Special V6 Article Inside!

SUNBEAM ALPINE OWNERS CLUB OF AMERICA
INVASION VIII

The Annual Official Invasion Magazine

Sunbeam Alpine

GENUINE SAOCA ROOTES INVASION MAGAZINE

2008 Trophy Winners

Gearbox Swap

INVASION VIII

SAOCA Publication 2008

Second Annual Official Invasion Magazine

SunbeamAlpine

SAOCA

PRESENTS OUR 50TH ANNIVERSARY EVENT

The Ultimate Invasion at SUNI-5

We need 50 Alpines at the 50TH Anniversary Event

SUNBEAM ALPLINE

Second Annual Official Invasion Magazine

SunbeamAlpine

SunbeamAlpine
The Official Invasion Magazine

The Editors:
Steven Silverstein
Steve Kirk
Andrew Masse
Rich Vose

Technical Editor:
Andrew Masse

Art & Graphics Director:
Andrew Masse

Graphic & Photos:
Andrew Masse

Other Photo Contributors:
Jack Bacon

Articles & Writters:
Dennis Michaliga
Andrew Masse
Jim Ellis
Bob Webb

The Rootes Index / Invasion Chalk Board

Invasion VIII Advertisement	Page 1
Index	Page 2
Historic Photos	Page 3
A note from the President and Invasion VIII Agenda	Page 4
Invasion Banquet Schedule of Events	Page 5
Remembering the Invasion Sponsors	Page 6
What happened, a day to day report by Dennis Michaliga	Page 7-8
Feature Story: Gearbox change out!	Page 9-11
Past Invasion Poster Graphics	Page12
V6 Conversion Article	Page13-15
Random Invasion VIII Photos	Page 16-17
Custom Vintage Sunbeam Alpine Race Posters	Page 18
Vintage Ad and Brochure Covers	Page19
Invasion Car Show Photos	Page 20-21
Sunbeam Alpine Production Dates	Page 22
Invasion Memory	Page 23
Invasion Car Show Awards	Page 24-25
Invasion VIII Poster & Photos	Page 26
The Webb 1969 Rapier GT	Page 27-28

Sunbeam Alpine, Copyright 2008 by Sunbeam Alpine Owners Club of American and Andrew Masse, all rights reserved. Published annually by R.A.M. Design, RR#2 Porters Hill Line, Bayfield Ontario N0M 1G0 Tel: (519) 482-5034 drafting@ramdesign.on.ca
Advertising rates and space is available in every issue.
Contact SAOCA or R.A.M. Design for the publication or to advertise.

The Cover
What could be more fitting than to show the Sunbeam Alpine design from its first design and then to show one of the last Sunbeam designs, a fantastic white Rapier.. This beautiful 1954 Red Alpine was shown during Invasion VIII (thanks Willie we loved your 54). The white Rapier was presented by Bob and Jean Webb, it was also shown during Invasion VIII. A sad SIII was driven from Canada for a gear box change and left happier than ever.

SUNBEAM SPECIALTIES

To: SUNBEAM SPECIALTIES

We would like to thank you for supporting Invasion VII

http://www.rootes.com/

Second Annual Official Invasion Magazine
SunbeamAlpine

A Note From The President:

"Another Invasion behind us, I was struck this time by how happy I was to see the PEOPLE, not just their cars. Yes, it's great to see the cars too, but you find yourself forming an attachment to all these crazy people and really looking forward to seeing them. And that also applies to those who couldn't make it - many asked about Jim Ellis, Shannon Boal and his father Ralph Selfridge, and other regulars who normally make up the landscape at the Invasion. You were missed!

Had a blast with the Canadians and am so glad they all came down, eh? Friday morning, thanks to the generosity of Doug Jennings, a handful of us went over to Tiger Auto with Andrew Masse's car and swapped out his gearbox. Steve Kirk, Andrew, and myself all have the burned arms and hands to prove it. We tried to do it in record time but it took an eternity for everything to cool down. Still, while the oil was draining out of the pan we were already loosening bolts and connections. The "new" gearbox, donated by Ian Spencer, has transformed the car according to Andrew. Let's just hope it gets him back home. (for the record we swapped it out in 4 hours)

Depending on the time of day we had 30 cars, most of them Alpines, with a few re-engined Alpines (aka Tigers) sprinkled in. Look for a great picture from Andrew of a proper Alpine (1953) next to the last of the breed, a 1969 Alpine freshly restored by Bob Webb. We had them park together to get a picture of the beginning and the end.

Lots of parts for sale, lots of little workshops going on all at once, and plenty of camaraderie. Next year the battle cry is "50 Alpines for the 50th Anniversary!" Everyone promised to be in Rapid City to celebrate. The 2011 Invasion will be in Ashville, North Carolina, and the 2012 Invasion will be in Minneapolis, Minnesota.

Cheers,

Scott Christie, President, Sunbeam Alpine Owner's Club of America"

The Official Agenda for Invasion VIII:

Schedule of Events
Headquarters Holiday Inn Express, Tipp City, Ohio

Thursday, August 28, 2008

All Day	Arrival at host hotel & Invasion Central
All Day	Selling parts? Set up at Invasion Central (Ian Spencer's)
5:00 p.m.	Fried turkey dinner at Invasion Central; provided by "Brad Babb Foods International". ($5 per person includes all the deep-fried turkey you can eat plus side items; pay Brad upon arrival)
7:00 p.m.	Auto Trivia Game (prizes awarded)

Friday, August 29, 2008

Breakfast on your own

8:30 a.m.	Drive to Invasion Central
9:00 a.m. 11:00 a.m.	Registration for those arriving
9:00 a.m. 9:50 a.m.	**Performance Tuning Your Weber Carb (Rich Vose)**
10:00 a.m. 10:50 a.m.	**Clearing the Smoke of Confusion: Your Alpine's Electrical System (Mike Phillips)**
11:00 a.m. 11:30 a.m.	Drive to US Air Force Museum for Behind the Scenes Tour*
11:45 a.m.	Must be in line for Behind the Scenes Tour (have photo id ready)
12:15 p.m.	Guided "Behind the Scenes" Tour Promptly Begins
12:15 p.m. 4:30 p.m.	Self-tour US Air Force Museum / Scale Model Aircraft Demonstration (museum has a large cafeteria for lunch)
5:45 p.m.	Drive to Young's Jersey Dairy for outdoor catered dinner
6:00 p.m. 8:00 p.m.	Dinner at Young's (cost covered by registration fee)
	After Dinner Return to Invasion Central for more tall tales & engine swapping, Name The Mystery Part Game (prizes awarded)

Saturday, August 30, 2008

Breakfast on your own

8:00 a.m.	Drive to Invasion Central
All Day .	Informal Car Show at Invasion Central
10:00 a.m. 11:45 a.m.	Scenic drive over numerous covered bridges to the small town of Greenville, Ohio for shopping & lunch at local restaurants
1:30 p.m.	Begin return to Invasion Central
1:30 p.m. 2:00 p.m.	**Stop The Drip: the dreaded front oil seal (Mike Phillips)**
2:00 p.m. 3:00 p.m.	**Pulling Your Rear End: Hub pulling and rear differential assembly (Ian Spencer)**
5:30 p.m.	Drive to Banquet

Saturday, August 30, 2008 Cont.

