

## SUNBEAM ALPINE OWNERS CLUB

# Alpine



## GET SMART



Welcome to the December 2007 edition prepared on our all new Windows based software which I'm still getting to grips with! I hope everything comes out OK but please bear with me - there's a lot to learn! This is me with my Alpine 260 and my pet cat at a local classic car rally. Full story of the Vicar's Vehicle Gathering in next month's Horn.

In this edition Mowf Gets Smart with a 1960's

TV spy series and interviews one huge fan of the show, Sue Kesler, who was so dedicated she bought a Sunbeam Alpine and had it converted into a replica of the car seen on the show. Chris Barker recalls Great Moments of 2007 and Gary begins his rebuild of a series III.

Just time to wish you all a Merry Christmas and a Happy, Prosperous and Peaceful New Year. Don't forget to order your ARCC Christmas cards and 2008 calendars - see flyers.

*Bob*

### **The 2008 National**

For those of you who may not already know, the Solent Group will be hosting the 2008 National at the National Motor Museum in Beaulieu during the 1st, 2nd & 3rd of August.

Camping will be provided in the grounds just a short walk from the museum itself & a special price has been arranged to allow access to all of Beaulieu's amenities during the length of our stay. This safe & interesting venue will make an idea break for both families and dedicated Alpinists alike (dogs are welcome too).

A number of events are being planned including driving tests, wine tastings, Alpine movies, drive outs into the surrounding New Forest, a charity auction and children's competitions together with traditional events such as the concourse competition which this year will be held directly in front of the National Motor Museum on a dedicated hard standing.

Beaulieu will definitely provide a National to remember and also allow a great opportunity to extend your stay and take a holiday in the country's newest National Park the glorious New Forest.

Further details and a booking form will appear in the next edition of The Horn.

*On behalf of the 2008 National Organising Committee*

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### THIS ISSUE:

Get Smart with Secret Agent 86!

### NEXT ISSUE:

Gary's rebuild gathers pace.

All material to the editor by no later than 20 January 2008

### COVER PHOTO:

The Get Smart car complete with machine gun

### BACK PAGE:

Beaulieu 2008

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#### The Alpine Horn:

Bob Standing (Address on Page 43)

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## 1960's Smart Car



In a recent issue of 'Classic & Sports Car' magazine, there was a photo of a Sunbeam Alpine with a machine gun poking out of the bonnet, which I found intriguing. After doing a little research with the help of Google, I found that the car was one of the stars of a 1960's TV spy series called "Get Smart", about a spy called Smart, funnily enough. I also discovered that one huge fan of the show, Sue Kesler, was so dedicated she bought a Sunbeam Alpine and had it converted into a replica of the car seen on the show. I got in touch with Sue to find out more:

Tell us a little about the show.

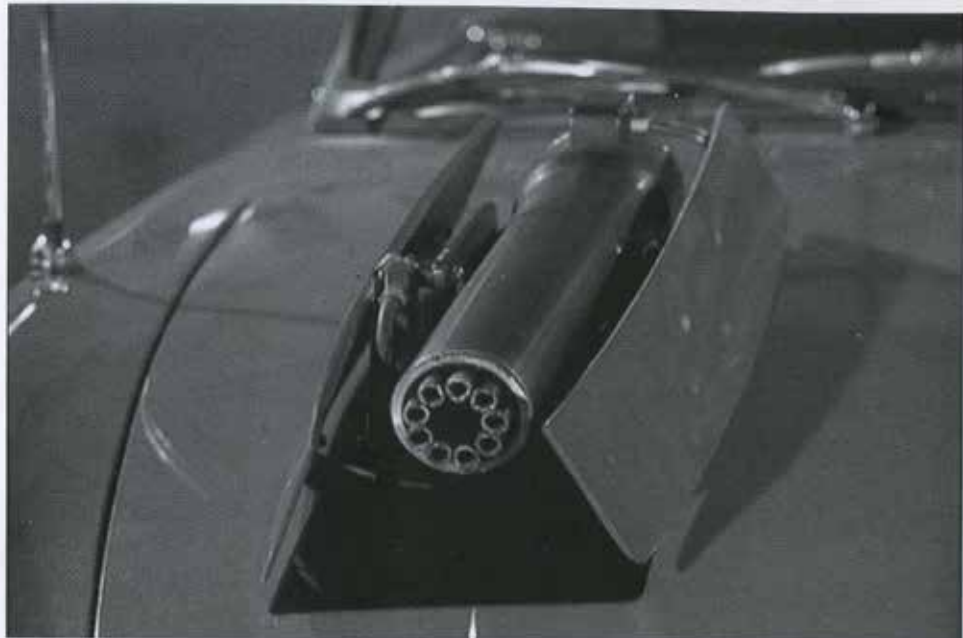
"Get Smart" premiered on September 18th, 1965, and it was a takeoff on the James Bond movies of that era. Don Adams portrayed Maxwell Smart, Secret Agent 86 of Washington-based US Intelligence agency CONTROL. Smart was a spy who, in spite of his bumbling ways, always triumphed over the forces of evil, aka KAOS, an international organization who

