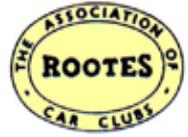


THE

# Alpine

MARQUE



*The Magazine of the SAOCA*



**ISSUE 6**  
**SUMMER 2003**

*“25% of these sales are donated to the SAOCA”*



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Cover: Member ssgt Rick Berghult enjoys his copy of The Alpine Marque while defending the country in Afghanistan. Also in the Middle East, member Lou Myers.

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## *SAOCA Club Officers*

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

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# OFFICERS REPORTS

## President - Ian Spencer



As the club grows, we are learning and refining our processes. We have moved to a quarterly membership renewal policy which will allow us to include membership renewal notices in with your copy of *The Alpine Marq*. This will save time and money by reducing the number of letters and stamps we need to use for membership notices.

I have been pretty busy trying to debug the forum at [www.sunbeamalpine.org](http://www.sunbeamalpine.org). After a recent upgrade I decided to get creative and add a few new features to the forum, which caused a few problems. Now, new people aren't able to register to become forum users. Ooops, sorry about that. I hope to have this fixed before this newsletter is published. Please hang in there. I also have new ideas for the web site. I still need to post the club by-laws and I want to include a page regarding regional chapters and how to start your own chapter.

I would also like to thank Tiger Tom for all going above and beyond the call of duty to try and make the Alpine Raffle actually happen. Earlier in the year we came up with the idea of giving away a restored 1967 Alpine. This would involve selling tickets at \$50.00ea. After much research into the idea I learned that this literally didn't jive with the gambling laws in most states, so I quickly decided that it was not a good idea at this time. Unfortunately, our club status is not in line with the laws. However, Tiger Tom was not about to give up as quickly as I was and he really made a fantastic effort to try and make this idea work. I really appreciate Tom's support, not only on the raffle idea, but in everything I have done to build this club. He is a valuable part of the Sunbeam community and a friend to all Sunbeam enthusiasts. Tom, we are glad to have you on our side.

Let's keep them on the road - Ian Spencer

## Secretary - Scott Christie



It has been an extremely busy April and May. I finished work on filing for non-profit status for the club, which was no fun but necessary to ensure the future of this fast-growing club. Luckily my IRS case manager was very helpful, even coaching me on how best to answer some of the more “delicate” questions. The filing process has been completed, papers have been signed, and additional clarifications made – it would appear we are on the cusp of being recognized as an official “C7”

organization. I’m hopeful that when you read this it will be official. This will benefit us in many areas, not the least of which is a discount on our postal rates for mailing the Marque to you.

Additionally I received a nice packet from the Association of Rootes Car Clubs welcoming the SAOCA into the fold. Included were minutes from their recent meetings. They are working diligently to archive and preserve the original Rootes engineering drawings discovered last year. This is a mammoth task and will take years to accomplish, but we will all benefit in the eventual parts reproduction.

On the personal front, I fulfilled a dream by purchasing and installing my own car lift. What a delight to see one of my Alpines hoisted to the ceiling of my garage and be able to walk under it standing up! More on this later as I will be writing an article (with pictures) about this experience. You will learn from my mistakes!

For those of you who don’t know about my projects, I have three Series 3 Alpines that I’m transforming into two. The ST is now fully painted in resplendent Carnival Red and Ian and I have begun the processing of stripping the parts car and transferring the parts to the freshly painted body. Doug Jennings continues to work on my Moonstone GT. This is quite an experience trying to restore two at one time. You must get used to the feeling that the money is literally flying out the windows!

I am looking forward to driving my red ST down to Invasion 3 in Dillard, GA. Look for the guy with the big grin on his face. See you soon.

Scott

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



Everyone got your reservations made and trip planned to Dillard? I hope to see many of you there. I want to meet as many of the folks behind the message board as possible. Bob's got a great event planned and everyone in the family will find things to do. And let's try to get as many different versions of Sunbeams there as we can. I love the idea of running our own road test comparing the early -v- late, the 4 cyl -v- 6cyl -v- 8cyl, and so on.

Even if it's only for publication in the newsletter or the website let's show folks what the Alpine is capable of. So come on, head to Georgia this July.

On a more serious note I've been thinking, after attending a funeral for a friend, what kind of arrangements have we each made for the contents of our garages? Not the cars, I assume you've probably got that worked out with the kids or spouse or siblings or someone. No, I'm talking about all those bits and pieces that we all accumulate that are too good to pitch. The things that someone may want, particularly original bits. What I propose is that if we can arrange storage that the club be a repository for these things. For only the cost of shipping those bits that are donated to or left to the club would be available to members. Local members would then need to be prepared to help the family sort through those things of an auto nature to preserve the useful parts and deal with the club for any donations. I don't look at this as asking you to donate instead of sell useful stuff but as a possible way to stop things from ending up in a dumpster. Is this a final plan ready to implement? No, it's a talking point for each one of us to consider, I haven't even talked to the other officers about it. It's just my thoughts about preserving our shared motoring heritage and conserving the shrinking pile of original bits. So think about it, send me ideas or alternatives, bring it up on the message boards, grab me at the invasion if you want. But most of all, even if this goes nowhere as a club sponsored thing, make your own plans.

Mike Phillips

# CHAPTER NEWS

## Dallas Fort Worth

I am happy on a personal note to report to report that I am now back living and working in the Dallas area.

On April 27<sup>th</sup> the Dallas All British Car event was attended by a total of three Sunbeam Alpines all of which were early big finned models, plus five Sunbeam Tigers. This was an excellent turn out more than last year, hopefully this trend will continue. Other Rootes vehicles present were a Humber plus a Hillman Husky. The SAOCA banner was proudly displayed at this event.

I went to look at a series 1 for sale in Dallas recently, which had been the subject of an estimated \$50,000 professional restoration. Sadly the owner passed away and the car is now for sale. This is a very nice car although not factory correct, it has some modifications including a personalized wooden dash, series 3 engine, leather seats and a modified trunk. This is another local Alpine which I knew nothing of until recently. There is still many more unknown Alpines out there waiting to be found.

Invasion 3 at Dillard in Georgia is rapidly approaching this is the event to attend. Having previously attended Sunbeam events at this location I can highly recommend attending. My plan is to drive my series 2 from Texas to Georgia. - Steve Kirk

## New Jersey

With the arrival of spring, what could be more appropriate than the birth of a new Chapter of the SAOCA? ...and what more fitting locale than the Garden State, Herself, New Jersey? Starting in April with a few emails, this small but fanatic collection of confirmed “non-joiners” conspired to come together in the spirit of the Alpine. At present the membership consists of Vlad Broz, John Knight, Bob & Judy Sharkey, Tim Cole, Rich Tuttle, Bob & Mary Wegner, and me, Marc Parette.

