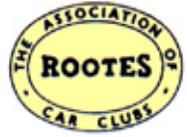


THE *Alpine* MARQUE



The Magazine of the SAOCA



ISSUE 9
SPRING 2004

The
**SUNBEAM
 INVASION IV**

~~11-13 June 2004
 Dayton, Ohio~~

NEW DATE!
July 30 - August 1

Banquet at the
 United States Air Force Museum



Road Rally
 Parts
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 at
 The Birthplace
 of
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 Dayton Ohio

We welcome all SUNBEAM enthusiasts. The Sunbeam Motor Company, Ltd., made Aircraft & Aircraft Engines, Automobiles & Motorcycles. We will be honoring owners of all Sunbeam vehicles in Dayton Ohio, during July 30-Aug 1 2004. The banquet will be held **INSIDE** the AF Museum just for us on Saturday night, July 31. You will have roughly 2 hours to view the displays, then followed by a 2 hour banquet. Registration & banquet fees & hotel reservations will be announced soon.



Sunbeam Alpine 1962



Sunbeam 1903



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For information regarding Invasion IV:
 Jan Servaites (937) 299-8303
 Ian Spencer (937) 395-0095

SEE INVASION DETAILS ON PAGE 32.

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Cover: Bruce Davis and Kirk Bowan have fun working on an Alpine.

Back: Paul Heuer gets comfortable with his work.

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

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OFFICER REPORTS

President - Ian Spencer



The series 2 Alpine give away project is now getting underway. I want to thank everyone who has been sending parts to help with the project. I'm thrilled with the response. We will have this car on display at Invasion 4 here in Dayton this Summer. Right now, the body is waiting in line for a paint and body job and I doubt this will happen before the Invasion, so you will be able to see this car in it's original state before paint and body work begins. In the mean time we will be collecting parts and getting them all ready for assembly after it's painted. Thanks again

everyone for supporting this project. I'm already envious of the lucky winner! I will post details to the web site as I have them.

See you in Dayton!

Ian Spencer



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Secretary - Scott Christie



Spring is just around the corner as the SAOCA begins its third year of operation. We continue to grow in membership, with the quality of the club magazine a definite factor in our growth. I'm hopeful that the various regional chapters will also continue to develop, both in membership and activity, to the point that soon someone will step up to host an Invasion. And don't forget we need everyone from time to time to contribute an article, picture, or various helpful hints

to keep the magazine alive – myself included!

Planning for Invasion IV is well under way and it looks like it will be another casual relaxed affair. One of our goals has always been to provide an annual gathering where the focus is on the people and the cars, not necessarily trying to cram as many activities into the weekend as possible. I feel we've achieved that again this year. If you're tired of reading all the great Invasion stories on the club's message board AFTER the event, make plans now to come this year and be part of the fun.

The weather in Cincinnati has been unpredictable lately, but I have managed to sneak the red Series 3 out from time to time for a short blast around the neighborhood. Good thing too, as I've been reminded of all the little nitpicky jobs still to be done before I'm satisfied with the car. Fueling this obsession and increasing the pH level of stomach acid has been invitations to bring the car to two major car events - the Eastern Concours d'Elegance in Bethlehem, Pennsylvania and the Hilton Head Concours in South Carolina. Unfortunately I cannot attend the event in Pennsylvania but Hilton Head is another matter. I now have roughly seven months to get this car to perfection!

Progress on the white Series 3 GT continues slowly. I'm clearly in no hurry as I face additional bills now on the red car.

It's amazing how much more exciting the coming Spring and Summer months are with a completed car. If you still have a project in your garage I encourage you to pull off the cover, crank up the angle grinder, and get to work on finishing your Alpine – you'll be glad you did.

Cheers,

Scott Christie

V.P. Mike Phillips



Even though it's been snowing off and on today as I write this, spring and driving weather are just around the corner. Before we all know it we'll be making invasion reservations, packing bags and polishing cars. I'm looking forward to seeing everyone and the changes to the cars for those of you who've been working winter projects.

The club giveaway car is moving forward. We've been getting a good selection of bits and some cash so applause to you who have stepped up so far, and come on to those still waiting. I think the lucky winner next year will be pleased, Jan and Ian do good work. Not that they'll be doing this alone but they will be guiding our efforts.

Going back to invasion, I'm excited about having the banquet at the museum. It should be unlike anything we've done to this point. Being surrounded by so much history, particularly in these times, will make you think. So many of these machines and people in the pictures paved the way for our Sunbeams to be here today. So, indirectly, we might not exist as a club if not for them. So we'll see everyone this summer and until then drive'm til the roads wear out. - Mike Phillips



CHAPTER REPORTS

Please report any activity in your area to Ian Spencer or Scott Christie. Contact information can be found on the back of this magazine. 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. THANKS - Ian Spencer

DALLAS FORT WORTH CHAPTER

At the time of writing All British Car Day in Dallas is only weeks away. I already know of two Alpines that will attend this event. It would be great if we could beat last year's attendance of seven Sunbeams of which three were Alpines and four were Tigers. I have done little with my alpine over the last several months except for the usual service items plus fitting a badge bar with fog and spotlights. I am also part way through restoring my hardtop, which is still awaiting painting. - Steve Kirk



SOUTHERN CALIFORNIA

Greetings from SoCal. This has been, so far, a frigid winter here, OK under 60 degrees and we really shiver! Its really tough deciding to go for a drive with a 20 percent chance of rain. Back in April we gathered at a local park (it did sprinkle on us) and got to see some new faces in our group. Very pleasant day for driving and showing off our fine jewels. A new face, Kenn Foster showed up in the "Rust Bucket", well named! Kenn retrieved his Alp from a field where it sat for about 30 years, REALLY! After airing up the tyres, flushing the hydraulics, renewing the battery and fueling up, it ran. It took Kenn about two hours to get to the park...too much wind going through the rust holes slowed him down. Kenn has driven that car until December, where he separated a tyre tread. Kenn is waiting for his other Alp to get back from the body shop. In June we had a BBQ at my house and we were able to show off the cars for the 'hood. My next project is almost done, a Tiger to help fill up the garage. Good stable mates I think. The last few months have been a bit hard to get everyone together, but we are hoping to AutoX at the end of February and BBQ a couple of weeks after that. So take care and keep the shiny side up! - Bruce Davis



SOUTHERN OHIO

Invasion planning is well under way and the Southern Ohio chapter has been busy making plans. This year's event will take place in Dayton, Ohio at the United States Air Force Museum. YOU WON'T WANT TO MISS THIS EVENT! The afternoon car show will take place outside on the museum grounds and the Saturday night dinner will take place in the museum with the airplanes.

This year, there will be no registration fee to attend the event. However, there will be a \$45.00 per person ticket to attend the AF Museum and Saturday night dinner. This includes costs for your meal, museum fees, hotel parts room, and trophies. There will be a reduced cost for children, but we have not received that yet.