6:00 p.m. 9:00 p.m. Banquet Harrison's in Tipp City

- Meet your officers
- Awards

After Dinner Return to Invasion Central or collapse in hotel room

Sunday, August 31, 2008

Breakfast on your own
All day departures
Thanks for coming and please drive carefully!

11:00 a.m. Check-out time for all guests

Invasion Banquet Schedule of Events

6:00 Arrive
6:00 6:30 Appetizers / Cash Bar
6:30 sit down, make menu selections; begin awards ceremony
- Meet your officers
- Brief financial report from Rich Vose
- Present Trophies to Class Winners and Rally Winner

Best of Show Alpine SI

Best of Show Alpine SII

Best of Show Alpine SIII

Best of Show Alpine SIV

Best of Show Alpine SV

Golden Turkey Award

Longest Distance Traveled

Diamond In The Rough

Special Recognition:

On-going Invasions always
here; same date?
Any interest in camping
On Ian's property?
Dues why bother?
Any open items?

GENUINE SAOCA ROOTES INVASION MEMORY

BRITISH WIRE WHEEL

To: British Wire Wheel
We would like to thank you for supporting Invasion VIII

800.732.9866 TOLL FREE
559.229.9110 FAX
bwwsales@earthlink.net

www.britishwirewheel.com

Doug Jennings
425 Blue Bell Rd.
Dayton, OH 45431
Phone: 937-252-3317
Sunbeam Parts and Service

HARRINGTON ENGLAND

THE SUNBEAM ALPINE OWNERS CLUB OF AMERICA

RAM DESIGN

GENUINE PARTS ROOTES SPECIAL ACCESSORIES

ROOTES SERVICE

To: Andrew Masse

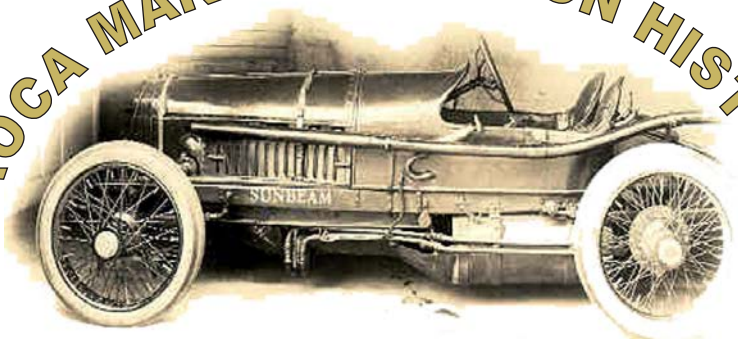
We would like to thank you for supporting Invasion VIII

Andrew provided us with:

CustomTrophy Badges and
Invasion VIII custom posters

http://www.ramdesign.on.ca/sunbeam

SAOCA MAKING INVASION HISTORY



SUNBEAM ALPINE
ROOTES
SERIES 3 DRIVER

We Must Remember Our Sponsors.

These Companies and Individuals provided the following products in support of Invasion VII

BW
British Wiring
We would like to thank you for supporting Invasion VIII
Toll Free: 866-461-9050
Fax: 610-845-3518
email: britishwiring@ameritech.net
http://www.britishwiring.com/

APPLE HYDRAULICS, INC.
Automotive Hydraulics Specialists Since 1973
To: Apple Hydraulics Inc.
We would like to thank you for supporting Invasion VIII
Toll Free: 800-882-7753
Tel: 631-369-9515, Fax: 631-369-9516
http://www.applehydraulics.com/shocks.ht

A day to day recap and few notes from Dennis:

Day1

Well, dmich2 here. George Coleman and I arrived in Tippy City about 5 minutes after 4 this afternoon. 12 hours for me from Wilmington, almost to the minute and 662 miles. Great cruising in the morning mist. Nice and cool. Then after I met up with George we did great until we hit WVA, and then rain... Not too bad, if your wipers work correctly...grrrrrr. But only lasted about 45 minutes then it was just overcast. Hit Ohio, and about an hour from Dayton the sun came out and it was hot but a wonderful drive.

The Canada crew was already here. Andrew has new roll bar(s) and Mark has 'Sunny', his '64 V6. Chris and Lisa checked in but no 'Pine... cooked clutch. Jack Bacon and Paul got in, 900+ miles. Headed for Ian's. Brad and Dave did a great job on the fried turkey. Cold beer. Scott (prez) met everyone with bags of goodies. Ian did a great job getting the place ready for us. Bill came with the 'bronze bomber', although he tried to torch it. Make a note; whenever you're adjusting the carb and a fuel line is disconnected.....HOOK IT BACK UP BEFORE STARTING !!!!!!! Can you say, extinguisher. Nice wrinkled paint job. I met Doug Jennings for the first time. Steve Kirk, Mr. 1000+ miles, was twisting another beer top, I stopped counting at 6. Mike Phillips was helping everyone with all their, trip issues. I left around 8 PM and Andrew was cussing a generator bolt, but had loads of helpers. All in all, there's probably around 15 Sunbeams here. There were other members, but I had a few cold ones too, I'm tired, bad with names and a full day scheduled for tomorrow. I'll try to let you know about it tomorrow night. I hope I can get Andrew to post some pixs. Looking forward to lots of shop talk. I need some help with Sweet Pea anyway. The great this is that there are a lot of parts to gander at.

Day 2

What a day!!!!!! Drama, drama, drama. Counted 18 Sunbeams in the parking lot this AM. Funny, it's hard to get anyone moving once two members start talking....then others come by... then they open the hood, then they tell this and that. GEEEZ, let's head to Ian's...hehehehe. I, along with a few others stopped at the parts store for a few things and by 0830 or so a crowd was at Ian's. Where do I start. I meet so many great folks. Took lots of pixs, but.*$@#)??! left the USB cable and can't download.

Andrew is suppose to email me some and hopefully I can attempt to post them. So while some of us stayed back at Sunbeam Central (SC) most went for the tour. I hear McCain's little show kinda put a snafu in things. Can you say TRAFFIC JAM? Anyway, once they all got back the Andrew sage continued. But he got his just rewards. In the shape of Ed Esslinger. "Boy! What the hell is this? This is all wrong boy!!! I don't promise anything!!!! I might fix it, but I don't promise anything. NO!!! The green wire boy!!!!" It was a hoot. But guess what. Ed came thru. It's fixed. I want him to help me with my wiper switch tomorrow...But, I don't know if I can handle it.

New people. Beverly Booner from NH with her Med blue SIV attended, Mike and Karen Crawford in his awesome Wedgewood 63. Allan Ballard in... well, words can't quite describe the paint job. Hopefully a picture will be on here soon. Joel Griffin brought an SIV with a 302 V8 and it's was something to behold, Unbelievable. Tom Johnson from GA, 1st timer, has a very nice SV. Bob Berghult has a beautiful Carnival Red SIV. Ken Ellis is ready for a parade(We're trying to find a stripper for the parade bench he installed.) Donna and Hubby are here in Pumpkin. And then Bob and Jean Webb with a pristine 69 GT Rapier.