While I managed to meet Vlad at a local “Britfest” car show on the 3<sup>rd</sup> of May, the NJ Chapter is in the early stages of finding a common meeting place. We welcome all interested Tri-State ‘Piners. Contact me @ [thirteenth.mule@verizon.net](mailto:thirteenth.mule@verizon.net) or by phone at 973.285.9400. See ya at the Salvage Yard – Marc Parette



## Northern California

Buell Ish stands proudly next to Clive Harrington and 3000RW during his recent trip to England. Buell's travels were in search of a Harrington Alpine of his own... was he successful? Well, let's just say that Buell is now the proud new owner of a series 'D' Harrington Alpine, one of four known to exist on the series IV chassis and the only one of its kind in the USA! Way to go Buell! I'm sure we can look forward to a complete story sometime in the near future.

## Southern Ohio

The members of Southern Ohio Chapter have been busy in preparation for Invasion 3 by getting their Alpines ready to drive to Dillard, Georgia this June. Our monthly meetings have been used to brainstorm for new ideas regarding membership, newsletter, and web site improvements.

Reed Spencer has his series 3 GT down at Tiger Auto for a clutch repair, Scott Christie finally has one of his Series 3 Alpines painted... but can he have it completed by July for the Invasion? Mike Phillips has been working on his series IV and Ian Spencer has been helping Jan Servaites get his Harrington LeMans ready for the trip. Every one is very excited about the caravan down to Dillard and if anyone wants to take part in the drive, please feel free to contact us. We will be departing on Thursday morning and have about 8 Sunbeams lined up to date.

Rumor has it that John Engle has been thinking about a new stable mate for his Tigers... Is there an Alpine in John's future?



## Tulsa, Oklahoma

Hello Sunbeam club!  
First a little history on what I know of my Alpine. It was purchased new in Oklahoma for the daughter of the current commander at our very own Ammunition depot in Savanna Oklahoma in 64. It was wrecked

and towed to the field were some juvenile delinquents busted out all the glass including the windshield. In 1989 my dad paid the land owner 50 bucks to haul it off. My husband and I planned on attempting to restore a car and the Alpine soon became the BIG project. As with most families time and money never seemed to be available at the right time, so it sit in the garage for 10 years. In January of 1999 my husband found some friends that took on the task as a hobby to restore the car. My husband found out in July of 2000 that he had colon cancer, I lost him in June of 2001. The friends now more determined then ever to finish the car in memory of Bruce. On March of this year 03, way over budget and pieced together with any parts we could find she is a blast to drive. The car has the original motor, body and transmission, but the gauges, Weber carburetor and grant steering wheel are all after market. I also have a cd/radio where the glove box is suppose to be. The wood dash is a hunk of walnut made to fit the new old timer gauges. Please add her picture to the gallery, its not all original car but she looks close to what a Sunbeam should look like! I also included a before picture, I personally thought it was to rusted to ever restore! - Donna Baugess

## Atlanta, Georgia

Last week end was one of the rainiest here in the Atlanta area, but the Sunbeam gods shined down on us. We had a caravan from Marietta to Chateau Élan to one of the largest all British car shows here in the Southeast. We had a total of 9 Alpines, 3 Tigers, and 2 Hillman Minx. Rick Berghult arrived home from Afghanistan on Thursday afternoon, we got his Series 3 GT ready and he was able to make the trip for the show along with his wife Angela, and their Welsh Corgi, Oscar. Not a single drop of rain was felt by any of us going to or coming. The moment we the

road dust and we were able to clean up the cars, and now they are ready for the next outing.

The plans for the Invasion III are coming along fine. Judy and I are planning to go up to Dillard on Memorial Day to try out the feast at the Dillard House, to make sure it's still good. We are going to run the TriState Rally, to do some timing and see how the route is on a busy weekend. It will be busy in July, too.

Get your reservations in for the Invasion and also to the Dillard House (cut-off date for the block of rooms is June 15, then you all are on your own), As you can see from the web site that it's a beautiful place. The Rally will go thru some valleys, along a river and also right by the entrance to the only Ski Resort in Georgia.

Have a great trip to Georgia, get together with your friends and get a caravan to the Invasion. You're safer in numbers. - Bob Berghult

## Florence, Colorado



Hours and hours of hard work are finally starting to pay off for Paul Scofield, our Chapter President from Florence, Colorado. Paul has every part cleaned, painted, chromed and ready to bolt onto his series 3GT once it returns from the paint shop! It won't be long now

and we are eagerly waiting on a full report from Paul regarding the restoration of his Alpine. Good work Paul! I'm thinking Invasion 4 in Florence!

***Any Alpine related news in your area? Please tell us about it for the next issue! Please contact the editor.***

# MEMBER PROFILE

**FRANCIS (FRANK) BORG  
MELBOURNE, AUSTRALIA.**



My association with classic cars started before I had a driver's license. I have always been a petrol head, from my Dinky's and Corgis, to my slot cars (of which I own quite a few today). Having been born in England, and moved to Australia in 1962 with my parents when I was 11, I have always loved English cars. My first ownership of real cars, started when I was sixteen (legal driving age in Australia is eighteen), here is the list of the cars

that I have owned one at a time.

1928 Dodge, swapped for 1928 Packard then sold back, 1928 A Ford, 1926 Oldsmobile, 1948? 2litre Sunbeam Talbot tourer. The only ones, which were running, were the Dodge and the Packard (which we used to go down to the fishing hole and drive-in theatre via the back roads). After getting my drivers license. I was let loose on the public roads. 1959 FC Holden (Holden were a local body builder who eventually became Australia's General Motors) this car being like a 2/3rds (English) size 1955 Chev. Now onto my English cars, 1951 Humber Super Snipe,



***“I bought my Red 1962 Series II Alpine in 2000 from a friend who was getting a deposit together to by a house.”***

1951 Jaguar Mk V (this car had a MKVII XK motor in it), 1961 MK II Jaguar and my wife Lena drove a 1956 Morris Minor with a Nissan 1200cc motor and gearbox. I sold the Jaguar to buy my Alpine, and the Morris went to Morrie heaven due to the chassis coming apart as a result of the bodgey (suspect) engine transplant. I use a 1953 Morris Minor Panel Van as my work car (I am a painting contractor). The Panel Van has an 1100cc Morris motor with extractors, twin SU's and Disc brakes fitted up front. I bought my Red 1962 Series II Alpine in 2000 from a friend who was getting a deposit together to by a house. Since owning it, I have replaced the Soft Top (hood) and the tonneau, I have put in a crash gearbox with overdrive and had the Zeniths rebuilt. It has a little bit of rust in the doors and has currently got about three different reds around various sections of the body. I am saving up to build a warmed up 1600 cc motor, to replace the standard Hillman 1600cc motor, which it has in it at the moment.