The road rally will prove to be quite a challenge, so be sure to bring your thinking caps and driving skills along with you. This event will be much longer and require good observation skills from your navigator in order to be successful. The route will start and end at a location for dinner with ice cream, putt putt golf and batting cages. Fun for the entire family!

Doug Jennings is also planning a Sunday autocross to be sanctioned by the SCCA. There will be an additional cost to the SCCA to attend and cars must pass safety inspection. Please contact Doug Jennings for autocross details 937-252-3317.

For Invasion 4 details please contact Jan Servaites 937-299-8303.

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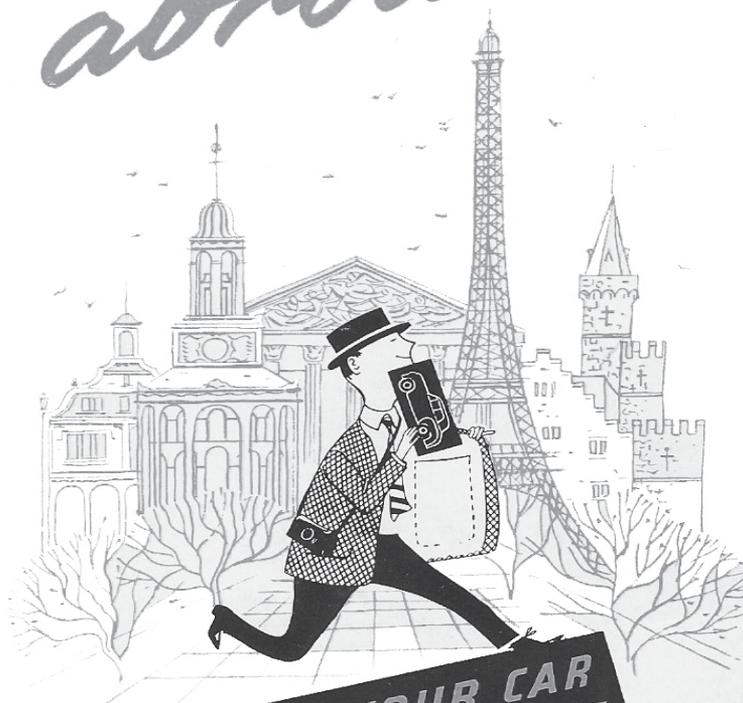
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DELIVERY PLAN

eBay, is it safe?

by Ian Spencer

By now, just about everyone on the planet knows about eBay. This electronic wonder has turned cyber space into the world's largest garage sale. I can recall the first time I started to use eBay. At that time, eBay was still a new concept and was mostly used to buy and sell toys. I remember doing searches for Sunbeam Alpine stuff and no matches were found except the occasional Dinky Toy Talbot Alpine. No one was selling automotive parts on eBay at that time, and since I am a collector of old toys, like Dinky, Corgi and Vintage Star Wars figures, eBay was a great place for me to hang out. I soon started selling and became a regular wheeler-dealer turning unwanted toys and duplicates from my collections into cash on the spot. It was a lot of fun and I even made a few friends doing it. The nice thing about that time, eBay was safe.

Today, eBay has grown to a massive number of users. If you want it, more than likely you will find it out there. I even saw that someone recently put the entire state of West Virginia up for auction. Yah... the entire state!

With this massive volume of traffic, what was once a safe community has now turned into a corrupt and aggressive market. Not a place for the weak of heart. Shillers, snipers, spammers, hackers, and liars all feast on the innocent victims that browse eBay's endless pages by the day. If you are not careful, you will get the screws put to you. I'm sure most of you reading this will agree and may even have a story of your own to tell about a bad eBay experience. With those thoughts in mind, I thought it would be fun, and helpful, to write a story about the many different types of eBay tricks and scams and how to look out for them.

One of the most common scams used by unethical sellers is the old rape 'em on the **Postage Trick**. I recently experienced a classic case of this after buying a pair of series II lever shocks. The seller tried to charge me \$28.00 for shipping within the USA. I knew this was way out of line and went as far as boxing up a pair that I already had, weighed them and went to the shipping source he quoted to me to obtain my own quote. The actual price to ship from his address to mine, \$10.00. I also experience another case of this from a company that was in my home state of Ohio. I purchased some wax for a Tektronics printer. Price was \$5.00 for a black chunk of wax that was as big as a salt shaker. They tried to charge me \$25.00 to ship what should have been about a \$3.75 priority mail package. I could have drove to the company and back for much less than

\$25.00 myself. They argued and would not come down on the shipping. They also wouldn't let me drive up and get it, so I simply paid them the \$5.00 to honor my bid and told them to keep it. So, watch out for the old shipping scam, it's a favorite of many eBay sellers who want to get you for all you've got...

Misuse of Words like "Rare" or "Original" on items that are simply not rare and aren't original is a real pet peeve of mine. I'm sure there are other words that are commonly misused as well, but these are two that really get my goat! Webster's gives the definition of rare as: *Infrequently occurring; uncommon*. Rare is an item that is manufactured in very limited quantities or an item where there are very few known survivors known to exist. I wouldn't consider any Beanie Baby with a production of over a million items as rare. I also wouldn't consider most of the 4722 pages of different items currently found on eBay at the time of this writing rare either.

The word "Original" according to Webster's means: *The source or cause from which something arises; specifically : ORIGINATOR*. Counterfeit item are not original. There are a lot of fakes being sold on eBay. Be careful. If in doubt, don't buy. I also see this word misused often on restored cars. If your series 3 Alpine has been restored, it's no longer original. It is possible to retain some originality, such as repainting the car while keeping the untouched original interior. However, even if a car is restored to its original factory condition, it's restored and no longer original. An original car, part, toy, or whatever, means that it's exactly the way it was delivered from the factory or source. I think many people are tricked by the misuse of these words and come to find out they have been taken for a fool when their newly purchased item arrives in the mail.

Another misuse of words is the actual misuse of phrases, or more commonly known as **lies**. When it comes to lying, you need to rely on your own sense of expertise and judgment. Trust your instincts, if it sounds too good to be true, it probably is. One common phrase found quite a lot on eBay is: "I'm no expert, but..." Many sellers will adopt this as an "out", or way to cover their ass in order to protect themselves once the less than desirable item is received and questioned by the buyer. This trick is often used when selling counterfeit or fake items. Seller will write in ad: "I'm no expert, but a friend of mine bought this from the factory while vacationing in Rome..." Seller will try to lend credibility to fake item by linking it to the source, or origin. They can then fall back on the ad and claim there weren't an expert... you get the idea, right? If ever in doubt, or if you want advice about an item, use the sunbeamalpine.org forum. There are hundreds of people there willing to advise.