attempted world domination week after week. Paired with his beautiful partner, Agent 99, played by Barbara Feldon, Max faced constant peril as he fought the bad guys, armed with a bevy of clever gadgets, his famous shoe phone probably the most memorable. "Get Smart" almost immediately went straight to the top of the television ratings, due in part to the amazing chemistry of the performers, the show's brilliant writers, and the catchphrases such as "Would You Believe?" " Sorry about that, Chief..." and "Missed it by that much!" which became part of our nation's language. The show had mass appeal for all ages. Adults caught the sometimes subtle jokes, while the kids just enjoyed the general humour and the zany antics of their favorite secret agent. And everyone, no matter what their age, could somehow identify with Maxwell Smart. He was earnest and sort of innocent, self-confident in spite of the fact that he was usually goofing things up, and he always came out on top.



I think Don Adams himself once said that Maxwell Smart is what every ordinary guy would be if he were James Bond, and I think that's one of the things that attracted people from all walks of life... they could see a little of themselves in Max. Adam's character drove a 1965 red Tiger for the first four years of the series in various episodes. Even though a VW Karman Ghia replaced the Tiger in the third and fourth season main title, the Tiger continued to appear in various episodes. In the final fifth

season of the series, the Tiger was totally replaced by a 1969 gold Opel GT. When the series ended, Adams was given the Tiger as part of his deal with the show. A look-a-like Tiger (a 4 cylinder Sunbeam Alpine) was used as a gadget car due to the fact that the V8 Tiger had no room in the engine compartment to mount the 50mm machine gun under the hood.



Adams explained that after "Get Smart" went off the air, he was given the Tiger as part of his contract deal. He had it for 10 years and during that time it was passed on to a couple of his daughters to drive. After a series of accidents, with the Tiger being wrecked and repaired numerous times, enough was enough and the car went the way of the junkyard.



Which came first, your interest in "Get Smart" or the Sunbeam Alpine?

My affection for "Get Smart" started in 1966 when I was 7 years old and the love affair has continued to this day. The car that Max drove caught my eye at that young age, and I asked my dad if he would buy one like it. He told me that when I was old enough, I could go out and buy one for myself! So, in 2001, 35 years later, I did. I wanted a Sunbeam Tiger, but due to the high price these little gems command, my pocketbook



could only afford an Alpine model. The Alpine has the same body style as the Tiger, so with a few alterations I was the proud owner of a look-a-like Tiger.

My Alpine is a 1965 GT model, with an automatic transmission. I'm not sure of the exact number, but there were only around 1400 automatics made, so it's somewhat of a rare car because of that. The original colour was British Racing Green. It was in good shape when I bought it, no rust or anything major, but it needed a full restoration. So, I had the entire car repainted with the original Carnival red specs, new upholstery, new carpet, window, and dash. The original 4 cylinder engine had been replaced with a V6 conversion before I bought it. A few years later, I had the entire engine rebuilt. It now runs strong and fast.



A life long dream was to have a car like the Tiger and have Max and Agent 99 sit in it. Both dreams came true. Don Adams and Barbara Feldon posed for pictures in the car at an autograph show in North

Hollywood, CA, and also at the Museum of Radio and Television in Beverly Hills, CA in 2003. This was the first and only time Don and Barbara ever did an autograph show together. Don lived in Los Angeles and Barbara in New York. You can see photos of them with my car at my website that is dedicated solely to my Sunbeam: <http://home.earthlink.net~bennybabe/index.html>

I don't recall seeing a machine gun on the original spares list for the Alpine. Is this aftermarket accessory available from the SAOCA?