After that, I will start work on the body. Because my Morris is usually full of painting gear, I use the Alpine most other times. Being a keen (read as

“crazy”) Alpine owner, I only have my roof up when it is raining. Which means my wife rarely comes on club runs with me in winter. A woolen beanie, scarf and leather jacket are just fine (and you can feel the heater). I am also a member of the Sunbeam Car Club of Victoria, we meet once a month, and also try to have at least one club run a month. This is our Clubs 30<sup>th</sup> Anniversary year. Our Club is open to all Sunbeams and Talbot's, but we do have a predominance of Alpines and Tigers.

When I found the Classic Sunbeam Alpine site on the net, I got great enjoyment out of reading all the sections that were there, The Monthly feature, the Originality section and the History. It was obvious to me that Ian Spencer had a great passion for the cars, and had also put in a lot of work to set up the web site and to found the club. It was when I became addicted to the message board, that I decided to join the club in an effort to show my appreciation for all the work and advice that was so freely given. I must admit, that when I first found the site, I had assumed that the Club had been established for many years, but it wasn't until I received my first Alpine Marque (fall 2002), that I realized the club had only just been formed. Well, that's me in a large nutshell, I doubt that I will ever get over to America to meet you all, but if ever any of you are over here in Melbourne, Australia, please feel free to get in touch, and perhaps come with our club to a meeting or on a run. - END



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

# *Auto Show perfection!*



This series I press photo comes from the collection of Scott Christie. Notice how this auto show car has chromed wire wheels, spinners and a locking gas cap. Alpines that were designated for the auto shows were flagged as they went through the assembly process. These cars were to receive greater care and detail than “regular” Alpines.

There is a great book written by Jeffery Torrington called, “The Devils Carousel” which is written around the day to day life of a make believe British car company during the mid sixties... Torrington, a former Rootes employee, uses the show car theme as part of the story. Through this book, you can gain a real insight for how Rootes vehicles were built, as well as the problems Rootes encountered with the British labor unions. Publisher - Harcourt Brace

# ***The Budget Minded Alpine Restoration***

## **Part 2: Clean Up and Getting Started**



***“A nice clean workspace is the first step to beginning your new project.”***

I've had some time to play with my Alpine project since our last story. If you will remember, I had decided to begin by cleaning up the car and try to make it run. I felt that this would be the best thing to do, since the DPO (DAMN PREVIOUS OWNER) had assured me that this was a low mileage un-restored car that had been recently driven. I began by assessing the car and the work the DPO had

done to make it road worthy for the new owner... ME! This proved to be a very interesting challenge and I was able to draw many conclusions about the history of my new Alpine.

First, I inspected the DPO's handy work on the rebuilt brakes he had completed for me. This was a great place to begin because I knew that if I got the car running I would want to drive it right away. If I had no brakes, I would not be able to have any instant fun. So I began removing all the brake parts. It wasn't hard to figure out why the brakes were binding up on the poor little Alpine. Not only had the master cylinder been assembled incorrectly, but the front calipers were seized and had never even been touched! The rear drums were full of crap and the shoes worn badly. Both the brake and clutch hydraulic systems were going to need rebuilding. I turned these over to Jan Servaites for complete overhaul. The DPO's brake job consisted of a poorly rebuilt master cylinder. That's it!

With the hydraulic systems apart and in the good hands of Jan, I decided to focus my attention on the engine. For those of you that aren't aware,

the engine number should match the Alpine's serial number, which this car does. This is one thing about this SII that makes me very happy.

Careful inspection revealed that the car had not been running in a long, long time. The fuel tank was half full of black tar... old gasoline that had sat for 30 years and turned into a thick black mess. I replaced the fuel tank with one that I had dipped and coated some time ago. I also replaced the fuel pump and water pump, as well as all the hoses. The DPO had also told me that the car had just had a new exhaust system installed. This amounted to a few bent pipes that were found sitting in the trunk, and there wasn't even a muffler! Luckily, I did have a spare exhaust system that I had not installed on an Alpine yet. After about an hour, I had rounded up a good set of headers and started installing the new exhaust. All that was left was an oil change and a new battery! It wouldn't be long before I would hear this baby run! The new brakes provided by Jan Servaites were now the only thing keeping me from getting this Alpine back on the road again... or so I thought!

Feeling satisfied, I decided to begin working on the car's physical appearance. This Alpine was really in very nice overall condition. It had obviously been sitting for a long time, and it appeared to have been kept inside, most likely a barn. The original black paint was thin, and completely worn through in some areas. It had been painted on the left rear quarter once before and the paint was not sticking very well. The front valance had been mashed in, typical on most Alpines, and there was a nasty ding in the trunk lid, almost like a bullet hole. Amazingly enough, this car had a very solid body. The only rust I was able to find was in the lower rear quarters. Both of them were full of mouse nests, which had caused them to rust from the inside out! They looked at first to be solid, but I was literally able to poke my finger through the paper-thin metal on both sides. I decided to leave well enough alone and get busy on a good wash and detail. I think I spent an entire day washing, buffing and waxing. To my amazement, it really made the car look great! It was time now to tackle the interior!

Cleaning the interior gave me great pleasure. It's not everyday that you find an Alpine that is this nice inside. Everything was just the way you want to find it, including the original rubber floor mats and carpet on the tunnel hump. I decided the best plan of attack here was to simply remove everything, clean as needed, and reassemble. Keep in mind, my objective here is to maintain as much originality and patina as possible on this car without doing a complete ground up restoration. I want it to look like a

good clean 40 year old car that's been well kept, not a freshly restored, over polished show queen.