The next scam I want to discuss is one that I personally have been a victim of. The **Identity Theft Scam**. Remember this always, eBay is NOT a safe database. I had an eBay identity stolen, or hijacked after taking a break from using eBay for about one year. One day, I received a phone call from my friend Kory Krofft, after he received an email from a rather angry buyer. This person had purchased a \$1500.00 video camera, sent the money and never received the camera! He tracked Kory down after going through all of my feedback to try and find someone who knew me. Kory of course assured the guy that I would never do anything like that and gave him my phone number. After a nice conversation with this guy we both agreed to contact the authorities and try and catch the real crook. We ended up getting with an FBI investigator who was assigned to eBay theft issues (Yah... they have a special department now just for eBay!). They tracked the guilty party down to an address in Atlanta, Ga. I never heard anything else after that, but I hope they caught the crook!

Here a summary of what happened to me: Someone realized that my account had not been used and was inactive. In the early days, I went by toyguy@gte.net. My account was a prime target because I was a seller with over 500 all positive feedbacks. I figure the criminal had to have either an inside connection to the eBay database, or he was one damn good hacker. I'm sure the bidders didn't give a second thought to the fact that the seller was using a different email and mailing location / State than the one posted at eBay. (In the early days of eBay, they didn't have the fancy handles, or ID's they use now. Your email address was your identity.) Let that be a caution to you. If someone is contacting you with an email address different to the one used by the registered seller, beware! If you are suspicious, contact the address of the registered seller to ensure it is indeed the same person. eBay will NOT do anything to assist with these matters either. Don't think for one minute they will come to your rescue!

I have recently received fake emails headed "Account Verification with eBay" sent out by crooks where they fake the "aw-confirm@ebay.com" address in the email. This is called **Phishing**. The body of the message is eBay's sign in page, done up in html so that people whose email was set up for html would see the page just as they do through their browser. Once the victim signs in, the ID and password are sent directly to the crook and he's off and selling with your name. Be careful... eBay is not going to take the time to notify you about account updates and passwords. eBay is too busy counting their money to be concerned with verifying your account. I've been told that these emails are being sent to look like they are being sent from PayPal too.

Shilling & Sniping are probably the oldest eBay tricks used today. Shilling is where you bid against your own item to drive the price up on unsuspecting bidders. This can be done by calling a buddy to place the bid, or by the seller simply setting up multiple eBay accounts. The best way to combat shilling is to snipe, or wait until the auction end to out bid the competition. Be aware: If you are the underbidder on an item, the actual seller may email you, saying that the high bidder is not going to pay for the item, offering the item to you for your high bid - the high bidder may have been shilling for the seller. This has been known to happen with the scammer posing as the actual seller too.

Remember, if you place a **proxy bid** (Proxy bidding is where your first bid is your highest maximum amount willing to be paid), you are subject to driving the price up by shillers and other legitimate bidders. If you snipe, or wait until the last 15 seconds of the auction to bid your maximum amount you will have much better success. Be careful, two bold snipers with money to burn can really produce some outrageous final bids prices. Never snipe more than your pocket book will allow. This trick should only be used when you really want to win something badly.

Here's a **Bid Retraction** scam that all eBay sellers should be aware of. It works like this: Legitimate seller places an desirable item with a real value of \$500.00 for a starting bid of \$2.00 with no reserve. Bidder 1 bids \$1000. The opening bid still shows only \$2. He immediately follows with a false identity Bidder 2, at \$990. Bidder 1 becomes high bidder at \$995. Since this is more than you can buy the item for somewhere else, and in a price range the average user is not going to spend lightly, there are no other bidders. To complete the scam, 15 seconds before the auction ends, Bidder 2 rescinds his bid, the "high" price drops back to the opening bid of \$2, and Bidder 1 wins at that amount. Unless the seller has a substantial reserve to protect his investment he will be obligated to sell the item for \$2. If he does have a reserve, he doesn't have to sell, but he still owes eBay posting fees and the auction was a waste for him. For those of you who will say that the seller is not obligated to sell -- two things: Seller must first be aware he was scammed. Seller will likely end up getting negative feedback from scammer if he does not sell! In reality, this scam is not going to operate this obviously, so be careful.

I'm sure there is someone out there devising a new eBay scam at this very minute. These are only a few examples. **Feedback ratings** for buyers and sellers mean nothing because scammers have either hijacked someone else's identity, or discovered a way to fake their own feedback. To be banned from eBay you must be in the hole with three negative

feedbacks (-3). That means a user with 100 positives can have 103 bad sales before being removed from eBay. Once removed they can simply create a new email address and go to ebay to create a new account.

Be careful too, if you leave negative feedback for someone who has scammed you... they will retaliate with negative feedback for you. It's a dog eat dog world, and eBay is now the home of the biggest dogs out there.

The nice thing about the Sunbeam Alpine community is that we all look out for each other. I've seen many postings on the forum about sellers who have not been fair. If used properly, the Alpine Forum at sunbeamalpine.org can be a great tool for keeping sellers and buyers in line. My advice there is to think before you type. Be cautious and have the facts straight before you bring the Forum into it.

I've been comfortable buying on eBay in regards to Alpine parts because I usually know the seller I'm bidding from. Be sure to write and ask questions to the seller about details that may be an issue to you. Keep your emails until you have received your item and it has passed your inspection.

I hope this article has been helpful to those of you who are active on eBay either buying or selling. It's a great resource for finding unusual and hard to find items, but please be careful, ask questions and never assume the guy on the other end is trust worthy. Good luck and happy bidding! - END



MEMBER PROFILE

John Walden - Cayce, South Carolina



I saw an Alpine for the first time in 1973 in the mountains of NC when I was 15. My Dad asked me what I had in mind for a beginning car. I told him I wanted a small sports car.

About a month later, Dad told me he'd found a car he wanted me to look at and took me to a Chevy dealer in Asheville, NC to look at a "Sunbeam." It was love at first sight. The "perfect" car. Not too fat. Not too small. 50's Thunderbird frontend.

Winged rearend. Adjustable steering wheel. Really good brakes. Comfortable interior. And the handling! The "cheap" little Alpine could out-handle just about anything on the twisting mountain roads and could "hang" with other cars that were a lot more expensive.

Over the next year, I had an absolute blast driving what I didn't know at the time was an early Series V. After about a year of hard driving and little maintenance, I sold my tired SV and moved on to a newer model car. But the Alpine experience never left my mind.

In 1987 (and many cars later), I got the "old car bug" and purchased a 1969 Chevy Chevelle. I soon found myself driving the Chevelle more and more. In 1994, I bought a 62 Buick and sold my then current Camry and alternated between the Buick and Chevelle for everyday transportation. I found that no car payment and reduced registration fees and taxes were a big benefit to driving older cars.