No, this accessory is only available to secret agents- it's Control issue! Just last year, my car was going to be filmed for a Canadian tv program about fans and their obsessions. So, I decided to attempt to turn my



car into the gadget car that I saw on "Get Smart". I bought another hood, and had it cut to make the opening for the machine gun. A close replica of the gun was made that fit into the opening. Since the car has the v-6 engine, there was not enough room for the machine gun to go into the engine compartment... it was just set into place. Under the dash, I installed a close circuit TV that is hooked up to a pin point camera located on the antenna.



Are you ever tempted to use the gun when you're stuck behind a particularly bad driver?

These gadgets are only on display for car shows, and not for daily driving. Although, there are times in traffic when that machine gun would come in handy to move the cars out of my way!

What other gadgets did the original car feature?

The machine gun cannon on the show had two 100-velocity, 50-caliber gun cannons that were concealed in the hood of the car. But the show



had many gadgets for Max's Tiger. There was an Instant Oil Slick device - a switch activated on the dashboard that sent an oil slick out the tail pipe. Another dash switch activated a smoke screen, which would send smoke billowing out from either the front or the rear of the car. Then, there was a radar scan... a small radar dish attached to the car's antenna that projected an image on a small screen on the dashboard. There was also an ejector seat, activated by yet another dash switch, or by remote control. Another gadget was a cigarette lighter grenade, a grenade disguised as a cigarette lighter. A second machine gun was the exhaust pipe machine gun, concealed in the exhaust pipe and activated by a dashboard switch. Max's car also had a radar tracking device,



which sent out a signal to CONTROL headquarters so the location of the car could be tracked. It was activated by pulling the light switch and turning it to the left. The radiator gas dispenser was a high-tech gadget that emitted a poison gas when the radiator cap was removed. And, the car boasted a safety trunk, which was opened by using the license plate as a combination lock. You turned the plate numbers to CA44N to get inside.

Many thanks to Sue Kesler for her invaluable help, it's always good to hear about practical modifications which can be made to our cars to make them more driveable in today's traffic conditions!

*John Mowforth*

## Letters

Hi Rob,

Congratulations on getting the post of Editor, I was part interested myself, but I am often abroad and so hardly even get the chance to attend my local meets, so editing the Horn would for me be an impossibility.

As I said in a letter to MOWF, I have amassed a fair bit of useful data about Alpines during the build and if any members need any help, then I will gladly provide email answers to any questions pertinent to my build.

I also have my A frames available for free loan to any member. They will have to weld them up as I knocked them back down to smaller chunks for storage, but this is an easy job. It certainly made the underside welding and assembly an easy job. As they are heavy, anybody interested will have to collect them from my home address.

I hope this covers everything and that you can use some of my res-to in the Horn (hopefully not as a "don't do it like this" section).

*Gary Richards*

*(Part 1 of Gary's Rebuild starts on page 38 - Ed)*

The Chief Executive  
Footman James & Company Ltd

Dear Sir,

On Tuesday, 12th September last my wife and I set out in our 1952 Sunbeam Talbot 90 Coupé for a visit to Provence; this was to be our summer holiday. In spite of all our careful preparations, on the next day, without warning, the rear axle suffered a catastrophic failure near Epernay in France, and could not be repaired - it looked as if our holiday was ended almost before it had started.

However we were insured through Footman James on a classic car policy, and one telephone call set off a train of events which rescued at least a major part of our trip. First, the Sunbeam Talbot was transported to a Renault garage in Epernay, and when the initial diagnosis was confirmed by the technician, Footman James, in conjunction with Axa, took care of the repatriation of our car, and arranged for a hire car to fulfil our holiday plans.

During our travels we were twice telephoned by staff to set our minds at rest about the arrangements for the Sunbeam Talbot and our journey home from Dover - once the lady on the telephone

actually said she did not want us to worry, a lovely touch! The car arrived back safely last Friday, and I have sourced a replacement axle, so it should be back on the road again shortly.

When one takes out insurance, one never knows how the benefits will actually materialise until the crunch comes - Footman James exceeded our expectations, and we are very grateful for your help. I have no means of doing so, but I would like to ask your help in passing on our sincere thanks to those who dealt with our case. We have no wish to repeat the experience, but it is refreshing in these times to be able to thank you such splendid help.

Finally, should you wish to use all or part of this letter as a testimonial, I would have no objection, though I would ask that you did not use our full names, for obvious reasons.