Day 2 Cont.
We had a great meal at Young's Dairy Barn, or something like that. Great showing. Clouds rolled in, lightning, so we headed back to SC and the rain finally came. Not too much, but cooled it down a bit. Steve from Florida pulled in and all I can say is, you can get ALOT of Sunbeam parts in a Dodge Caravan. Wow.

AHHHHHH. The grand event of the day. Sorry Todd and Ann Marie, and I know you are glad to pass the handle on for "Bad Luck at the Invasion" award, but Mark Thompson, "Ah" from Canada now picks up the torch. See, Mark just finished his V6 conversion and had about 200 miles on it before he left Canada for the drive down, and as he pulls in tonight everyone says, "Wow, that's running rough." After the motor heads converged and diagnoses this issue it was determined he has stripped the timing gears, which are NOT an easy job to replace. So tomorrow it's work, work so Mark can get back over the border before his Visa expires. Thank God Doug Jennings Jr located new gears that will be picked up tomorrow morning and then the fun begins. I guess the good thing is, it's as good a place as any for something like this to happen. Anyway, that's all for tonight. Getting late. Miss you all. Think South Dakota for 2009!!!!!

Day 3
Well....It's over. Here I sit, full as a tick from another great dinner, as some of the others start packing up for their treks home tomorrow and others headed for SC to retrieve their parts that didn't sell.

I really can't tell you much as I, being a "Dark Sider (DS)" was under the hood all day with fellow DS'er Mark Thompson, his son Kevin, Paul Almjeld along with others trying to fix his rough running, no compression (we thought) Alpine. And although she's called Sunny, it weren't too bright of a day. It's a long story, but in a nut shell, we took a bunch of stuff off of her and couldn't find what was wrong with her. We even called Lord Vader (USA) aka Jim Ellis (I didn't have Jose's number in Columbia or I'd a called him) to get some ideas. And wouldn't you know it. Once we put her all back together she ran pretty good. It was late, and all we can think of now is his Duraspark had an issue with the heat and went haywire. Anyway, it has been a wonderful time for me. I learned so much as No one, and I mean NO one is ashamed to give you advice. Even if you don't want it. LOL

I bought a few parts last night. Didn't get to put any on for reasons as previously stated. Most of the others took a long road trip today and seemed to really enjoy it. I would have loved to run along with a bunch of Sunbeams thru the country side and covered bridges.
Maybe at another Invasion
.

Speaking of Invasions. Scott Christie informed us of upcoming events. The SUNI which I think I spoke of and he says in posted on the site in Grand Rapids, SD. I'm toying with going, but man, a long ride from Norf Carolina. Then in 2010 the Invasion comes to my home state, to Ashville, NC. Time of year is maybe Spring, still undecided. Then Jack Bacon and those midwest guys "Yaaa. You bet cha" are planning one in Minneapolis, I think. I'm sure they'll post when plans get settled.

Sorry about the pixs. I'll post mine after I get home to my computer. I hope Donna or someone fills you all in on the road trip today. Also, I don't have the complete list for winners from todays judging, but will get it, or make sure Andrew posts it.

We really missed all of you who could not attend. I know its a burden at times trusting our 40+ year old treasures to make such a trip. Hopefully, an Invasion will be located in an area of the country you'll feel comfortable about attending. I hope I get to meet you all someday at a future gathering. That's all from here. Take care, be safe and keep 'em on the road.

Oh yeah. New slogan, according to Scott. No fins, you aint IN, LOL.

When the chips are down!

My first Invasion was 2007 and what an event, I came away with the knowledge that these guys are great! I had to leave early that year and I was not able to take in the banquet and great food. During the ride home I vowed to myself that next year I would take extra time and be there from start to finish.

The next twelve months few by and during this time I fitted a set of used seats and a dual hoop role bar for greater comfort and safety. Three months before Invasion 2008 I began to have major problems with shifting and my gearbox would fly out of 1st, 2nd and now 3rd. Driving the car was becoming dangerous and unsettling. I informed the club that I was not going to be able to be at Invasion 2008 because of car problems and the fact that money was short due to a loss of employment in the family.

Rich, Ian, Scott, Steven and other club member began to show a sense of loss and reached out to me and began to show me what this club was all about. An offer to provide a number of hands in order to swap out my gearbox during the Invasion was made so that I could attend, all I needed to do was get the car to the Invasion in one piece.

During the 9 hour drive I found shifting difficult and 20 minutes from Invasion central electrical problems began to take my full attention. My Amp gauge started to jump around and then the ignition light began to turn on and off, "Oh dear now what"?

My buddy and I pulled into the Invasion around 2:00pm unloaded all of our goodies for the show. Straight way I began to receive help from fellow Beamers. First the electrical problems, we changed out the generator and during this process Ed provided a great deal of electrical knowledge, it was something that my car truly required. From the side lines I believe my friend Dennis found my electrical predicament somewhat humours. I say this as I could see the turned up corners of mouth as I displayed my lost puppy dog look and dismay as my cars eclectics where being judged as a bodge job. It must have been humorous but the funniest thing was the guys began to run away in fear that they too may be judged by the same sword. :)

Alpine

Purchase Club Regalia Today
http://www.sunbeamalpine.org

The next day was the gearbox swap. A number of us drove our cars to Tiger Auto Service / Doug Jennings shop and what a joy it was to work in his shop. The car was still hot but we didn't have a great deal of time so the work started straight away. We loosened the motor mounts, lifted off the throttle assembly, pulled the drive shaft, cut the exhaust pipe from the header, the shifter was removed, bolts removed and gearbox tilted down and taken out of the car. The first thing we found was that the throw-out bearing was broken in half, man I am glad I made it here after the 9 hour drive! We received some great pointers from Doug Jennings and his son while others enjoyed a tour of his shop. The gearbox swap was 3 1/2 hours and I missed the museum tour but I now have a great running SIII Alpine. I must give a special thanks to Steve, Rich, Scott, Ian, Ken and Dave, it was a great experience and I would do it all again.