An Alpine was still in the back of my mind, and after randomly looking for a few years, I saw a carefully described Sunbeam on e-bay in Lawrenceville, GA that I bought sight unseen. The owner, Jack McAlister, was an SAOCA member, and had kept the SV garaged and in really good shape. It had previously been restored by club member Ted Stewart, (who I later met at Invasion III). After a few weeks of fun driving, my "new" SV failed to start one afternoon. I tried everything over a week or so and nothing seemed to work. Not wanting to trust my 'Pine to just anyone, I called a guy here in Columbia that I'd previously talked to from an item on e-bay and who I remembered as being extremely friendly and that had modestly described himself as "driving Sunbeams for a quite some time." Little did I know that this was long-time Sunbeam club member Eric Gibeaut. Eric generously offered to come over to my house and fix my car the following Sunday. Eric also brought a friend who, as it turns out, happened to be none other than Jim Ellis, who lives only a short distance from me. (Jim E to those of you that follow the board and haven't made it to an Invasion yet.) After fixing my problem, a "bad" wire in a newly rebuilt distributor (something I would have never found), Eric and Jim told me about the SAOCA, TE/AE and the local British car club.

After almost year of enjoying and (this time) maintaining my SV, I've liked it so much that I decided to get another Alpine to use as a daily driver. From following the board on a regular basis, I was most likely one of the first to notice when Ian announced the changes he was going to have to make at the "Batcave." Realizing the correctness (something I've come to appreciate in older cars of all kinds) of the Sunbeams Ian was likely to have, I spoke up; and after a memorable trip with Jim E to Tipp City and back (swapping lanes with a Harrington for 600 miles!-the chrome on the sides of the LeMans are etched in my mind like a movie), I'm now the owner of my second Alpine, a beautiful white, like new SIV Automatic.

Sharon, my wife, doesn't drive a stick, and sometimes drives one of the "old" cars with "hard to press" manual front drum brakes. When I told her the "new" Alpine was an automatic and she'd be able to drive it, she asked "does it have power brakes?" I was proud to answer "As a matter of fact, it does!

Since rediscovering the fun of driving an Alpine after so many years, and now having the experience that a small amount of maintenance goes a long way toward keeping this little "bulletproof" car on the road, I can't believe I waited so long to get back into a Sunbeam. But, there's no time like the present. And life is good. - END





Series IV promo picture donated by Scott Christie.



Nick O'Dell and his Twinpine - Page 30

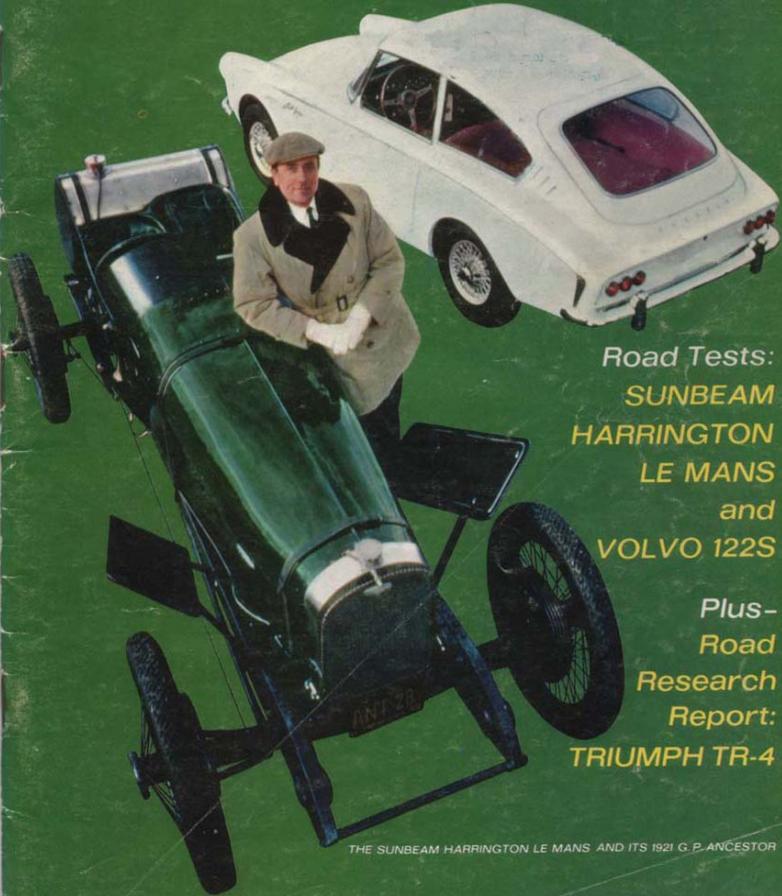


Donna Baugess's beautiful SIV Alpine

Technical Report and Cutaway: MARK X JAGUAR

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THE SUNBEAM HARRINGTON LE MANS AND ITS 1921 G.P. ANCESTOR

John T. Panks, Executive Vice President and Managing Director of Rootes Motors Inc., poses next to his 1921 GP Sunbeam race car and the April 1962 New York Coliseum Auto Show Harrington LeMans. Where are these two cars today? What do we know about John Panks and the 1921 GP Sunbeam? Read this Steve Silverstein's contribution to the Racing Alpine section for a complete account of this car by John Panks himself!

RACING ALPINE HISTORY

Steve Silverstein - SAOCA Racing Alpine Historian



What's the connection? Every Sunbeam owner should know John Panks of the Rootes Corporation...

The story you are about to read is one that very few Sunbeam owners are aware of. It is a story, written by John Panks, telling of his newest purchase - a very special 1921 Straight Eight, twin overhead cam, Sunbeam Grand Prix Car. The

Sunbeam GP racecar is a true legend today. It was in 1962 when John loaned his car to Car and Driver for a comparison to the recently introduced Harrington LeMans. Who was John Panks and what was his connection with Rootes? Let me tell you more....

John was the Executive V.P. and Managing Director of Rootes Incorporated. From the late 50's to the mid-60's John functioned as the top executive of Rootes in the United States. He controlled all aspects of the corporation from marketing to the competition activities in the U.S. Looking back at the late 50's, you can see the growth of the Rootes Corporation and the impact of John's direction. By the mid-60's the Alpine was at it's prime and the Tiger was center stage, firmly establishing Rootes in the North American marketplace.

Not only was John the Director of Rootes, he was also the supreme car enthusiast. A founding member of the VSCC in England, he came to the US and became one of the earliest members of the VSCCA (Vintage Sports Car Club of America), the first "vintage racing" organization in the U.S. with a mission to preserve vintage sports-cars. It happened that I was at Mt. Equinox VSCCA event, truthfully, it was the bar the evening before the event, where I discovered the story, "Mad Dog's an Englishman". Tony Carroll, the VSCCA historian, knew I had an interest in Sunbeams and brought up the topic. During the discussion he mentioned John's Sunbeam GP car. I wanted to know more. Fortunately, upon returning to his home, Tony sorted through his records and found the original story, "Mad Dog's an Englishman", written by John Panks himself. Thanks to Tony and his efforts and the VSCCA for letting us print this story. - Steve



Vintage Sports Car

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OFFICIAL PUBLICATION OF

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VOL. 4 NUMBER 1

MARCH 1962

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“Mad Dog’s an Englishman” by John Panks

So shouted a rather pale faced youth from the rear window of a modern, or shall we say current American car as he went through the toll on the New England thruway last summer. No doubt the green paint work on the 1921 Grand Prix Sunbeam, and my queer dear stalker hat prompted him to assume this was indeed an English turnout - - and to be driving such a machine on a congested highway, in his mind was mad! Maybe he was right!