As nice as everything was on this Alpines interior, I did run into a few challenges. Some of the carpet was shot and the vinyl rear package shelf pad was badly torn beyond repair. Also, some of the vinyl was faded badly and didn't look nice, even



***“Removing the original rubber floor mats reveals a layer of tar paper and spots of surface rust.”***

after cleaning. The convertible top was gone completely, only a few tattered shreds remained attached to the frame. The good news was that the ultra rare cantrails were neatly stashed away in the boot pocket, just as they should be. Remember, it pays to buy the right car. Alpines that are unmolested and complete make fun and enjoyable projects.

To solve my interior problems I decided to replace the bad carpeting with new scarlet red carpets bought from the local auto parts store. I found a very thin automotive carpeting that is very similar to the original carpets used in Alpines from the factory and cut my own pieces to fit. The thick plush carpets sold today for our Alpines and Tigers aren't like the original carpets and I wanted to keep that original look and feel to this car. I solved the vinyl problem with a little help from my friend Jeff Hoewerth in England. He was able to provide me with a vinyl that matched the original scarlet material very closely. I also had him make me a reproduction set of the rare cushioned seats that were provided by Rootes as a Special Accessory on early series I and II Alpines. This solved the package shelf dilemma. For the top, I just happened to have a very nice original convertible top that fit the car like a glove. I had saved it a long time ago and now I was very happy to still have it. (Remember... never throw anything away!)



***“A freshly painted dash and detailed gauges makes a huge difference in a cars appearance.”***

During the interior project, I removed the cars interior, including the dashboard and gauges. The dashboard was in very good condition, but the silver gray paint was old and dirty. This received a fresh coat of paint and I polished up all the gauges while I had them out too. It was during this process that I made an amazing

discovery. The speedometer had writing on the back that stated it had been replaced and provided a date and the serial number of the Alpine it had come from. This meant that the low mileage the DPO had promised me to accurate was indeed not correct. It also dated the change to have taken place late in 1962. Why would this speedometer have been replaced so early in the cars life? The Alpine was built in the summer of 1961. I began to put 2 + 2 together. This car was an RRX designation. This means right hand drive, roadster, non-standard specifications. So, this Alpine would have been built as an export to a country where they drive on the opposite side of the road as we do here in America. The DPO was Scottish, and told me he purchased the car here in the USA. He told me he was the second owner and purchased the car used in 1963, but couldn't remember anything about it's history and didn't know where the car came from prior to that. I'm guessing that RRX cars may have had speedometers calibrated in KPH, not MPH and the speedo got changed when the car came into the country. My guess is that someone in the military purchased the car abroad, imported it into the country and traded it in on another car after they got it here. Either that, or the DPO lied to me all together and brought it here in the first place. I doubt I will ever really know.

To finish off the interior, I will need to clean up the wiring harness, clean and detail the dash, and replace the worn carpet with new matching carpet. This has all gone off with out a hitch and it really looks great



***“Steve Silverstein behind the wheel of the S11 project car during Invasion II.”***

replacing the caliper pistons with stainless replacements from Doug at Tiger Auto. A set of Minilite rims off of one of my other cars fitted with a new set of Michelin tires were all I would need to get her back on the road again after all these years! Well... so I thought.

I guess we have to go back to our rules once again and remember that there really is no easy way out of anything. So far I've spent \$3500.00 for the car, \$350.00 for the transport fees, \$400.00 for new tires, around \$200.00 for rear seat cushions, new vinyl, carpet and glue. Not to mention another \$250 for brakes and hardware and whatever I may have forgotten of mention... Grand Total to date: \$4700.00 WOW! It's really starting to add up!

The 2002 Invasion in Tipp City, Ohio would be the true test for the project S11. I decided to loan it to Steve Silverstein to enjoy during the event, since he was flying in and would not have an Alpine of his own to drive. During the event he had a hard time preventing the car from overheating. The car would run great for about 20 minutes before it would start to boil. So, here we go... back to the old drawing board. I tried a new waterpump, new radiator, still the same problem. Finally, I decided to pull the head and was not at all surprised to discover a blown head gasket around piston #4. Looks like a Head rebuild is next, along with a complete inspection of the engine... heck, while I'm at it, I think I'll throw in an over drive! Why not?

Join me in the next issue for the engine and drivetrain rebuild - Ian

to see everything all cleaned up. The Alpine is now running nicely and appears to hold decent oil pressure. Now, it's time to install all the freshly rebuilt brake parts that Jan has prepared for me and dig up a decent set of wheels and tires.

The brakes were going to work out fine and Jan went all out by

# ***INVASION III***

## **SAOCA**

### **Georgia 2003**



***Don't miss the Alpine event of the summer!***

***July 18, 19, 20 - 2003***

You'll be surrounded by plenty of Alpines, events, and local attractions this year at Invasion 3, in Dillard, Georgia (Near Pigeon Forge, TN). This year's event will be taking place at The Dillard House, tucked gently away in the Blue Mountains, a part of the Tennessee River Valley. Come take a break from the summer heat and relax in the cool mountain breeze. There will be more Alpines than you can shake a stick at and maybe even a few other rare Rootes vehicles to gander at while you are there! This will be an event for the entire family to enjoy, so don't miss it! Last year at Invasion II we had more than 40 Alpines, this year we would like to double that number!

***To register, please visit [www.sunbeamalpine.org](http://www.sunbeamalpine.org)***

*or*

**Bob Berghult**  
**2124 Dayron Circle**  
**Marietta, Georgia**  
**30062**  
**770-977-1614**

# SAOCA REGALIA

**1 The SAOCA Polo Shirt.** Available in Alpine White, Embassy Black, Carnival Red, Forest Green or Midnight Blue with embroidered logo. A must for all Sunbeam enthusiasts! Wear this high quality shirt with pride as you show off your Alpine at the next car show. 50/50 poly cotton. \$24.99 (Specify S, M, L, XL, XXL) Ad your Alpine serial number at no extra cost!

**2 The SAOCA Twill Cap.** Available in Midnight Blue or Alpine White with embroidered logo. This durable mid-profile is made from 100% cotton brushed twill. 6 panel construction with seamless front. Adjustable closure with grommet. (One size fits all.) \$14.99

**3 The Harrington Alpine Polo Shirt.** Available in Embassy Black only with embroidered logo. Please specify your Harrington Alpine or Harrington LeMans serial number. This is Harrington Alpine owner exclusive! 50/50 poly cotton (Specify S, M, L, XL, XXL) \$24.99

**4 The SAOC of America Vinyl Windshield Decal.** These decals apply from the inside of the glass for a longer lasting, better looking appearance. Full color, 3" diameter. \$1.50 ea.