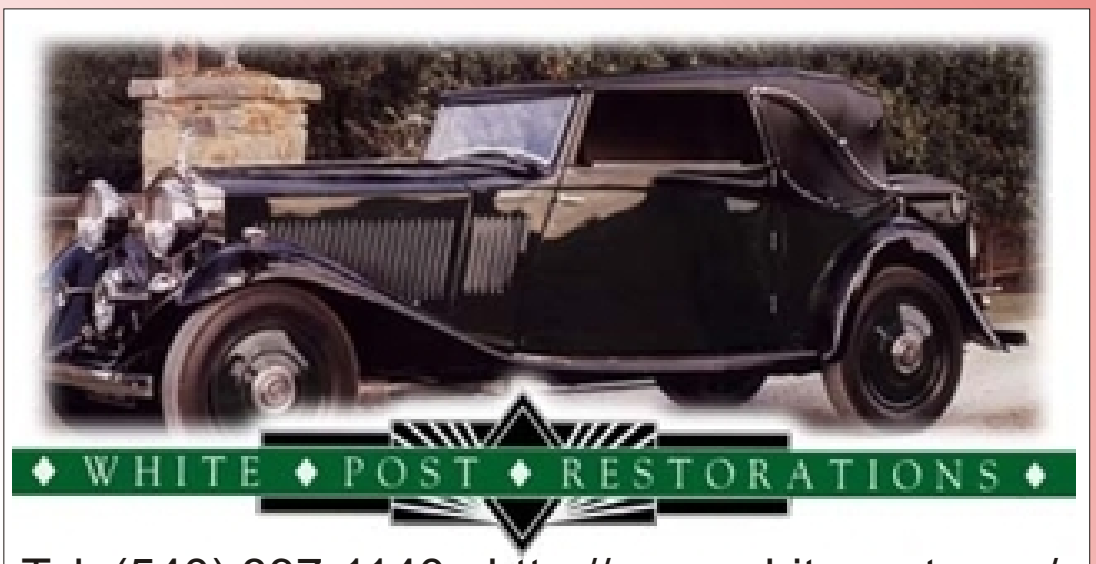
Rich and Bob

Steve, Eric and Doug

George and Rich

Mark, George and Paul

A tour around the yard at Tiger Auto Service



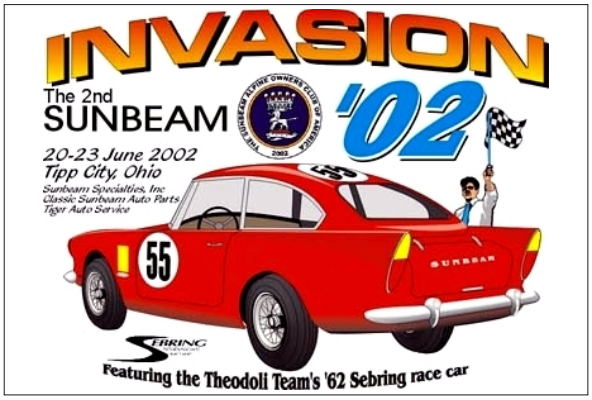
Tel: (540) 837-1140 http://www.whitepost.com/

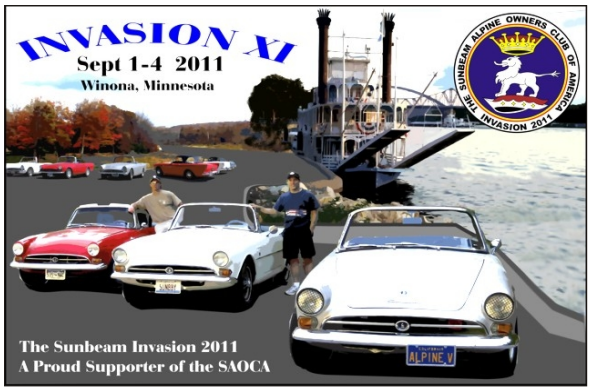
Thank you Ian Spencer

To: Ian Spencer

We would like to offer a special thanks to Ian for allowing us full access to his property and garage facility during Invasion VIII

Past and Present Invasion Graphics





The Sunbeam Alpine V6 Conversion

by Jim Ellis

From the day the first Alpine rolled off the assembly line it cried for more power.
The little four just does not have enough oats to make the car a nice mover, and the early cars spit rods like they were designed to fail. While later versions of the engine were better the cars are still known for spinning the number three-rod bearing.
Rootes may be to blame for starting the Alpine power plant conversions when they shoe-horned the Ford 260 in a Series II car, then put the creation into production - thus the Tiger was born. But even Shelby could not overcome the tight confines of the Alpine engine bay, and the car lost its wonderful steering when it received the little Ford V8; not to mention the firewall and tunnel rework required. Nevertheless, even with the amount of work required to fit the V8 in an Alpine the conversion is still the most popular, and from talking to Doug Jennings of Tiger Automotive in Dayton, Ohio, it was performed from almost the first day a Tiger left the show room floor. The "Alger" was born. Wadded up Tigers have donated their guts to many an Alpine, and later, when rust took its toll, rusty Tigers have done the same.
The birth of the Tiger has lead to the number one question asked by folks new to Alpines: "What do I have to do to put a V8 into my car?" This question results in much moaning and gnashing of teeth by both Alpine and Tiger owners. Alpine owners fear another hacked up, abandoned Alger project, and Tiger owners fear another fake Tiger coming on the market.
The transplanting carnage does not end with the Ford V8, oh no. Alpine owners have tried to fit most every engine under the sun in their cars, often with the aid of a gas axe. "Oh this Buick V6 should fit let's just chop the steering out of the way and go from there". Same for the small block Chevy. Then there are the various four cylinders that have gone under the hood with different degrees of success.
Now all this is not to say every engine transplant is a mess, just most of them. The reason being we underestimate the amount of time, skill, and money required to pull it off and pull it off well, particularly when going where no one has gone before.
Which brings me to the second most popular engine conversion for the Alpine, the Ford 2.8 V6. The identity of the first person to figure out this tiny V6 was a perfect match for the Alpine is lost in the mists of time, but the person who did it in such a fashion that Lord Rootes would have said "Forget Shelby" was Jose Rodriguez - better known as V6 Jose. Starting out with one of the first wadded up Mustang IIs and a dead Alpine, Jose spent the next six months figuring out how to combine the two resulting in a car that should have come off the factory assembly line. Jose went on to develop and market an installation kit for this conversion that has been referred to as a work of art. Now I know what you are thinking, I am biased. You bet your butt I am! The V6 Jose conversion results in a car that handles better than a stock Alpine and will out run a stock Tiger! The conversion, while not a bolt in, is simple enough that it has been done by folks who have, shall we say, somewhat limited wrench turning experience.
So you ask "what is involved in this conversion? How hard is it? What do I need? Can I do it myself?" This series of articles is designed to help you understand what it takes to convert a stock Alpine to V6 power, andwhile not exactly a step-by-step instruction manualguide you through process. Unless you are an exceptionally talented machinist with lots of time on your hands, the first step is to contact V6 Jose and order his kit. My advice is to get the full blown deluxe conversion kit. You can get a basic kit, but in my opinion you are better off with the full "Mary Anne", as Jose says. Then you need a 2.8 Ford V6; the later version from the Ranger/Bronco II has the correct oil pan and you will need to source some parts from a Mustang II: the timing cover and pulleys, along with a bell housing so you can fit a later Mustang T5 transmission.
To fit the engine and transmission in your Alpine you remove the factory engine frame mounts and weld in the kit's frame mounts. You also have to modify the tunnel and the hole for the shifter. The tunnel mod is fairly straight forward and covered in the first of this series of articles - you just slice the floor pan on the left side and push it over about an inch for the shifter hole; you lose the ashtray and cut an opening for the T5 shifter. This requires some welding and fabrication to close in the new shifter hole but it is pretty basic stuff and compared to what is required to stuff a V8 in an Alpine is a walk in the park. Subsequent chapters will cover the rest, like fitting an electric fuel pump and external pull slave for the clutch, moving the inlet and outlet on the radiator, hardened keys for the rear hubs, having a drive shaft made up and all the other little things that bring it all together. Still, in the end it is a very clean and well thought out conversion that will result in many happy miles of motoring.
So come visit the SAOCA Forum for an answer to the question: "What do I need to do to install a V6 in my Alpine?" Because while you could have had a V8, you really want a V6