Paul

*"Footman James is one of a number of companies that provide specialist classic car policies. ARCC and member clubs are prohibited under the terms of the Financial Services Act from recommending or promoting any specific provider. Individuals should consider the range of policies available and make their own decisions."*

*Tim Sutton (ARCC)*

Dear Bob

I can thoroughly recommend the Goodwood Revival as a day out with the car. Everything is period, even the car park, if you turn up in something like an Alpine. Actually it was quite difficult tearing myself away from the car park, a car show in its own right, with hundreds of vintage and classic cars. I spotted a few Alpines and Tigers and enclose a few pictures (see below). There was even one on the Hurst Park Classic Car stand that had apparently sold for £14,995 - perhaps values are on the up! On the track there was plenty of racing, though I didn't spot any Alpines this year - there were a couple of Le Mans Alpines last year - see pictures in Horn 171.

Jonathan Bracken



## ***Chairman's Chat***

Before putting pen to paper once again I thought that it might be a good idea to look up the definition of chat, the compact Oxford English Dictionary came up with the following :-

Chat: (noun) an informal conversation

Now you see that is great because that is what I'd like to instigate, a little informal conversation on the subject of the 50th anniversary of the Alpine in 2009. I know that seems an age away but as any of you who have had the responsibility of hosting an important social event, wedding, National etc will be only too aware, time has a tendency to fly by very quickly therefore I and the rest of your committee would like to hear from you all regarding what you would like to see us promoting as a club during this important year.

As we all know the National for 2009 is already in the capable hands of Jim Galloway and his team and we are already looking into a commemorative drive out to the South of France to visit Cannes where in July 1959 the Alpine had its official launch.

However the question remains what else would you like to see the club do to commemorate this land mark year?

Perhaps we could help organise some sporting events, maybe an Alpine track day, hill climb event, rallies etc. There has been some talk of linking the anniversary to a charitable cause with some sponsored events, perhaps some may like to take part in a John O' Groats to Lands End run, not only for the fun of it but also to raise some funds for good causes. Would you like commemorative regalia, if so do you have any suggestion of what you would like produced?

If during the long winter nights ahead your thoughts should stray to 2009 and what you would like us to do as a club please feel free to e-mail with your ideas or give me a call and let's chat. 2009 will be here sooner than you think!

Before I sign off let me wish you all a very Merry Christmas and a Happy and Peaceful New Year and may I remind you to mark in those new diaries that you got for Christmas the dates of the Beaulieu National, the 1st, 2nd & 3rd of August 2008.

Best Wishes, Steve

## Road Rally Championship 2007

I did promise at the end of my last article periodic updates on the HRCR UK Clubman's Road Rally championship. As I write the season has now finished and I have a few spare moments to reflect on a very unusual year.

As I explained in the Horn 169, we had now moved up to the Newcomers category. However the HRCR, in their wisdom, had decided to implement some new rules in the close season banning spot lights, door squares, and multi coloured cars; none of this affected Sunny but it did have an effect on the number of entries in the Rallies throughout the year. I explained in Horn 169 that we had a reasonably good start to the season on the Tour of Cheshire. We finished a creditable 37th out of 69 and managed our best special test ever, but leading the championship in the new Newcomer's class. There was of course 9 rounds to go.

Round 2, the Alan Rogers was cancelled due to lack of entries (probably because of the new rules), so we entered Round 3, the Ilkley Jubilee and trailed Sunny up to Yorkshire. The Ilkley Jubilee Rally was to be the low point of the season for the Rally world as a whole and to a lesser extent me. Within 30 minutes of the start, there was a serious accident involving one of the competitors. The Rally had to be rerouted around the Yorkshire Moors and during this reroute we managed to blow the head gasket. At least it turned out to be the case; we started by simply topping Sunny up with water. By mid afternoon, it started to get quite difficult and huge quantities of water were disappearing. In order to get to the end and get championship points we cut the last two Regularities and limped home not last because many others had had difficulties but way down the field. The prize giving that night was very sombre, the accident had turned out to be fatal and we went home reflecting on how dangerous motor sport can be sometimes.

Round 4 was the East Anglian Rally and the following weekend, however I didn't manage to get the head gasket fixed in time so we didn't enter. During this time my trailer was stolen from outside my house, not helping my mood at all. Round 5 was the Hughes Rally in Kent and we were back to our old selves. Sunny went well and we finished a creditable 29th (our highest to date) and second in the Newcomers class. There was one particularly fun section on gravel on MOD land. A photographer took an excellent photograph, which is now on the HRCR website, Clubmans' championship page. I shall remember it well as seconds after it was taken we hurtled sideways into a green prickly bush. No damage done but with the hood down, the bush got its own back for losing some of its branches!