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## ORDER FORM

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ITEM 1: \_\_\_\_\_

ITEM 2: \_\_\_\_\_

ITEM 3: \_\_\_\_\_

**Please state Item, Size, Color, Price and Serial Number.**

**Please include \$4.50 S&H**

MAIL TO:  
SAOCA REGALIA  
C/O Ian Spencer  
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Kettering, Ohio 45429  
Checks payable to SAOCA

# From the Archives



Here's a nice interior shot of an Embassy Black series I with scarlet interior.. Nice... very nice, and the girls aren't too bad either!

# RACING ALPINES

Steve Silverstein - SAOCA Racing Alpine Historian



I would like to thank Davey Jordan who wrote the feature article which tells of he and Jerry Titus' cross country trip from L.A. to N.Y. as a promotional event for the recently introduced Sunbeam Imp.

What a better way to promote reliability and economy than by

having the Editor of Sports Car Graphic and a friend, Davey Jordan, drive the 3000 miles in the Sunbeam? Well, as it would turn out there would be a number of detours and of course a traffic ticket along the way. I'm not sure if Rootes' marketing department was counting on all this but Davey and Jerry came through with a record run in 46 hours and 45 minutes!

It is a great story and you have to appreciate the spontaneity of the project.

Steve Silverstein - SAOCA Racing Historian



# ***The Cross Country Story***

***by  
Davey Jordan***

The other day I heard from a friend that Brock Yates was going to be at Autobeats in Burbank autographing his new book entitled "Cannonball". That conjured up a lot of memories from a cool November weekend I spent back in 1964!

Jerry Titus called me in about the middle of November in 1964 and said he had a deal I couldn't refuse, It involved a trip to New York City and a new car that was just introduced by the Rootes Group. The Sunbeam Imp! The Imp was a cute little rear engine Sports Sedan, the engine was based on a 750 cc alloy Coventry-Climax design, Rootes then stretched the displacement to 850 cc and laid the engine over at 45 degrees. The engine was coupled to a fully synchronized alloy transaxle. Rootes was very serious about being competitive with V.W. as they had built a special plant in Scotland devoted exclusively for the production of the Imp. The car had an 82" wheel base, with a curb weight of 1510 lbs, and a price under \$1500! As part of the P.R. introduction two Sunbeam Engineers had driven an Imp from New York to Los Angeles in 48 hours! Their Imp had some modifications, Larger tires, larger gas tank, reclining Alpine seats, a larger main jet and a hand operated throttle control that could be set to full throttle.

This was Jerry's deal, the car the engineers had driven from N.Y. had been thrashed around the L.A. area as a P.R. car and Roots decided to see if it could be driven back to N.Y. in less time than it had taken to get to L.A.. Jerry was the technical Editor of Sports Car Graphic Magazine, and had been involved with the Hollywood Sports Car Alpine at Sebring, and SCCA racing. He also wrote articles covering his adventures and was a natural for Rootes to hire for this scheme. My involvement with Jerry came through competing against him, and then co-driving with him at the 1963 Sebring in the Hollywood Alpine. My deal through Jerry was \$250. , expenses, and a plane ticket back to L.A., as this was more money than I could make at my job as a Sheet Metal Worker in a week and I said "you bet".

Preparation for the return trip was very minimal to say the least! The P.R. duties of the little car had ruined the clutch, so it was replaced, a tune-up, lube job and new fan belt rounded out the preparation. We were very nervous about the weather in late November, and in checking with the Weather Bureau, they said you had better go NOW! We would be in the wake of a storm but in clear cold weather. Jerry's wife Dee cooked up a roast and ham all sliced up, more than enough for us to survive on, for our two day ordeal. We agreed to meet at a Coffee Shop in West Covina for a five A.M. departure on a Friday morning. If we could maintain our calculations we would arrive in N.Y. just after dawn on Sunday; perfect from a traffic standpoint. Leaving right on time we quickly made it through Cajon Pass onto Route 66 and the California desert!



As soon as we got up to speed we realized the tires were way out of balance and started shaking badly at 72, 87 and 93 mph the absolute top speed of our little car. The vibrations reminded me of an old English movie I had seen in the mid fifties titled

“Breaking The Sound Barrier”. I

related this story to Jerry, it turn out we had both seen the movie and we had a good laugh.

We had become somewhat accustomed to the vibrations, and were going well on an uphill grade with snow banks on both sides of the road, just a few miles from Williams Arizona, when the engine sputtered and died! The gas tank was not the 14+ gallons as advertised, more like 11!. But Jerry was always ahead of the game, he had tucked a two gallon can of gas up front just in case, more than enough to get us to the next gas station. We dumped in the two gallons and went on our way! This event set the schedule for the rest of the trip. Stop for fuel after 250 miles, a driver change about every 125 miles. Every in between driver change was done without stopping,. The first one was really hairy but we got pretty good at it. Being such a small car, the passenger would climb into the back seat, the driver would set the manual throttle to full and move into the passenger side, steering with his left hand, the driver in the back seat would then climb over into the drivers seat and assume control. After a few changes it became routine, and we could change in about 6 seconds! We had made it into New Mexico and running right along. Our average



***Jerry Titus (left) and Davey Jordan (right) at Sebring in 1963. Davey and Jerry drove the "Hollywood Sports Car" Alpine to 3rd in class. Davey continued to be involved with "Hollywood Sport Car" driving the Alpine at a number of events during 1963-65.***

speed was about 69 mph and we were feeling pretty cocky! The boys that had made the east/ west run had set an overall average of just over 60 mph! I was driving and came up over a blind rise, and sure enough in the middle of nowhere there was a radar trap! I was nailed for 82 in a 70! This was not a simple problem, as after the ticket was written we had to follow the officer to the Justice Of The Peace who resided at the Dixie Cafe. It seemed like it

took forever to get to the Cafe, A place and a character right out of a Tennessee Williams novel complete with ceiling fan and the whole set! Again, Jerry was prepared for the unexpected, when the J.P. levied the fine Jerry pulled a roll of cash out of his pocket, paid the fine (over 40 percent was court costs!) and we were outta there! We had lost 25 minutes. That night in the Texas Panhandle we battled 25 mph head winds, the little car couldn't go over 60- mph, and our average had dropped to 62-mph! Fortunately the winds died out in Oklahoma and combined with their great turnpikes our speed picked up. About two in the morning I noticed the engine temperature was rising! But the heater inside the car had quit working, and it was COLD!, about five degrees inside and out. Jerry woke up about three A.M. and wondered why he was freezing? I told him what was going on, we motored on to the next gas stop and Jerry calmly tightened the newly stretched fan belt. The good thing was that the cold outside temperature kept the engine from being damaged. I was driving just before dawn, and I was having trouble staying awake. The white lines were dancing all over the place! Then the dawn arrived, with the sun, warm and bright, I began to enjoy the countryside, and life was wonderful!!!