Part 1 - The Dreaded Tunnel Modification
This is the first in a series of articles detailing the steps involved in the conversion of an Alpine to V6 power using the V6 Jose installation kit. Now before we get down to the nuts and bolts of the conversion a piece of advice - start with the very best car you can afford. Believe me, you will be money ahead! Buy that $12k restored Alpine on ebay, sell off the stock drive train and have at it, or even better buy one that is already complete.
I know of a tidy black Series 3 GT that you could be driving tomorrow. Oh well enough advice because you know what they say, "Only a fool gives it, and only a fool takes it".
So you ask "how do I fit the 2.8 Ford and T5 to my Alpine?" The first order of business of course is to remove the stock engine and transmission. At this point it is a good time to clean the engine bay and tunnel. This is time well spent and will make for a much nicer work area and will reduce the fire hazard when it is time to weld. I use a steam cleaner and purple degreaser, but a pressure washer and some form of degreaser or even a hose will work. Then of course if you bought the restored ebay car you might be able to skip the cleaning bit…
With the stock engine and transmission out of the way and the better part of forty years of oil and dirt knocked off you can get started on your conversion. The key to fitting the engine in the car is the kit-supplied transmission cross member. The cross member gives you a fixed point to work from when it comes time to wiggle the engine around to the sweet spot for the headers to clear the frame and steering; more on that in later articles.

To make room for the engine, first remove the factory engine frame mounts. These are two sheet metal box-like items, one on each side, for the stock rubber motor mounts to bolt to. An easy removal would be to use an air chisel if you have access, otherwise knock them off the old-fashioned way with a hammer and chisel. Grind the weld off smooth and clean any grease and grime off the area so it will be nice and tidy for welding and a spot of paint later. At this point your cross member should look something like the picture below:

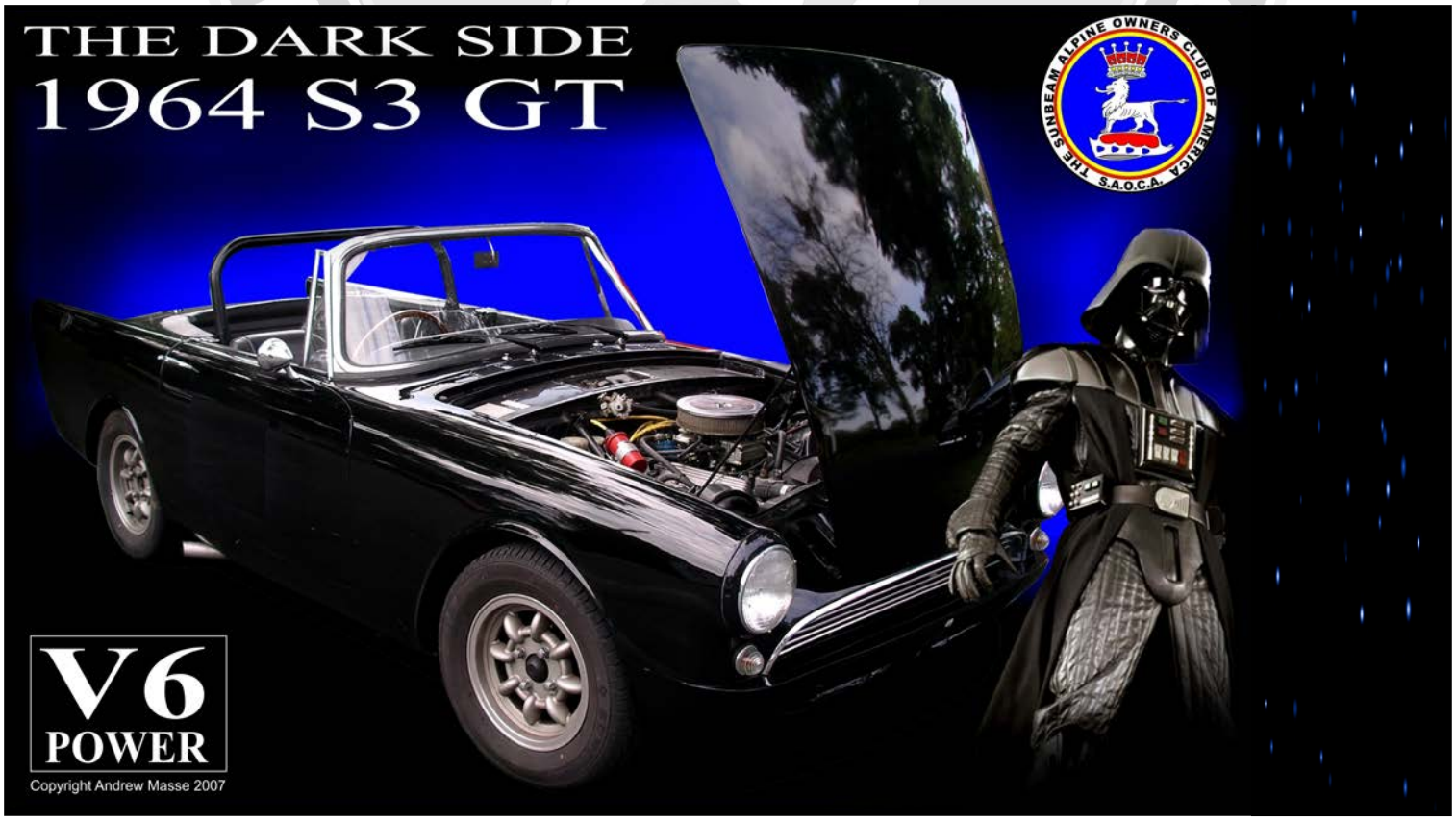
Note the front brake line has been removed. You will need to route this line on the front side of the cross member. With the stock engine frame mounts out of the way the next step is to make room for the T5. To do this requires the tunnel to be moved over about an inch on the left side and you will open up a new hole for the T5 shifter. In the above picture I have laid out the cut in masking tape, using two pieces of tape first lay one piece of tape down right up next to the tunnel. Now lay down a second piece of tape so that the tape edge away from the tunnel is about 1 inch over, a bit more than an inch is ok but not less. I also suggest you extend your tape about three inches farther back toward the rear of the car than is pictures above, the above lay out will not allow room to fit and remove the sending unit for the speedometer… ask me how I know this….
Now using a cut off wheel make a cut along the edge of your tape lay out, on the side away from the tunnel. This inch lip will act as a flange to weld the floor to and a guide as to how far over to move the tunnel. So it is a real good idea to grind the paint off and clean up the underside a bit so when you weld this back together it will be nice a clean and allow you to get a good strong weld, not to mention it is a whole lot easier to weld clean metal. Here you see how I push the tunnel over using a hydraulic ram through the transmission filler hole. A simple small bottle jack used inside the tunnel will do the same thing for you. As you push the tunnel wall over you want the lip or flange we left on the tunnel to go under the floor pan. This may require some whacks with a hammer and some prying, but you want the floor pan on top of the flange. Getting the tunnel moved over will take some moving of the pushing device. I just keep working it up and down the side of the tunnel you push against, distorting and ballooning the tunnel, and actually trying to stretch it farther than it needs to go. The reason for this is because when you let off it wants to go back to the old position. Once you have worked it a bit you will need to nail it down; for this I use sheet metal screws. Push a spot over then run a screw through the floor pan into the flange. Move the pushing device and repeat until it is all over and nailed down.