Round 6 was the Welsh Rally, and like last year we didn't enter because we are warned that a sump guard is need (must get that done for next year). Round 7 was held in Herefordshire and because of the floods only 15 cars actually got to the start (we were not one of them). Round 8, because of low entries, was

moved to an alternative date. This new date Gaius and I could not make due to work commitments. Round 9 the Devonian, was cancelled completely due to lack of entries.

So the final Round 10 was the Regis Rally in Sussex. It produced a big entry including all the frontrunners from our Newcomer category. Gaius couldn't make it, so I entered with my other navigator friend Martin. Without going into great detail we missed nothing all day, visiting all controls, finding all passage checks and with no mistakes on the tests. We achieved our best result ever by some way finishing an excellent 17th overall out of 56, and winning the Newcomers class on the day. In some ways I was even more pleased with finishing 13th on one of the special tests, beating several much quicker cars and some expert drivers. I am certainly now getting a good feel for the car's handling.



Over the year we had only competed in four of the rounds, so I was still pleased when I realised that we had not won the "Overall Newcomer" title but were adjudged to be first in class in Newcomers (Overall winners have separate titles). Don't ask me to explain further. Anyway we recently received our invitation to attend the awards dinner to be held next February.

During the year we did a simple 12 car rally where Gaius and I traded places, two tours and a slightly competitive European Rally with Regularities going down to the Champagne Region in Rheims. My wife navigated, we didn't argue and she really enjoyed it. So overall it was a busy and up and down year.

Next year we will be competing again and I have just been talking to Chris Draycott about exchanging my Strombergs for a pair of twin Webers. That should give me more of an advantage on the special tests but I'll let you know how that goes. In the meantime the HRCR had decided to introduce an entry level type of 12 car championship. It is intended to use more simple navigational instructions and no special tests. The intention is very clearly to get more new people to join this sport. If any of you would like to consider this, please don't hesitate to ask me any questions on [whitehtd@aol.com](mailto:whitehtd@aol.com) or just look at the HRCR website ([www.hrcr.co.uk](http://www.hrcr.co.uk))

Peter Kleyn

## **Spares Report**

First the issue of centre track rods. The old units that are being returned must be complete with two pins, some are being returned with only one pin, obviously due to difficulty in removing the pins from the taper joint. These have been accepted so far but the £20-00 deposit rests on the complete rod.

I do have the correct tool to remove these joints (my own) and will hire it out at £4-00. This makes the job so much easier and quicker and no bits of skin missing from knuckles. The tool can be posted with the new rod and returned with the old rod so no extra postage cost.

The three items that have been under discussion recently, Radio Console, Brake Splash Plates and Series I & II windscreen rubber seals. I think I explained in a previous report my reasoning for putting together a quotation with the view to possibly having these remanufactured. I personally do not place a high priority on the Radio Console but the initial impetus must come from you the members and meet the required number requested with deposit. The same can be said for the Splash Plates, but I would like to see these materialise if only to get something moving and starting with a small item. I know that some cars are running without them as it does not directly affect the operation or efficiency of the brakes. However, I seem to remember reading somewhere in the MOT schedule that a vehicle should be complete as per manufacture, so I suggest that MOT inspectors could argue that point. I have heard it said that I would not mind making these at £80-00 a pair. Try it, that is a day's work at £10-00 per hour. I have just made a new stepladder to use in my garage to reach a storage area which took about the same time to make. I enjoyed making one, but I would not wish to make fifty!

The third item Series I & II windscreen rubbers is more encouraging. We have at long last received a reply from the Canadian company that supplies these rubbers and they are willing to undertake an order from the club. I can report to date that two members have placed an order with me and I intend to keep it open until the end of year and place an order in January 08.

Partly due to the magazine being overdue my report that you now have was written over two months ago. So when I was (and I quote) lamenting on steering boxes no longer being reconditioned and before that, the fact that we were fast approaching a point in time when spares would become more difficult to obtain, steering boxes were high up on the list of priority. In fact Eddie Zettlein and I were discussing this very subject at the National.

This is quite a complex issue. Firstly how many types are required to cover the five series? Do we go for a complete steering box or first a new column shaft and worm and recirculating nut assembly? Are there any other Traders about to undertake the same approach? This is what I would like to see - a Trader to take up the challenge.





I think I have narrowed the types down to two using part numbers which probably equate to the difference of adjustable or non-adjustable column.