My stony stare erased the grin from his face and his father (?) and I payed the toll together. I was mad; so I let in the clutch and trod hard on the accelerator pedal - - 4,000 in first, 3500 in second - - with still no sign of “my friend” alongside, so I pulled over to the right and waited, doing a steady 60 mph. The expression on his face was something to behold, and worth all the anxiety I had gone through as I watched the rev counter climb as I went away from the booth.

Now 41 years old, the Sunbeam has many feminine foibles, but nevertheless can show her legs to modern machinery, proving “there’s many a good tune played on an old fiddle” - or as my wife over-heard at Bridgehampton one day, “he was a temperamental bitch when she was young; why would she change in her old age!”

So much for “tittle tattle”; now for a few facts on my car...

Sunbeam decided to enter for the 1921 French Grand Prix and produced three cars. Unfortunately they were not ready on time so were withdrawn. However, the car we are reviving, which was to be driven by Sir Henry Seagrave and was raced by him in subsequent races in the U.K. , was shipped to America and entered in the Indianapolis 500-mile race, driven by Mr. Ora Haibe. She finished 5th after a trouble-free run, averaging over 83 mph for 500 miles and was the only European entry to finish.



Shipped back to England the records show the following:

- 1921 - 1st Brooklands 3 litre scratch race, average 94 mph.
- 1922 - Isle of Man T.T., retired, but made fastest lap at 57.7 mph. (Magnito trouble was the given cause of breakdown). The sister car, driven by J. Chassagne, went on to win the 302 mile race at an average of 55.76 mph.

After Sunbeam went out of business she passed through many hands until coming to the States in a most impressive crate in 1960. When we opened the crate and rolled her out one cold winter's morn she was a sorry sight to behold - - dejected describes her appearance. After much pumping, priming and coaxing she fired and seemed to cast off her pathetic look.

We started in earnest to put her back in shape. Everything was tested and checked over - - new hoses, plugs, leads, mags overhauled - - carburetors worked over - - clutch, gearbox, differential, steering, brakes, all were carefully and lovingly scrutinized to ensure they were functioning properly. Some 60 hours of work was performed in an effort to restore the car to a point where any risk of running her in competition and on the road was reduced to a minimum.

What a delightful piece of machinery she is. Everything is hand made for these cars and the standard of workmanship makes working on her a pleasure rather than a chore.

Then the great day arrived - - a V.S.C.C. of A. meet at Bridgehampton! Alas, after one lap we conked out - - fuel starvation. Back home we discovered "much in the tank." Might have been a bird's nest - who knows! After cleaning out the tank (25 Imperial gallons) as best we could by flushing and swilling with petrol we went once more to a club meeting - - again fuel starvation!

Next time we really tackled the job in earnest, sending it away to be cleaned out with acid and then steamed. The trouble was copper sulphate granules clogging the filters - - very upsetting!

Now all is well and we fire on all 8 and go like a bomb.

For the records I am giving below the specifications, but driving impressions may interest members.

The cockpit fits like a glove and the seat holds you tightly to the point of discomfort. Accelerator pedal in the corner as was the vogue in those days; gearshift and hand break on the outside.

To start pump air pressure in tank to 1 - 12 to 2 lbs. ft. switch on mag switches and press foot starter. She will fire instantly and with a little gentle nursing and coaxing start to run on 8 after a few minutes.

Oil pressure to start (4 gallon dry sump system) 60 lbs. ft. Drip feed to twin O.H.C. must be regulated to 15 drops per minute per feed.

After a short warm up (no fan fitted so in the summer for more than 3 minutes she will boil) and a check of gauges, in with the clutch (very light and in or out type), select 1st, foremost and right, press on the accelerator to 2,000 rpm, out with the clutch and away!

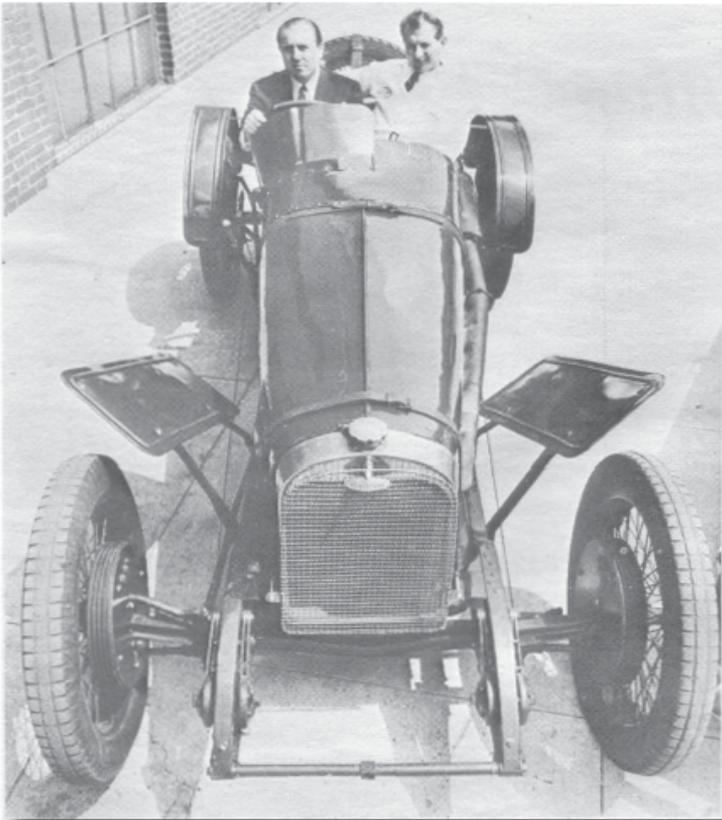
A lovely whirling, thrashing and wining noise of gears and valve clatter commences, which after a time ceases to give cause for concern for this is part of her character and was there when she was first started over 40 years ago - - maybe now a little louder, but not much!



Speed in gears with present axle ratio and tires (23" x 4-1/2") 40 - 60 - 80 - 105 mph.

To stop, judge with great accuracy the distance between you and the object or sharp corner in front and press hard with right foot on break pedal and pull even harder with right hand on handbrake lever, at the same time trying to steer with left hand - - results, alarming and frightening to say the least.