Here is the tunnel pushed over and screwed down to hold it in place. Note the circle - this area needs to be ballooned out a bit and I have found if you make a relief cut just to the left of the line in the circle using a ¼ inch thick grinding wheel this will go much smoother. Make the relief cut then balloon the area with your pushing device. Later you will need to weld a narrow strip of sheet metal over the relief cut, but at this point I do no welding just in case things are not where they should be. By temporarily screwing it down, if something is wrong it is simple to remove the screws and push things around. Welding before fitting the engine/transmission could cause a problem. Next step is to make a hole for the T5 shifter to stick up through, which means you are going to lose the ashtray. This is my third car in which I've fitted a 2.8 and T5 and have found the above lay out for the shifter hole cut to work well.

Notice the cut left of the tape lay out. The hole will require some bending and straightening of the metal. You need to lose the curve inward and come straight up on the sides. At the back you make two angle cuts and bend the area under the tape. Now you should be ready to test fit the transmission. Note the taped X. The transmission fit fairly well but did hit on the tunnel in one spot. You can also see where the speedometer sending unit goes as noted by the hole hacked in the tunnel just past where I ended my slice. I later made up a cover plate that hides this ugly hack.

A word or two about installing the transmission: The car needs to be up in the air a bit, utilizing four jack stands with the car high enough that the transmission, with bell housing attached, will slide under the front cross member. This one had to come back out for a little more tunnel pushing. Once everything cleared the engine went in the first time.

I recommend installing the kit-supplied mounts on the engine and removing the clutch. Removal of the clutch just makes it easier to slide the engine in place. You can now drop the little darling into its new home. Oh yes! At this point you have a huge smile on your face! Next time we will cover engine placement, installing the frame mounts, rerouting the front brake line and how to center the transmission tail shaft. You can read more at: http://www.sunbeamalpine.org - Feature Articles - 6V Mod Articles.



Random pictures from Invasion 2008

Scott, almost ready for the show.

Ready for the show.

Sweet Pea and Dennis.

Kenny Keeling
Diamond in the Rogh - Nice Project!

Talking Dash Pads - Kenny Keeling

Owner: Bill Blue SV

Parts Swap and Sale

Parts Swap and Sale

Parts Swap and Sale

The annual Invasion rally chick photo op.

The annual Invasion rally pit stop

The annual Invasion rally with a great gear box

A great turkey meal

A great turkey meal

Sweet S5 Alpine

Ist day of the Invasion and ready to go.

Owner: George Farrell SV

Trip to the Air Force Museum

Trip to the Air Force Museum

Trip to the Air Force Museum

Trip to the Air Force Museum

Andy, Steve, Scott, Rich and Papa Vose

Todd and Ann Marie

Bob, Eric and Allan

Triple-C
MOTOR ACCESSORIES
Triple-C Motor Accessories
1900 Orange St. York, PA
17404-5228 USA
Phone: 1-717-854-4081
http://www.triple-c.com

Delta Camshaft
We would like to thank you for supporting Invasion VIII
Toll Free: 1.800.562.5500
sales@deltacam.com
http://www.deltacam.com

From June 30th, all 1966 cars must have seat belts

must have-by law.

This new law is based on an important observation by the Road Research Laboratory: **In accidents where seat belts are worn, serious injuries are reduced by more than half.** This means that if you take ten accidents involving serious injuries, then provided those people had *fastened* their belts, five of them – at least – could have come away virtually unhurt. So the reason behind the new law is simple. People. People's lives. And the penalty for not fitting those seat belts? Up to £50.

If your car was first registered between 1st January 1966 and 31st March 1967, you must have seat belts fitted by 30th June 1968.

The regulations start with these cars (drivers' and passengers front seats) almost all of which have already been fitted with anchorages for the belts. (1965 cars, which also generally have anchorages, are given until the end of the year to get the belts fitted. This is to avoid overtaxing the garages and seat belt manufacturers. As for newer cars, all those registered after 31st March 1967 should already have been fitted with seat belts).

Approved belts, with the B.S.I. Kite Mark, can cost as little as £2. And when you think how much your front seat passenger's chances and your own are improved, this isn't such a lot to pay. Get your seat belts fitted *now*.

you know it makes sense.

Car Show - Andy McGraw SIII

Car Show - Joel Griffin - Alger

Car Show - Tiger (? Name)

Car Show - Bob and Jean Webb Rapier

Car Show - Bev Bonner S5

Car Show - Tom Johnson SV

Car Show - Steve Pace SV

Car Show - ?Name

Car Show - Andrew Masse SIII

Car Show - Steve Kirk SV

Car Show -Todd and Ann Marie SV

Car Show - Allan Ballard SIV

Car Show - Bill and Barb Blue SII

Car Show -George Ferrell SV

Car Show - Dennis Michaliga SV-V6

Car Show - Tiger (?Name)

Car Show - Bob Berghult SIV

Car Show - Jed Jones - Alger

Car Show -Willie 1954 Alpine

Car Show - Paul Woody SI

Car Show - Scott Christie S3

Car Show -Mike Crawford SII

Car Show - Brad Babb SV

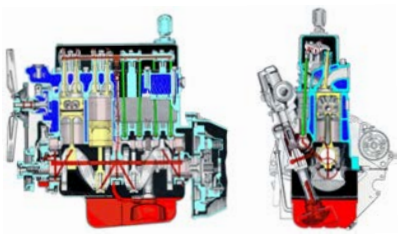
Car Show - Tiger (? Name)

Car Show - Rich Vose & his Father

Car Show -Jack Bacon (His car could not make it to the Invasion)

Car Show -Rich Vose and this father (His car could not make it to the Invasion)

Car Show - George Coleman SV



STOP

Sunbeam Alpine Production Dates

1959

B9000001 - First Series I produced. 1494cc engine. 06/14/59
B9000277 - Steering wheel height increased.
B9001697 - Modified seat runners added to prevent misaligned locating pegs.
B9006404(?) - Paint code begins to appear on data tags somewhere around this time.