Heading into St.Louis, we missed a new bypass and drove right into the center of town, bumper! We spent about an extra twenty minutes trying to find our way back to the Interstate. Humming along through the center of Ohio things were looking much better, our average had gone up to over64-mph, and our confidence was coming back! Jerry even stopped and used twelve minutes to call L.A. to advise them of our ETA at the Holland Tunnel entrance to New York City. Through the rest of Ohio despite many small towns along the route we were able to maintain our average very nicely! Things were going very well, until we hit Wheeling West Virginia, where did all these detours and traffic come from? Panic set in and we really took some big chances considering the conditions. Fortunately we did not get into or cause any accidents! We were very lucky!!!

Jerry had a plan for the Turnpikes as well. The Toll Tickets were timed, so we gassed up as soon as we got on the Pennsylvania Turnpike and again just before leaving it! This plan kept our average up. Heading for the Jersey Pike we were in great shape, the little car running sweetly! It had endured two cross country trips as fast as it could be driven, and was not shaken apart by the unbalanced tires. Incredibly we arrived at the Holland Tunnel two minutes before the ETA Jerry had phoned to the west coast! and our fuel cost was under \$24. My first view of the Manhattan skyline at early dawn was truly memorable

Rootes was delighted with our results; 3011 miles in 46 hours and 45 minutes, with an average speed of 64.4 MPH. Roots had a 24x18 poster advertising the accomplishment, and claiming a coast to coast record! Their research could not find anyone that had documented a faster crossing. Jerry also wrote a small two page article on our adventure for the feb. 1965 Sports Car Graphic Magazine. A few days after we had returned home, Jerry called me, Roots had called him and had another Imp deal, Miami to Anchorage! Jerry's reply was only on a 707!

- Davey Jordan 12/4/02

A rectangular poster with a black and white checkered border. The text is centered and reads: "VINTAGE ~ MODERN DAY" in a bold, serif font. Below that, in a smaller serif font, is "Your only source for Sunbeam Alpine racing history and current day coverage." To the right of this text is a black and white photograph of a Sunbeam Alpine race car, viewed from a front-three-quarter angle, with the number "7" on its side. At the bottom of the poster, the name "Steve Silverstein's" is written in a cursive font, followed by the website "www.racingalpines.org" in a bold, serif font.

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# Rebuilding the Alpine 1600cc Engine to Harrington Lemans Specifications (Hartwell, Stage II modification)

*By Jan Servaites*

**M**any auto manufacturers in the '60s followed the "Winning races on Sunday...sells cars on Monday" philosophy. With that idea in mind, Rootes Motors began helping the Sunbeam Alpines, Imps & Rapiers to become competitive race cars on the track. The engine modification designs were carried



out by George Hartwell Ltd., a firm which has many years experience tuning the Rootes power plants. Some of what was learned was incorporated into production cars like the Harrington Lemans (only 250 units were produced). Modifications to the Alpine's 1592cc (usually referred to as the "1600"), included a new camshaft, a lighten flywheel, reshaped head ports, a modified ignition advance curve, and larger jet sizes (#150) in the twin Zenith carburetors, looser fitting Alpine pistons, cooler heat range spark plugs (Champion N-4) and an oil cooler. These modifications added about 13bhp on top of the 80 bhp from the stock Alpine engine. Apparently, there were three versions of the Sunbeam 1600 Hartwell-tuned engine; Stage I produced 88bhp @ 5,500 rpm, stage II (considered the Lemans engine) produced 93bhp @ 5,700 rpm and the stage III (w/10.2:1 compression & Weber 40 DCOEs) produced 100 bhp @ 6,200 rpm. The stage III option could be ordered with the Harrington Alpine (series A), which is capable of getting to 0 to 60 mph in 10.6 seconds and speeds up to 110 mph. My goal in this quarter and the next quarter is to report on how I started with a stock Alpine engine and rebuilt it to the performance level of the Harrington Lemans engine.

**Research** – To get the best understanding on what specifically was modified to the original Alpine engine, I researched a large number of magazine articles and other references (all listed at the end). I finally found the LeMans workshop manual supplement to have the specific details on the modifications that I was looking for. We also had an original Lemans engine available, so that I could verify the modifications and actually characterize the cam, flywheel, head and distributor. The LeMans engine had the following modifications:



1.) **Camshaft** – The cam is the single most important HP gain component and this cam (Part# 10208620) was commonly mentioned in many tuning articles and became known as the factory high output camshaft. Delta Camshaft will profile the original camshaft and will recommend a modern substitute profile.

2.) **Lightened flywheel** – A significant amount of metal was removed from the factory Alpine flywheel. Measurements were made from the original Lemans flywheel and will be used to cut down the weight of the stock Alpine flywheel.

3.) **Jetting** – They revised the jet sizes to #150 for the twin Zeniths. This size is very common, and most all my spare Zeniths 36WIP carburetors have this jet size. The factory must have adopted it for all later production Alpines or perhaps the previous owners made the jetting change.

4.) **Modified advance curve** – The advance curve will be measured.

5.) **Looser fitting pistons** – An additional 0.0005" (0.0022" Lemans vs. 0.0018" Alpine) piston to cylinder wall clearance added. The new oversized pistons, that I purchased, will have the manufacturer's recommended cylinder bore clearance.

7.) **Oil cooler added** – The oil cooler will become a standard on the series V, 1725cc engines. My intent is to run without the oil cooler and monitor the engine's temperature to see if it's really a necessity. Cylinder head – The amount of port blending & smoothing, that was performed by the factory, will be investigated. A lot of options are available for head work. The "vizard" head modifications & port smoothing is a viable option.

**Disassembly** – There are many good books available that can help you in the engine disassembly/assembly process. If the car is likely to be apart for a period of time, don't trust your memory. Bag & label the miscellaneous nuts & bolts so that they can be found & reinstalled more quickly. Get the proper tools to perform the work and work safe. Your life could be saved by providing a little extra effort to make sure the likelihood of an accident is minimized.