After an hour on the road with the noise, heat, vibration, flexing of the chassis, jolting, from the cart type suspension and exhilaration of driving her one wonders how Sir Henry and his opposite numbers - not to mention the poor mechanic pumping the air pump, watching the oil feeds, compensation the brakes, (adjusters protrude through the floorboards), and hanging on like grim death - stood it for 3-1/2 hours on rough surfaced roads - - men were men in those days! Mad Dog Was an Englishman".
- END





VINTAGE SPORTS CAR CLUB OF AMERICA

11 RENDALL ROAD, BOSTON 32, MASSACHUSETTS

Application for Membership

(PLEASE PRINT)

NAME PANKS, JOHN T. DATE 6. MARCH 1959 42
STREET 8. OAKLEIGH ROAD
CITY BRONXVILLE STATE N.Y.
OCCUPATION AND BUSINESS CONNECTION
EX. VP. AND MANAGING DIRECTOR - ROOTES MOTORS INC.
42-32, 21st STREET, L.I.C. N.Y.

Memberships and Dues

Check items desired

Active Membership \$ 7.00 Associate Membership \$ 3.50
Initiation Fee \$ 5.00
\$12.00

Having carefully read the "Purposes of the Club" on reverse side and agreeing to abide by it, I hereby make application for membership in THE VINTAGE SPORTS CAR CLUB OF AMERICA.

Signed John Panks Date 6. MARCH 59
Proposed by member R. C. Sells Date 3-1-59
Seconded by member R. C. Sells Date 3-1-59
Approved by Regional Officer _____ Date _____

Membership dues are for calendar year. Applications received after Oct. 31 will apply to the next calendar year.
Annual bills for dues are rendered in January and if unpaid after 60 days, names are dropped from the club roll.

The following pages are taken from John Panks original application to the V.S.C.C.A. dated March 6, 1959. John was quite the collector, note the cars mentioned on the last page... a Lancia Lambda SVIII, and a Bentley Speed Six! Pretty serious stuff, and that's not to mention the Sunbeam GP car.

Please give the information called for below, on cars owned by you individually or in partnership, or under your charge (museums). Include only such cars as conform to one of the following classes:

Class I - Small Cars (2-litres and under)

- (a) Race cars built before 1945.
- (b) Sports cars built before 1945.
- (c) Sports cars built after 1944, discontinued rare models only.

Class II - Large Cars (over 2-litres)

- (a) Race cars built before 1919.
- (b) Sports type cars, model first built before 1919.
- (c) Race cars built after 1918, before 1945.
- (d) Sports type cars, model first built after 1918, before 1945.

MAKE, BODY TYPE, MODEL DESIGNATION	MODEL YEAR	ENGINE NUMBER	MAKERS NUMBER	NOTES ON CONDITION <i>Restored, Operating, etc.</i>
FRAZER-NASH, T.T. REPLICAS	1939	2074	2074	Restored & operating

(list additional cars on separate sheet)

List other Automobilians Interests:

All Vintage events. I am a founder member of the V.S.C.C (England) & participated in all their events prior to the war in my Lancia Lambda, a Vauxhall & Bentley speed six.

Purposes of the Club

The primary purpose of the Club shall be to encourage the acquisition, preservation, restoration and operation of Vintage Sports Cars. Also; to act as a source of technical information, to establish rules and regulations covering all activities of the Club, to provide and regulate events and exhibitions for Vintage Sports Cars and their owners, to encourage careful and skillful driving on public highways, and to own real and personal property, as incidental to the foregoing purposes.

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Steve Silverstein's

www.racingalpines.org

THE "TWINPINE"

by Nick O'Dell

Back in the 1960s in Britain, several twin-engined Mini specials competed in various racing events, and in subsequent years several variants of the theme have been built and competed in track, rally and autocross events. Even Citroen got into the act, producing the twin-engined 2CV Sahara.

The idea appealed to me as a logical way both of increasing the power of the Alpine and providing full-time four-wheel drive.

After studying a twin-Mini's rear-engine layout it soon became obvious that there was no way of fitting a second engine and transmission in the rear of a standard Alpine, so I decided to construct a hybrid "double-front" design. The most difficult part was obtaining two Alpines with intact fronts, but ultimately I found a complete Series V with junked mechanicals but OK sheet metal, and another that had been hit in the rear.

The two front ends were cut off at a point just to the rear of the seat rails, welded together and reinforced longitudinally with 4" section chrome-vanadium steel tube hidden behind the rocker panels, and braced with vertical and lateral space-frame units of the same material behind the scuttle, strengthened with gusset plates. A roll bar helps the lateral bracing too..

It would have been great if some way could have been found to utilize Sunbeam power plants, but self-contained units with engine and transmission were needed. I used modified BMC Mini Mk 1 Cooper S 1275cc units with H4 carbs, 544 cams, lightened flywheels and straight-cut gear sets with 3.44:1 diffs. Another advantage of these power plants is that they are mounted on sub frames and can be removed as a unit for service.

The suspension is standard dry cone Mk 1 Mini with the uprated Rallycross option. The rear is, of course, locked in the straight-ahead position. Two sets of Cooper S disc brakes are used without servos. The gear-change arrangement I initially used was two gear sticks side-by side, but this proved impractical as I spent so much time changing gears that I resembled a one-armed barkeeper on a Saturday night. Converting to a single gear-change proved relatively easy, as the standard front and rear gearbox extensions come within 20" of each other, so a simple articulation

joint setup was used.

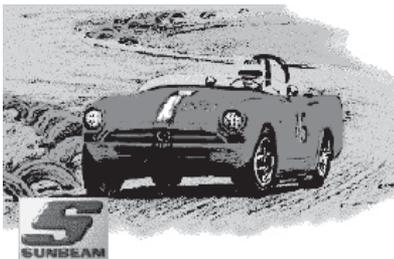
Cooling for the engines was also quite easy. The original Mini drew air through the front grill and blew it out through the radiator in the left wheel arch. This would have been difficult and require serious modification in the engine bay, so it was dispensed with and the standard Series V radiator used with a thermostatically-operated electric cooling fan. The rear engine was handled in essentially the same matter, with the exception that the fan was utilized to blow air in the reverse direction through the radiator and out the rear of the car. I was initially concerned that the rear engine might overheat as the cooling air first passed over the engine and exhaust manifold, but this proves a problem only on the hottest days. One beauty of the twin-engine setup is that the rear engine can be switched off, and the transmission set in neutral by a quick-disconnect on the gear-change linkage.

Performance is nothing short of mind-bending. With an estimated 220 BHP on tap, a 50:50 weight distribution and all-wheel drive, I have turned 0 - 60 mph in 7.1 seconds, and sub-13 second quarter miles at the local drag strip.

Wherever it goes, Twinpine draws crowds and comments. I deliberately left the windshield on the rear clip as it conceals the roll bar and allows the use of a removable fiberglass Targa top I also enjoy the bug-eyed expressions of people being overtaken by what appears to be an Alpine blasting past them at 80 mph in reverse!

If you'd like a Twinpine of your own, I'll make you one for \$50,000.