1960

B9005504 - Steering wheel is reduced in diameter.
B9011592 - Last Series I produced. 09/09/60
B9100000 - First Series II produced. 1592cc engine. 09/12/60
B9101331 - Grease gun removed from tool kit.
B9101800 - New main shaft in gearbox. 12/60

1961

B9103533 - Harrington Alpine production begins about this time. 03/61
B9103936 - Anti squeal front break shims added. 3/61
B9104616 - Increased sweeping area on windshield wipers of RHD vehicles. 11/61
B9104783 - Increased sweeping area on windshield wipers of LHD vehicles. (US & Canadian) 11/61|
B9106448 - Return valve added for timing chain lubrication. 1/62
B9108012 - Increased sweeping area on windshield wipers of LHD vehicles. (Other) 11/61
B9107291 - Shape of holes in steel wheels change.
B9107388 - New hub cap design introduced.
B9108158 - Axleshafts change on LHD Alpines with steel wheels to fine splines.
B9108232 - Axle shafts change on LHD Alpines with wire wheels & OD to fine splines.
B9108282 - Axle shafts change on LHD Alpines with wire wheels to fine splines.
B9108274 - Axel shafts change on RHD Alpines with wire wheels & OD to fine splines.
B9108372 - Axle shafts change on RHD Alpines with steel wheels & OD to fine splines.
B9108397 - Axle shafts change on LHD Alpines with steel wheels & OD to fine splines.
B9108431 - Axle shafts change on RHD Alpines with steel wheels to fine splines.
B9108686 - Harrington Le Mans production begins about this time. 10/61

1962

B9112484 - Last car built at Bristol Siddeley production site. 03/30/62
B9115020 - First known car built at Ryton-Upon-Dunsmore production site. 02/12/62
B9117831 - Series 'C' Harrington first introduced at Earls Court October '62. (S/N not accurate)

1963

B9119956 - Last Series II produced. 02/08/63
B9119955 - Series 'C' Harrington production stops. Feb '63. (S/N not accurate)
B9200000 - First Series 3 produced. 01/21/63
B9204718 - Single twin choke Solex carburettor replaces the twin Zeniths.
B9205864 - Last Series 3 produced. 10/18/63
B9400000 - First Series IV produced. 10/27/63

1964

B9407936 - Last non-synchronized transmission and 8 digit serial number. 07/31/64
B94100000 - Starting crank handle is changed.
B94100000 - First fully synchronized transmission and 9 digit serial number. 08/03/64
B94100352 - Last GT to use the veneered ply dash. New bakelite veneered dash introduced.
B94102173 - Aluminum wheel trim finishers replace chrome beauty rings.
B94103022 - Square corner doors and bonnets introduced.

1965

B94104172 - New convertible top with velcro introduced.
B94104334 - Last car to use the old style convertible top.
B94104470 - Last Series IV produced. 08/13/65
B395000000 - First Series V produced with new 1724cc engine. 08/16/65
B395000207 - Tail light units change from inside screw to outside screw.
B395000596 - Lifting jack is changed from part number 12011342 to part number 5220473. B395000691 - First square corner boot lid on a Series V ST.
B395000713 - First square corner boot lid on a Series V GT.

1966

B395000704 - Modified clutch plate.
B395003169 - Nylon fuel pipe.
B395004057 - 7"diameter brake servo introduced. SP2228
B395004386 - First Alpine to have the cable bonnet release. 3/66
B395012220 - Oil pressure relief valve change.

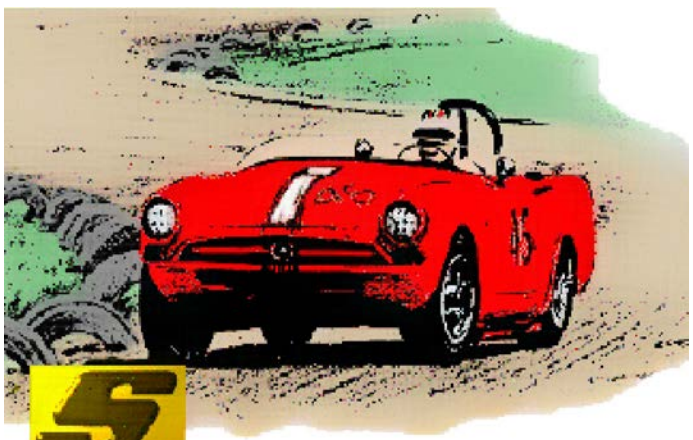
1967

B395012220 - Oil pressure relief valve change. 4/67
B395013608 - Pinion seal changed from P/N 5220439 to 5221256.
B395016692 - Bumper mounted rear license plate lights first appear. 8/67
B395017309 - First 25 spline non-overdrive transmission. 9/67
B395017327 - First 25 spline overdrive transmission. 9/67
B395017900 - Non peaked headlight rims are used until end of production. 11/67

1968

B395019122 - Last Series V produced. 01/26/68

Pulling together to fix a problem



http://www.classicsunbeam.com/

To: Classic Sunbeam Auto Parts

We would like to thank you for supporting Invasion VIII

Classic Sunbeam Auto Parts provided us with parts for the gear box swap, special thanks from Andrew.

John Wilson Photography
2709 Alta Vista Drive, Bakersfield, CA. 93305

Phone: 661.323.8214 - Fax: 661.323.8226
Email: john1942@sbcglobal.net

Toll Free: 1-800-255-0088
http://www.victoriabritish.com/

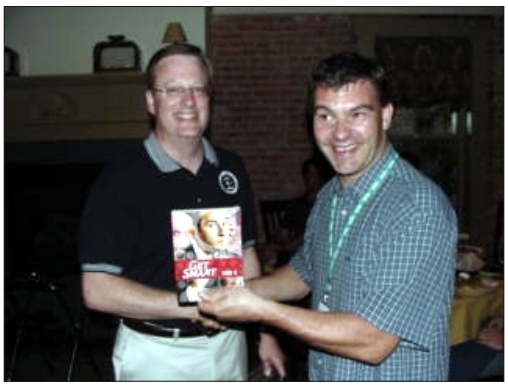
Roblin Photo Co.
1112 San Pedro NE #116
Albuquerque, NM
87110-6724
telephone: (800) 705-8541

2008 Trophy Winners

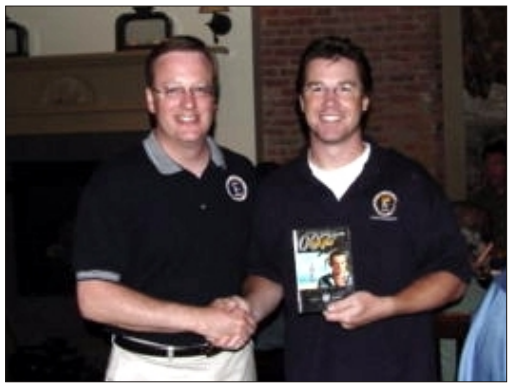
INVASION VII CAR AWARDS

SI Best In Show: n/a
SII Best In Show: **Mike Crawford**
S3 Best In Show: **Andy McGraw**
SIV Best In Show: **Bob Berghult**
SV Best In Show: **George Coleman**
Mystery Parts Game: **Steve Kirk**
Mystery Parts Game: **Rich Vose**
Longest distance traveled: **Bev Bonner**
The Mudflap Award: **Allan Ballard.**
The Upsidedown "N" Award: **Mike Crawford**