On 3-4-5 with adjustable column the top support bearing of the worm, outer cone, cannot be removed from the column shaft without cutting through the shaft. This was obviously placed onto the shaft before the adjusting top end was welded to the shaft (not a good design feature).

Therefore it could be said that a good way forward would be to have a worm and nut assembly complete with recirculating balls etc remanufactured either complete with the adjusting top section or just a bottom section and the existing top section cut and welded to the new bottom section. New top cone included at the same time. If Series I & II worms are the same size as 3-4-5 (I do not know at this stage) the same could be used for the Series I & II with the column shaft being cut and welded as necessary. For safety reasons obviously the welding would need to be undertaken by a qualified welder. This may be able to be included with the manufacture, whereby the old columns are returned for the welding process.

When I reconditioned my Series 3 steering box I replaced the top cone by having one made in two halves and dowelled together, this was early nineties, still OK. I recently overhauled a Series II steering box for a member. The main worm and recirculating nut assembly was OK but the two support cone bearings were pitted. This was a weak point on these boxes, the two bearings were too small for the loading on them and in any case only one step up from a pedal cycle wheel bearing. However I did manage to get both inner and outer cones re-ground and reassembled with new ball bearings. Having just checked a workshop manual I see the boxes were made by Burman and that there are two ratios so I guess that the worms may be different.

No I do not wish to become the John Roseby of steering boxes.

Any information regarding Burman would be appreciated i.e. Are they still making steering boxes? Is the company near you? Address and phone number would help. This company also make motor cycle gearboxes.

The up to date spares list follows and don't forget all information and photographs are available on the club website:

		P & P
Petrol filler neck grommet S3	<b>£5.00</b>	<b>£0.50</b>
Bonnet badge S3	<b>£4.50</b>	<b>£0.50</b>
Grille centre badge S4,5	<b>£7.00</b>	<b>£0.50</b>
Specification plate S3,4	<b>£5.50</b>	<b>£0.50</b>
Chassis plate S3,4,5	<b>£3.50</b>	<b>£0.50</b>
Stainless Steel hose clips set (Engine)	<b>£24.00</b>	<b>£2.50</b>
Tank cover chrome screw set S3,4,5 (includes cup washers)	<b>£10.50</b>	<b>£1.50</b>
Door step chrome screw set S3,4,5	<b>£4.50</b>	<b>£0.50</b>
CD-ROM spares list (Alpine & Tiger)	<b>£5.00</b>	<b>£1.00</b>
Top / bottom radiator hose set S2 (per pair)	<b>£20.00</b>	<b>£2.00</b>
Accessory bar (all series).Original spec as part no. 1201417. Mounts on bumper bolts behind bumper support bar no. 1201420 and / or fog & spotlight brackets.	<b>£26.00</b>	<b>£3.50</b>
Badge bar (all series). Original spec no. 1201420, mounts on 1201417.	<b>£48.00</b>	<b>£4.50</b>
Fog & spotlight brackets (Accessory bar mounted) per pair	<b>£42.00</b>	<b>£2.00</b>
Fog & spotlight brackets (Bumper bolt mounted) incl. fitting kit, per pair	<b>£48.00</b>	<b>£4.00</b>
Series I- IV bonnet. Only slight rust on inner edge (no dents)	<b>£40.00</b>	
Bonnet, good condition, no dents only slight surface rust, round corners	<b>£60.00</b>	
Series I - IV boot lid. Rust on one inner corner with some holes. (No dents or holes on outer skin). Round corners	<b>£20.00</b>	

Boot rack (all series), Original spec as part no. 2201303. Fits recessed holes in bootlid strengtheners.	<b>£180.00</b>	<b>£11.00</b>
1 x stop light switch	<b>£8.50</b>	<b>£1.00</b>
Cigarette lighter replacement. Genuine Rootes socket, bulb holder & element (no knob). Pt. no. 29102W.	<b>£12.00</b>	<b>£2.00</b>
Lucas new L/T lead with terminal block	<b>£10.00</b>	<b>£0.50</b>
Series V handbrake rod clips new each	<b>£2.00</b>	<b>£0.50</b>
Boot lock complete, s/hand good condition	<b>£10.00</b>	
Lucas headlamp trim peak, N.O.S in box and still in primer. (single)	<b>£40.00</b>	
Headlamp bowls, complete new units (bowl, chrome ring with retainer, all electrics, springs, rubber gasket etc.)	<b>£30.00</b>	
Various used speedo heads, please phone with SN number	<b>£20.00</b>	
Rear lamp assembly N.O.S boxed with rubber gasket & body	<b>£50.00</b>	
Motorcraft sealed beam light unit (1 only)	<b>£10.00</b>	
Lucas 10AC Alternator brush box complete new 54216365	<b>£15.00</b>	
Lucas 10AC brush set 54215076	<b>£10.00</b>	
Lucas 10AC screw kit 60600427	<b>£5.00</b>	
Override rubber buffer new	<b>£8.00</b>	
Horn, good secondhand, 2 available, both high note	<b>£10 ea.</b>	
Rear lamp and flasher lenses, Lucas boxed as pair	<b>£40.00</b>	