Nick, I'll bet you would like to sell me a bridge too... Thanks for keeping the April Fools spirit alive! - Ian



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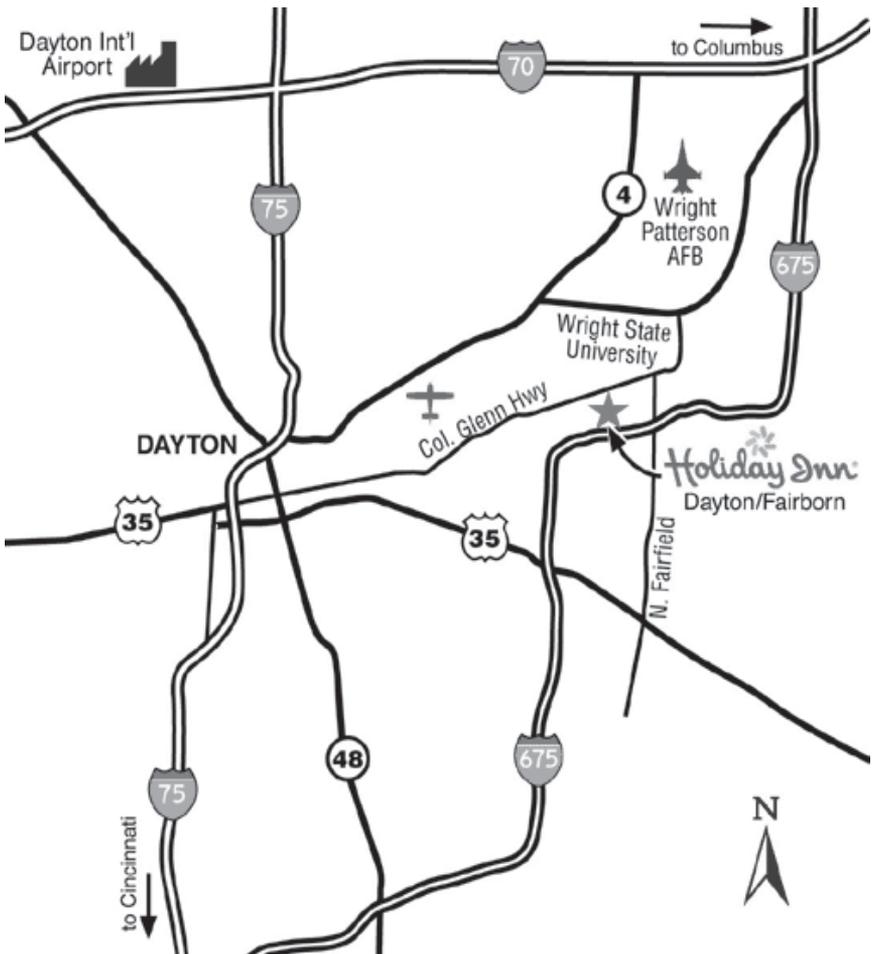
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INVASION IV - Dayton, Ohio

Weekend Schedule

Thursday, 29 July '04

- Parts room open at 12:00 noon
- Registration table to sell dinner tickets/memberships/hats & shirts
- Dinner run to *Quaker Steak & Lube* restaurant
- Parts Room closes at 11:00

Friday, 30 July '04

- Parts room opens at 9:00
- Visit Bill Merquer's garage in Beavercreek
- 12:00 lunch and round up for Rally
- 1:00 Fun Rally at Young's Dairy - 1st car out
- Dinner 5:00 at Young's Dairy
- Batting cages at Young's Dairy
- Putt-putt golf at Young's Dairy
- Socialize at Holiday Inn
- Parts Room Closes 11:00

Saturday, 31 July '04

- Parts Room Opens 8:00
- Car show at AFM 12:00/3:30
- AF Museum Dinner 5:00 (Includes evening at museum)
- Parts Room re-opens after dinner if time allows

Sunday, 1 Aug '04

- Parts room open 8:00
- Parts room closes at 12:00
- Autocross

Dinner tickets will be available at the event for the Saturday night banquet at the Air Force Museum. Cost per person will be \$45.00 which includes AF museum rental, banquet dinner, parts room, and trophies.

An Uplifting Story from Scott Christie

When we first moved to Cincinnati three years ago, my only requirement for our new home was that it had, at a minimum, a three-car garage. I had one Series 3 Alpine, plus two daily drivers. Unlike my long-suffering wife, I didn't care how many bedrooms, bathrooms, etc. the home featured; as long as it had a three-car garage! We found a perfectly suitable home, but little did I know three bays would not be enough.

Flash forward a year or so and I suddenly find myself with two more Series 3 Alpines. Living only 30 minutes from Ian Spencer clearly has its hazards! Needless to say I no longer had enough garage space for three Alpines and two daily drivers. The obvious solution was to build on to the existing garage, but I really did not have the space. The prospect of spending \$10,000 to \$15,000 and fighting with my homeowner's association for approval brought reality into sharp focus. So what next? My father-in-law stepped in and suggested elevation. Of course! Why hadn't I thought of that?!? After painstaking measurements were taken it was determined that I MIGHT be able to squeeze a lift and two Alpines into the space. Now, on to researching the multitude of offerings.



To make a long story short, I chose the Backyard Buddy (<http://www.backyardbuddy.com>) for my “automotive lifting needs”. The price is a bit higher than the competition but the quality of the equipment and the safety features make it worthwhile. Besides, when you’re standing underneath your car, isn’t it worth the extra dollars? I placed my order and was told it would take two months. Anticipation began building. Dreams of oil changes without crawling under the car. No more axle stands. No more creepers!

The unexpected call came. “Your lift is ready Mr. Christie.”
“But you said it would be two months,” I replied.
“Yeah, well we’re running ahead of schedule. It will arrive on Wednesday.”

Oh crap, and I haven’t even cleaned out the garage!

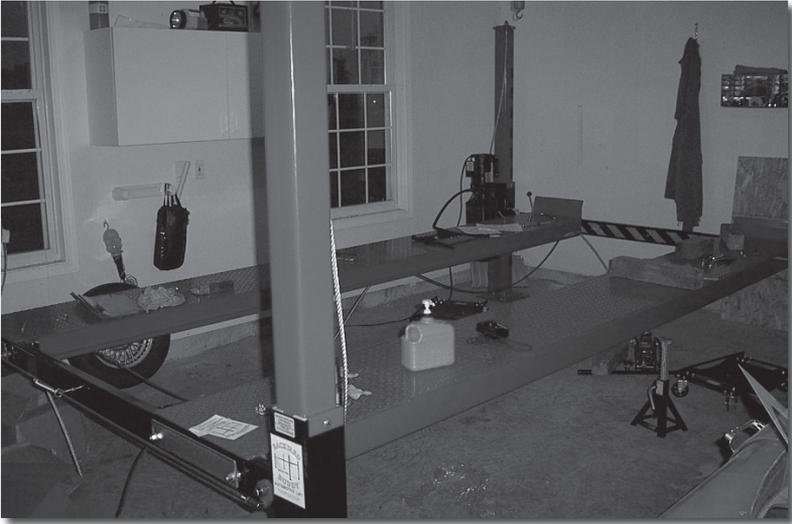
For those interested in purchasing one of these lifts, I wanted to share with you my hard-earned lessons. Pay careful attention, or the following will happen to you too:

Lesson # 1 – This is one big, heavy mother.

