pertronix ignition and coil is a nice combination and is made to work together. The Pertronix does not mind that the shaft in the distributor has wear it will give you consistent and reliable spark. You can install this unit in an hour or so with a few simple tools and once you have it installed you can pretty much forget it. I do suggest that you buy their coil, as the ignition is very sensitive to the resistance of the coil and will fail if this is not correct.

Another easy bolt on is a down draft Weber properly jetted this modification will make a difference you can feel in the seat of your pants. While this is a bit more complex with good planning you can complete this change in a weekend the key is having all the bits on hand before you start. The intake is a factory piece that came on the SIV and the down draft Weber is readily available both new and used. You will need to buy

or fabricate the linkage and if you go with a used carburetor a rebuild will be in order. Once you have your down draft installed you will need to get the jetting correct. This is a straightforward though somewhat tedious task but the rewards for getting it right are worth the trouble.

I applied these two modifications to a rebuilt stock engine and was quite surprised at the result the Weber made a big difference and with the electronic ignition the engine ran much smoother. Now let's move on to a couple of modifications that take us inside the engine.

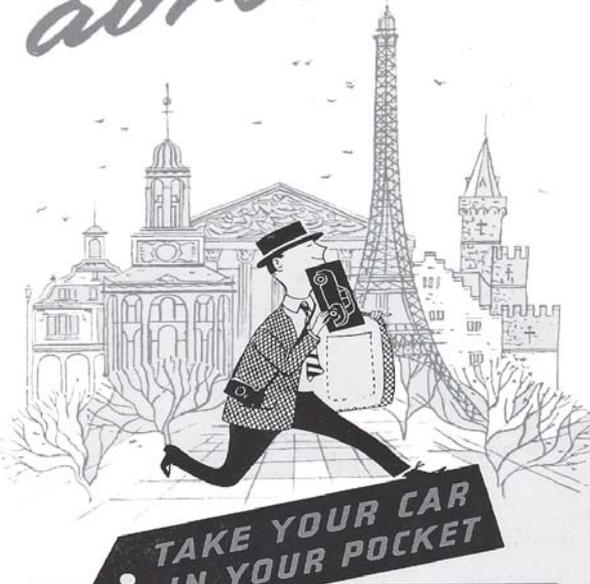
The cylinder head, David Vizard has written a guide to modifying the Alpine head in his book "Theory and practice of cylinder head modification". Mr Vizard claims gains of 11 to 15 bhp with this modification for the Alpine. The Vizard treatment involves reshaping the combustion chamber and cleaning up the ports. The results are better flame travel and flow it also lowers the compression a bit allowing you to advance the timing without pinging even when running regular unleaded. Start with a good head have it hot tanked and pressure tested by your local machine shop they will be able to determine the condition of your guides, valves and seats at this time so you can be prepared when you return with the required parts. Perform the Vizard treatment and then return to the machine shop for a "valve job" you may want to spring for a three-angle valve grind.

A cam grind combined with the above modifications will really wake your Alpine up. Delta Camshaft in WA will grind your cam and surface the lifters for around \$70. Delta can also rebuild your worn rocker assembly surface the tips of the rocker where they contact the valve stem and replacing the rocker shafts. The rocker assembly is usually worn to the point it is not possible to perform an accurate valve adjustment, this is money well spent even for a stock build. Delta has a very fast turn around time and will suggest a cam grind for how you plan on using your car. I have run their "KB" grind and think it is a very good all around cam.

The last area we will talk cover is the flywheel and clutch assembly. The SII flywheel will allow you to run a Volvo 140 series clutch disc and MGB pressure plate. The up side of this combination of parts is cost and disc size. The down side is getting the right combination of release arm and pivot block so your clutch will release. The Volvo disc is 8 ½ inches and stands up well to as much power as you can send it. The SII flywheel is heavy in stock form but a few minutes on a brake lath and you can lighten it up a good bit. The lighter flywheel allows the engine to spin up faster and also frees up some power that would otherwise be used to turn the flywheel.

These modifications are fairly simple and provided you have a sound short block will make a marked difference in the performance of your 1725 and the same techniques can just as easily be applied to the earlier engines. While the swaps V6, other 4 cylinder or the Alger may give you more power the smile factor of a well prepared Alpine engine can not be beat, just ask anyone who drove my Alpine at the Invasion. - END

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A Message From The Editor

I want to make it a point to say thank you to everyone for hanging in there while Paul Scofield and I work out the transition to a new membership secretary. I know several members received renewal notices who shouldn't have and I apologise. We have done our best to make sure everyone who received a renewal notice in error was sent a copy of Issue 12. If you feel you received a notice in error and have not been helped please contact Paul Scofield.

Since the creation of the SAOCA we have grown to well over 500 members. As you can imagine, it can be quite difficult to keep track of all of this and Paul has done an excellent job of finding out who is current and who is not. I think the process will become much easier now that we are on the new membership renewal schedule of October 1 through December 31 of each year. All membership renewals will take place during the fourth quarter. Members who have not paid membership dues will be marked inactive beginning January 1st and not receive the next issue of *The Alpine Marque*. Renewal notices will be printed in the Fall issue of *The Alpine Marque* and expiration notices will be mailed to inactive members at the time the Winter issue mailing.

All members are responsible for updating their own mailing addresses and contact information. To do this please follow these instructions.

Log in to SAOCA Members Roster: To log into the SAOCA Members Roster at www.sunbeamalpine.org please use the following information. ID = Your Membership ID Number / Password = The password you created when you joined The SAOCA. (Ex: 001/password)

How to change your contact information and address: To update this information go to www.sunbeamalpine.org. At the top of the page you will click on *SAOCA Members Roster*, log in, and under the heading SAOCA Toolbox click *Modify Your Account*. After you change the information please click *Save*.

If you do not have online access please contact our SAOCA membership secretary: Paul Scofield - 108 Cholla Cir. Florence, Colorado 81226 USA

THANKS!

Ian

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To join the SAOCA: Please visit www.sunbeamalpine.org and complete the online application form. You may also contact Paul Scofield to obtain more information regarding membership. **All material for this publication must be submitted to the Editor no later than the 15th on the months of March, June, September and December for quarterly publication.** Printed by: Merrick Printing / DPI 2604 River Green Circle. Louisville, KY 40206.



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