Radiomobile Model 1085, neg earth only	<b>£35.00</b>
Radiomobile model 80, neg or pos earth	<b>£30.00</b>
All radios in good visual condition with push button controls, but not tested.	
Modified centre track rod with ball joints c/w grease nipples. Highly recommended*	<b>£40.00</b>
Centre track rod as original with rubber bushes*	<b>£38.00</b>
*Both track rod units are now sold on exchange basis and carry a £20 surcharge, refunded on return of old unit. I suggest sending the old unit to me first to avoid the surcharge.	
Stainless steel draught excluder locating strips for door bottoms and rear of hard top, 1 metre lengths	<b>£10.00/m</b>
Series V Handbooks New	<b>£15.00 £2.00</b>
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- Continental Car Tours is an Independently Bonded Tour Operator
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## Classifieds

### Cars for Sale

#### Sunbeam Alpine Series V 1966 (KUW 802)

In my ownership since 1977. Restored in 1980s and now almost through second revamp. However, changes in lifestyle now mean that I won't complete it in foreseeable future. Very sad but it needs a new enthusiast & home.

First restoration. (1982-1986) Total bodywork and mechanical repair and re-sprayed BRG. Unique 1922cc engine with Holbay-pattern head, Webers and E128 cam. Roseby-rebuilt box & added overdrive, uprated suspension. Electric fan & petrol pump. Soft-top added with SIV bins and inertia reel belts.

Second restoration. (2002- present). Tidy-up bodywork, repaired hardtop. Re-spray in BRG (2004). Engine strip-down & refitting with lead-free head. Completely new & revised wiring to include relays and Sony cd/cassette radio. Unique full-length walnut-veneered central console incorporating radio, cd & cassette storage. Re-veneered dash.

Remaining work. Fitting of engine peripherals. Cleaning & re-assembly of oily bits, door innards, and interior/hardtop trim, refitting of soft-top. Finishing veneer and refitting of new dashboard. All rubbers and bits in sale.

To be sold with various panels &

boxes of bits acquired over 30 years of enthusiasm, with books, Horns (9 - present), National Plaques, articles, notes, photos and assorted paraphernalia. Further info' available plus full spec'.



**£2500/offers**

Contact Mike  
Pontypridd, S. Wales  
01443 400056  
mdux@btinternet.com

#### 1967 Sunbeam Alpine Series V sports (HOX 395E)

Polar white (chassis no. B395013622HRO) with original black interior, soft top and original 1725 engine. Car is in good sound useable condition with MOT until May 2008 and has always been garaged. Present owner for 26 years and car has made every Alpine National between 1987 and 2004 as well as trips to France, Belgium, Germany (including the Nurburgring) and Spain! Fitted with overdrive, fog/spotlights, tow hitch, Kenlowe fan, reconditioned brake servo, stainless steel exhaust system and new distributor. Full service history. Tonneau cover.



**£5,250**

Contact Bob 01823 257419  
(Somerset)  
bob.standing@btinternet.com

**Sunbeam Alpine Series I 1960  
(SFO 765)**

Red. Excellent bodywork and chrome, waxolyed underbody. Recent work includes unleaded 1725cc engine, gearbox/overdrive, alternator conversion, electronic ignition and Series V front suspension and brakes, all by Alpine specialist. MoT Expiry Date: 08/10/08 Lovely interior includes black seats/red piping, wooden dash and steering wheel.



**£6750**

Contact Dave on 07506 147616  
(N. Yorkshire)  
dhaley135@btinternet.com

**Sunbeam Alpine Series IV 1965  
(FNN 84C)**

Mediterranean Blue Beautiful Series IV. Full MOT (passed on 28th Aug),

always garaged, never driven in the rain. Comes with cover, hardtop (in need of some restoration) plus all of the extras I have gathered over the seven and a half years of owning this car.