Upside down "N" Mike Crawford



Mystery Part Game - Grand Prize (Get Smart Season 1) - Steve Kirk



Mystery Part Game - Grand Prize runner up (Dr. No) Rich Vose

Best Series II - Mike Crawford

Best Series 3 - Andy McGraw

Best Series IV - Bob Berghult

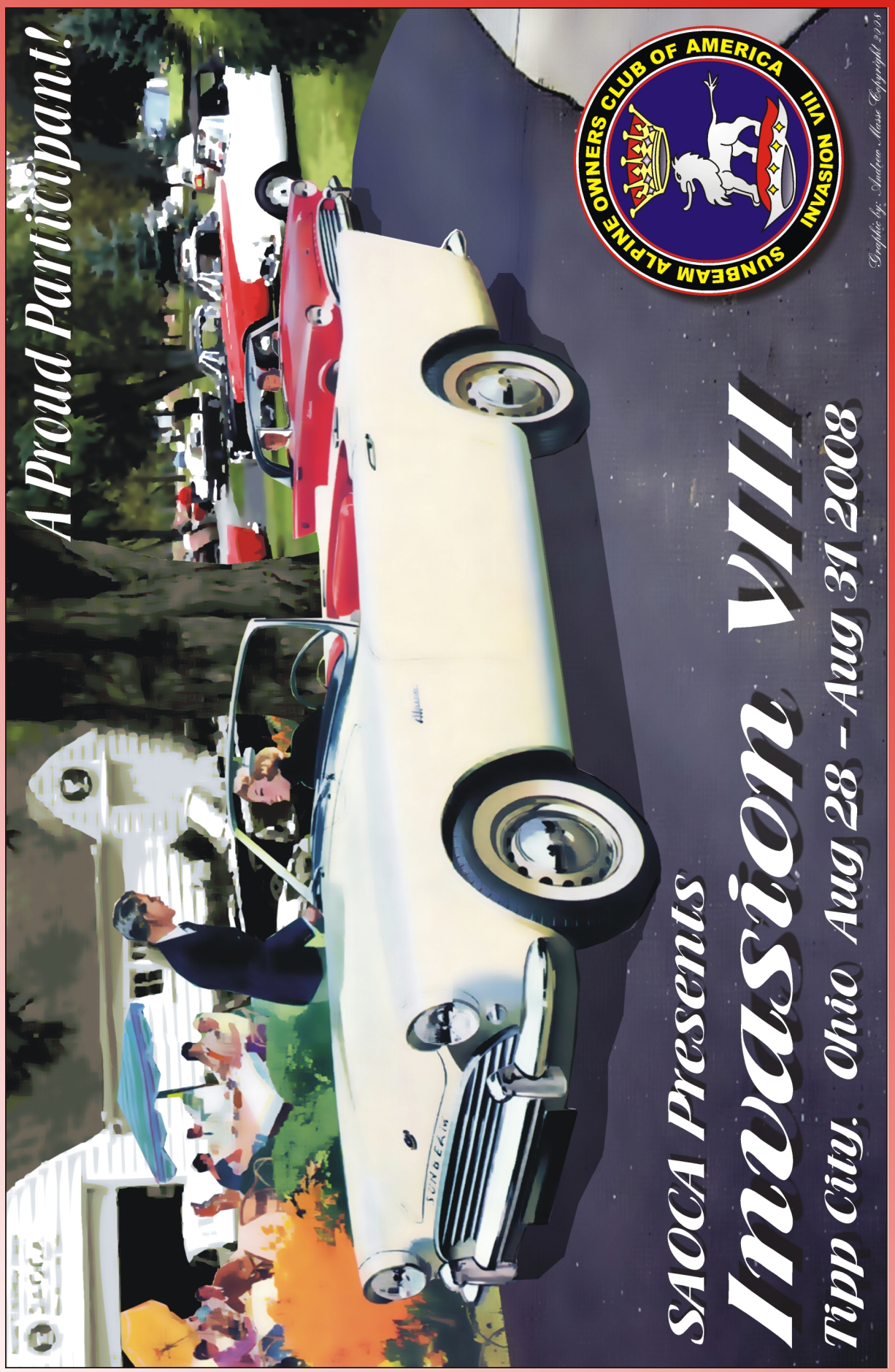
Best Series V - George Coleman

Diamond in the Rough
Kenny Keeling

Long Distance Award
Beverly Bonner

Mudflap Award
Allan Ballard

Thanks to everyone who made Invasion VIII a success.


A Proud Participant!
SUNBEAM ALPINE OWNERS CLUB OF AMERICA
INVASION VIII
SAOCA Presents
Invasion VIII
Tipp City, Ohio Aug 28 - Aug 31 2008
Graphic by: Andrew Mass Copyright 2008

I found this 1969 Rapier GT for sale on e bay in June 2006. the car was located in Washington, DC. I bought it for 300.00 dollars. What I found I had bought was a low mileage, all original car. It had been parked in the garage in December 1973. It still had air in the left side tires and I was able to air up the other front tire but the car was so close to the wall we could not get to the other rear tire. A few hard hits to the front calipers with a very large hammer let the front wheels roll but not being able to reach the right rear we decided to drag it out. A chain did the job and also broke the rusted rear brakes loose. Air up the tires, push it up the alley, back the trailer to it, hook up the winch, load it and head to Ohio. The following few days were spent cleaning the carbs, installing new ignition parts, fuel pump and a gas can for the pump to pull fuel from and an oil change. After a few seconds of cranking the motor fired and ran great with 35lbs of oil pressure at idle. I then found that the clutch master and slave still worked and i moved it a few feet and shut it down for the next two years. The car was totally stripped and it under went a bare metal re-spray after finding no rust but many dents. I pulled the oil pan to check the bearings and such only to find what the previous owner said about the motor having been rebuilt by the dealer in silver spring MD was right on. After getting the body back in march 2008 we started the assembly of the car. Over the years I had bought many new and NOS parts plus when tiger tom was shutting down his business, my wife bought all the 69 parts he had as a gift for my birthday. When I bought this car I bought every thing I could find using only the crossmember, lower control arms and the sway bar up front. In the rear we reused the springs and the axle housing. All of the steering was replaced except for the column. Every hydraulic part was replaced with new after we rebuilt them as a precaution. We did reuse the side windows and the rear window. I soured a new H120 grill and headlight rims from the U.K., they were still in the original boxes. We had NOS bumpers but the old chrome was dingy so off to Harrisburg, PA with all of the chrome for replating. The original upholstery had no rips or tears but the carpet had faded bad so the wife and I decided to have a complete custom interior made using cloth and vinyl, following the style of the original. All of the switches except for one were replaced with new and only the tach and speedo were reused . We also added a few extra little things such as an NOS tudor washer bag with an original electric pump, modifying the manual pump with a momentary switch to operate the pump, plus various convenes lights. Mounted a G.M. rear view mirror with twin map lights on the original stalk, hidden am/fm with controls mounted where the ashtray and lighter used to be in the console. Jethot coated the exhaust manifold plus the down pipes, the intake was polished along with an early alpine valve cover that replaced the steel valve cover. Very few of the original parts on the car were reused. We finished the interior at noon on Friday, loaded it into the trailer and pulled into the invasion about 10:00 Friday evening. That's called cutting it close! It drives like a new car with 65 lbs of oil pressure at 3200 rpm's at 60mph. Three days after the Invasion I took it to tiger auto to have the wheel well moldings installed. It's done and stored away in our sunbeam garage along with three other sunbeams, waiting out this crazy Ohio winter.

Bob Webb

GENUINE SAOCA ROOTES INVASION MEMORY

SUNBEAM ALPINE OWNERS CLUB OF AMERICA
INVASION VIII