**Renewing engine parts** – Some of the original Alpine dealerships noted that their service departments have found camshaft wear in as little as 30k-40k miles. We have to remind ourselves that these cars were not expected to serve as long as today's auto engines. An Alpine engine with 40k-50k should be considered ready for a complete overhaul. Furthermore, replacing just the crankshaft bearings and piston rings does not constitute an engine rebuild. Cylinder bores need to be straight and true, but become out of round and tapered; Crankshaft journals become scored and also become out of round & tapered. Here is a list of areas that are usually neglected & overlooked in engine rebuilding:

**Camshaft** – All camshafts need to be inspected. First, examine the cam lobes including the fuel pump lobe. I have seen many fuel pump cam lobes excessively worn & scored, but they can be built-up with weld and reground. Worn lobes will be clearly evident by their flattened condition and/or by pits in their surface.

**Rocker arms** – The surface that contacts the valve, will wear and they can be reground. There are some small oiling holes that will close up from carbon deposits. I usually bead blast them to clean the carbon from the outside and then run a drill bit into the small oil passages. I also clean the adjuster threads with a tap in a battery powered hand drill.

**Lifters** – Lifters need to be refaced or just replaced with new lifters anytime a new reground camshaft is fitted.

**Boring block (fitting oversize pistons in the block)** – A specialty service that only an experience machinist can perform. The pistons should be on hand before the cylinders are bored. The reason for this is so they can be measured individually to make any compensations in the cylinder sizing. It's not unusual for the diameters of the pistons (in a set) to vary, sometimes considerably, and if all the cylinders were bored to the same size, some of the pistons would have more clearance than the others. Not a good prospect.

**Crankshaft journal resizing** - Finding someone who will do a good crank grinding job could be a problem. Many of the jobs, for which we pay good money, come out of the grinding shop with tapered and out of round journals and crankpins that are not much better than when it was brought into the shop. A good crank grinding job is cheap insurance for long, trouble-free bearing life – get the best that you can.

**Oil pump rebuild** – The pump plays too important part in the engine and a new one (or rebuild with new parts) is too inexpensive to take chances with an older pump that has many miles on it.

**Head (miscellaneous valves/guides) head resurfaced, welding** – The aluminum head helps the Alpine engine deliver more power, but since it is a dissimilar metal then the iron material used in the block, it is subject to corrosion and other problems. Valves and their guides are subject to wear and might need replacement. The mating surface can become warped and the cure is a 0.010" head milling. Typically, over 40 years, a considerable amount of head milling has been performed. The head may get to the point that it cannot be milled anymore and will probably need replacing with a good used head.

**Connecting rods (small bushing ends are usually good)** – The rods can take a tremendous amount of pounding inside an engine, and sometimes it is best to resize the bottom end of the rod by reconditioning them. I have found that the wrist pin bushings do not wear very much and should not be replaced.

Replacing the bushing & honing it usually misses the proper sizing fit and are worse off than just leaving them alone.

### ***Cleaning parts –***

***Hot tank the block*** – My local machine shop now uses a non-caustic tank solution that does not affect aluminum, so I leave the camshaft bearings and the brass oil gallery plugs in place.

***Oil pan*** – Oil pans need a very thorough cleaning. Due to the baffles welded in the sump, it is very hard to get dirt & carbon removed from behind the baffles. I have the oil pans tanked to remove most all the grease & sludge, then I have them dipped at a metal cleaning facility in Cincinnati OH. They are returned looking just like they came from the factory assembly line. I have also found some adverse metal fatigue (cracks) in the baffles and they can be repaired with MIG welding.

### ***New Parts –***

***Pistons sets*** – Piston sets are getting harder & harder to find available and come in 0.020"/0.030"/0.040"/0.060" sizes. The 1600 & 1725 share the same bore sizes, but please notice that there are different “dish” sizes in the piston head between the two engine types so be careful in choosing pistons or you will have a lower compression with the 1725’s larger dish. There are flat top pistons available too for an even higher compression ratio. I have noticed something in the piston ring sets, that the two compression rings are identical. Set the piston ring “end gap” on the top ring with a ring gapping stone.

***Bearings, main/rod/cam*** – Sometimes camshaft bearings show little wear and can be reused (just leave them in the block), but the crankshaft bearings are available in 0.010"/0.020"/0.030"/0.040"/0.050" sizes.

***Oil pump rotor & gear*** – There are no new 1600 oil pumps available yet. However, there are two options available. First is to buy a new oil pump gear set from Alpine West Midlands Limited and install it yourself or, modify a new 1725 oil pump. I think the 1725 pump has larger pump gears, so that might be a benefit in moving more oil. The drive gears need to be changed & the oil transfer line needs to be modified.

**Timing chain & tensioner blade** – Always install a new timing chain and if the original rubber tensioner blade is excessively worn, replace it. However, be careful that some of the new replacement rubber blades are not molded correctly and will not even fit. If you experience this, just reuse the old tensioner.

## **Repainting the Engine –**

The correct color for the engine block and all it's sheet metal components were painted a "low" gloss black. When I say a low gloss I am differentiating between the old enamels that Rootes used and the new "high" gloss urethane paints that are used on modern autos for that "wet" look. I start with about 5% flattener mixed in a single stage urethane enamel and spray a test sample to verify the correct look. I use this mix for all the drive line components to include the front & rear axle, gas tanks, and so on.

Next issue will contain the conclusion on rebuilding the Harrington Lemans engine. If time permits, we will "dyno" the new engine and see how much horsepower we get from these modifications. - Jan Servaites

## REFERENCES

- 1.) Sunbeam Workshop Manual Supplement for the Harrington LeMans, (p/n 6600951), Rootes Motors
- 2.) Factory Parts List For Sunbeam Alpine (Pub. 6600992), 3<sup>rd</sup> issue, Rootes Motors
- 3.) Magazine articles (Harrington Lemans):
  - a. AutoCar, 16 Feb 1962 (UK)
  - b. The Motor, 27 Dec 1961 (UK)
  - c. Road&Track, April & June 1962 (USA)
- 4.) Reference books:
  - a. P. Olyslager Motor Manual 1963 (UK)
  - b. Haynes, Sunbeam and Singer Owner's Workshop Manual (USA)
- 5.) Alpine race tuning articles:
  - a. Race Tuning the Sunbeam Alpine, Wayne Thoms, Car&Driver May 1962 (USA)
  - b. Project Sunbeam, Jerry Titus, Sports Car Graphic, Sept 1962 (USA)
  - c. Cheater Sticks part II, Ocee Ritch, Sports Car Graphic, Sept 1962 (USA)