When “the package” arrived courtesy of Yellow Freight it was wrapped in shrink-wrap, bolted to two very sturdy welded frames, and weighed over 1,500 pounds. The driver lifted the rear door of his truck, looked at the package, then at my brother-in-law and me and just laughed. This wasn’t a package it was a small ocean liner!

Lesson # 2 – It takes more than two to tango.

You absolutely cannot unload this monster with just two people. Trust me on this. You need a MINIMUM of four hefty guys, but they don’t tell you this up front. Obviously I had not thought this through because I had twisted the arm of my brother-in-law Don Gray to come and help and figured he and I could make it work. Lucky for us the Yellow Freight driver had other deliveries to make. He quickly jumped in to keep things moving as Don and I scratched our heads and whimpered softly. We determined it was best to cut open the shrink-wrap and take this into my garage piece by piece. Keep in mind that the truck was too heavy for my asphalt driveway, so we were faced with the task of hauling these items UP my driveway to the garage! Oh, one other thing – the truck had no hydraulic ramp to lower the package to street level, so we had to lower the items off the truck to each other. Whimper.



Lesson # 3 – Desperation is the mother of invention.

Once the “easy” items were off-loaded (hydraulic bits, motor, four posts weighing 100 pounds each, hardware, etc.) we collapsed near the trailer to consume mass quantities of fluids and plan our escape. The truck driver would have none of this – he had to keep moving. We surveyed the remaining two items still to be off-loaded. They were the main ramps. One of these bad boys housed the massive hydraulic piston, and weighed over 400 pounds by itself. More whimpering. We unbolted the ramps from the welded frames (these would make great boat anchors) and jumped out of the way as they came crashing down around our toes. Well we’ve come this far, but how do we get these ramps off this truck, up the driveway, and into the garage? That’s when I remembered my car dollies. You know, those wheeled wonders that allow you to push your car around the garage? Each takes up to 1,500 pounds, so they were perfect for the job. We slowly lowered one end of one ramp on to the dolly, then grunted the back end down on to another dolly. Using ratcheting tie-downs I tied the dollies to the ramps, and with Don pushing, attached a tow line to pull ramp # 1 up the driveway and into the garage – success! This just left ramp # 2, which was the 400-pound ramp. By this point your back is on fire, the sweat is dripping into your eyes, your limbs are twitching, and you’re kicking yourself for ever ordering this behemoth. We managed to grunt and heave ramp # 2 on to the dollies and get it up the driveway. Everything was finally in my garage. That’s when the rain clouds decided to start building (remember this for later). I signed the delivery papers, thanked the driver profusely; even offered money which he refused; and waved goodbye. Don and I stared vacantly into the garage, completely exhausted.

Lesson # 4 – Increasing desperation is the mother of inventive profanity.

If you're stupid enough to have two people do this job, you'd better have the right equipment handy. Thankfully we did. But I'm getting ahead of myself. Feeling quite proud that we'd accomplished this Herculean task, we proceeded to rip open the boxes, find the instructions, and get on our way. No special hand tools required for the job, just your average sockets and Allen wrenches. The afternoon progressed and things were coming together quite nicely. Exhaustion was replaced with exhilaration. The instructions were not in Chinese, they were easy to follow, and most of the pictures matched. By this time we had an explosion of parts and hardware all over the driveway. That's when the clouds opened up and spilled forth their bounty. With our limited energy we rushed to get everything under cover, then continued putting "tab A into slot B". We were quickly approaching the no return point. All that was left were these two huge ramps and a few long rods to activate the safety latches. Suddenly we realized we did not have enough room for one of the rods to slide under the ramps (this is where the inventive profanity comes in). We had maybe two feet between one of the posts and the garage wall, but needed closer to four feet to accomplish the task. Fine, we cut a hole in the drywall. Only it didn't work – not enough room. So now I have a hole in my drywall and we're no better off! That's when Don remembered those handy dollies. We jacked up the entire assembly and put it on wheels. This worked a treat and we were able to get the room we needed to slide the rod in. On to the ramps. I won't bore you with the details, but suffice to say we tried a number of smart and stupid tricks to hoist these ramps up high enough to bolt them to the crossmembers. In retrospect we probably should have quit for the day, taken a lot of painkillers, and returned to the task the next morning. But we would not be thwarted so easily! Through a laborious series of jacks, axle stands, blocks of wood, more inventive profanity, balancing, and lots of sweat, we managed to jack the ramps up high enough to bolt them on to the crossmembers. Hurray we have a lift!

Three gallons of hydraulic oil later we were taking rides on my Backyard Buddy. It was 10:00 p.m. and we'd been working on this rig since 9:30 a.m. This was a full day's work.

Months later and I'm completely thrilled with this lift. Everyone should have one! If you have questions, send me an email at schristie@cinci.rr.com. - END

NEW MEMBERS

“We continue to grow!”

Davey Jordan - Running Springs, California
Terrence McCaffrey - Owings Mills, Maryland
Jason Bennett - Casstown, Ohio
Edward Hinsey - Fort Wayne, Indiana
Jerry Logan - Mead, Washington
Randy Fok - Bakersfield, California
Kevin Harlan - Roaring Gap, North Carolina
Michael Cooper - Sandston, Virginia
Jeffrey Weir - Middle Grove, New York
Todd Corley - Dekalb, Illinois
John Wisner - Ocean View, Delaware
James Collett - Chesapeake, Virginia
Mike McMahan - Fullerton, California
Frank Hire - Memphis, Tennessee
Charles Gardner - Woodland Park, Colorado
Tom Abraham - Pomaria, South Carolina
H. J. Meyer - Oklahoma City, Oklahoma
William Davis Jr. - Baldwin City, Kansas
Raymond Kuzbyt - Boulder Creek, California
Roger Bacon - Peru, Indiana
Richard Knight - Huntsburg, Ohio
Chuck Wehrle - Montvale, New Jersey
Rick Phelan - New Minas, Nova Scotia
Montgomery King - Friendship, Indiana
Bill Mounce - Easton, Pennsylvania
Philip Ramey - Dryden, New York
Renee Candelaria - Port Orchard, Washington
Lane MacKenzie - San Diego, California
John Murphy - Sandy, Utah
JW Cheatham - Windsor Hills, California



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Kettering, Ohio 45429
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To join the SAOCA: Please visit www.sunbeamalpine.org and complete the online application form. You may also contact Ian Spencer or Scott Christie 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.