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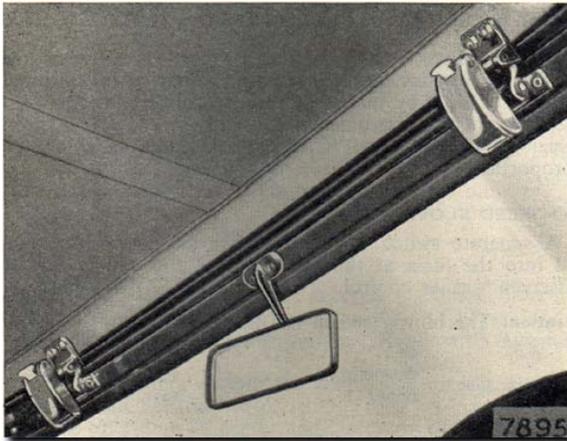
# ***Taking down the hood... again***

In our last issue we discussed taking down the hood on early series I & II Alpines. However, this process is slightly different on later cars. Obviously, the change in windshield frames with the series 3 Alpine meant that a new convertible top frame would need to be used. This introduced a drastic new design. While series 3 and IV Alpines still used the hard boot to conceal the top while in the down position, series V Alpines changed to a smarter soft boot design... which helps to make the job a bit easier.

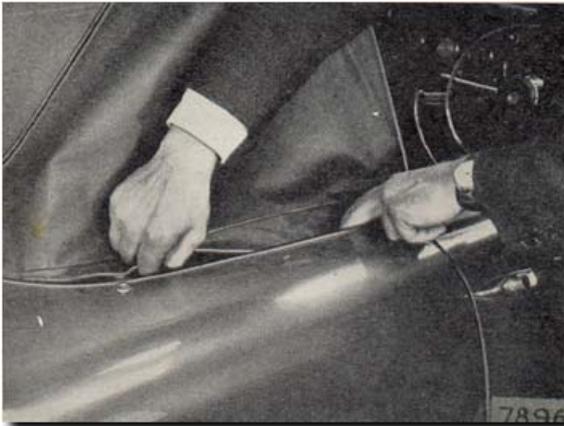
Following are the steps required to lower the series V top, or hood. Please remember that original factory tops were made from a material called Everflex, which was much thinner than replacement tops sold today. Everflex is light gray on the inside and will tuck away much easier than the newer material.

## **TO LOWER**

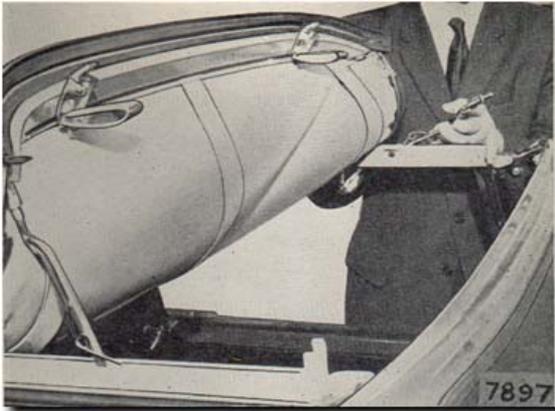
1.) Lower the winding window glasses in both doors, and tilt the seat squabs fully forward.



2.) Release the header rail toggle catches.



3.) Release the stud fasteners retaining the hood at each side of the rear quarter, and tuck in the hood material.



4.) Lift the header rail sufficiently to detach the tension rods from their locations, then fold the tension rods into the nylon recesses at the ends of the cantrails. Fold down the header rail toggle catches.



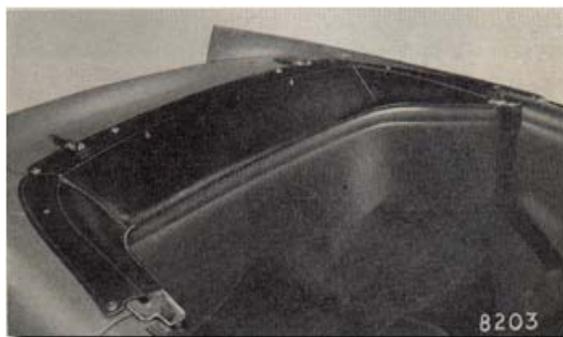
5.) Grip the header rail and carry rearwards, pull back the support rail and allow the header to rest on the boot lid.



6.) Release the zip fasteners, fold the two side covers outward and downwards, fold the centre cover over the top of the two side covers. Release the hooks on the two small straps and lay them over the centre cover.



7.) Lower the hood into the stowage compartment, pressing the rail down. Take care not to buckle the rear window.

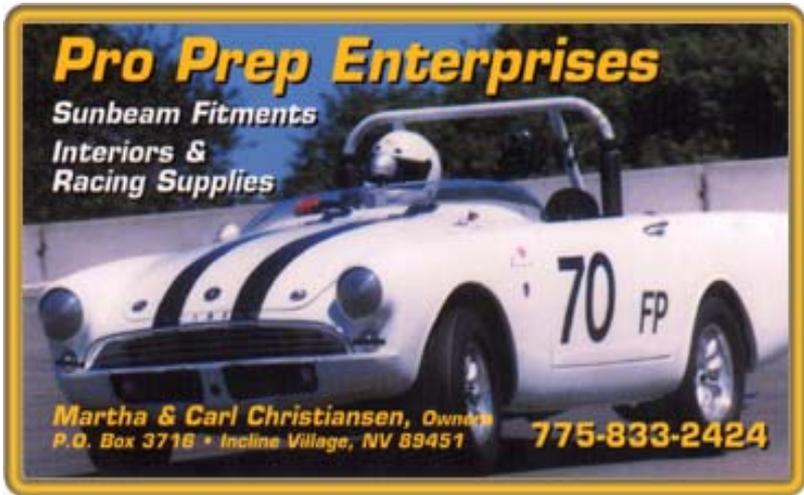


8.) Lay the header rail into position in the stowage compartment by feeding one end first, pushing it well into the corner of the compartment. When properly located, press the header rail well down.

9.) Fold the two cantrails over and down on top of the header rail.

10.) Place the two side covers and the centre cover into place over the stowage compartment, close the two zip fasteners, and retain by fixing the stud fasteners.

This completes the stowage of the series V convertible top. Of course, the series 3 and IV Alpine top procedures are similar, but have hard metal top covers as opposed to the series V's soft covers. - END



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