**£4500**

Contact Clive (Lincolnshire Area)  
01780 763466  
cs@uppingham.co.uk

**Sunbeam Alpine Series IV 1964  
(AYH 214B)**

Red. Recorded mileage 48k. Cream upholstery/hood 12 months MOT 08/08/2008. Taxed as historic vehicle (i.e. with free tax disc). I have owned this car since June 1980. It was subject to extensive body restoration in the mid 80's including new sills, lots of welding, bare metal respray, converted from GT to Sports (i.e. hood fitted) and new upholstery/trim. The car has been MoT'd most years since then, but has had remarkably little use - in fact only 1200 miles since the MOT in 1991! The paintwork has fared reasonably well but there is a little surface rust particularly on the bonnet and boot lid (as these were replaced and unfortunately not stripped back to bare metal and would therefore benefit from a respray. Some trim would also be needed to improve the interior, e.g. new carpets. I have finally decided

that it is time to part with the car, as it deserves to be used regularly and upgraded back to its earlier standard. Included with the car are:

Spares including hood frame, seat, radiator, twin Zenith carbs, twin Stromberg carbs, exhaust down pipe, and the usual collection of bits and pieces. Set of Alpine Horn from Issue 19 (Summer 1980) to date (my membership number is 864, so one of the early ones!). Car is located in Cornwall, in easy reach of mainline station or M5/A30 dual carriageway, why not treat yourself to a short break in a lovely area?



**£2800**

Contact Eddie 07901-513799  
St Austell Cornwall.  
eddie.sugar@imerys.com

### **Sunbeam Alpine Series II 1962 SZC 592 Restoration Project**

Red with red upholstery and black hardtop. Right hand drive. Restoration project. Not driving. Unused and garaged for 26 years. Body and hardtop reasonable. Soft top holed. In original specification with no extras or alterations.



**£1,000**

Editors Note. This Alpine is a CKD as identified by the chassis number 9150056 and the engine number 9160056.

Contact Patrick 00 353 1 6272436;  
00 353 1 6285322 County Kildare,  
Ireland.  
patrickneligan@hotmail.com

### **Sunbeam Alpine Series III GT 1963 (ALC 68A)**

Wedgwood Blue, black interior. Good chrome, good condition all round although upholstery needs minor work. Good hardtop.

**£4500 ono.**

Contact Ron 01472 870127  
(Grimsby Area)

### **Sunbeam Alpine Series IV 1965 (CKN 349C)**

Red. Automatic gearbox. Hard/soft top. Same owner for approx 40 years (2nd owner). Stored in museum for last 10 years. New MOT. In need of minor renovation.



**£5000 ovno**

Contact Edna 01202 475730  
(Christchurch Dorset area)

### FRAUDULENT EMAILS

It has been brought to the club's notice that some owners advertising their Alpines for sale have received fraudulent offers. These take the form of an email offering to buy the car but sending more than the asking price thus requiring you to refund the excess via your bank account. Under no circumstances should any reply be made and delete the email at the first opportunity.

However, the request to do this transfer may not arrive in the first or even second email, so please be careful when replying to enquiries.

Many thanks

Regards

David Bradley  
Registrar/Web Site Editor

### Parts for Sale:

Speedometer in new condition. **£50**

Rev. Counter also in new condition **£50**

Window glass LHS for S3 Alpine **£30**

Windscreen glass, S3 Alpine **£60**

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john@roseby31.fsnet.co.uk

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Humber Sceptre 1973 Owners Handbook. Good condition. **£6**

Alpine front suspension assembly complete with hubs and discs. **£100**

Sunbeam Tiger 260 engine, dismantled. **£350**

Sunbeam Tiger torsion bars, unused, need welding. **£75**

Pair seat mountings. **£35**

Pair soft top/hardtop catches, rechromed. **£50**

Series IV-V overrider, rechromed. **£40**

Contact Bob 01823 257419  
(Somerset area)  
bob.standing@btinternet.com

## Great Moments of 2007

1. In July, Val and I drove our Alpine to Switzerland on a tour arranged by Continental Car Tours. The last time we were there was August 1976, just after I replaced the sills and front wings and had the car resprayed. This time (with the same paint), we drove 1900 miles in 9 days, including Alpine passes up to 6000 feet and managed a day's walking up in the Alps. Called in at the Schlumpf Museum on the way home. As Val said - 'no-one needs that many Bugattis.' I believe they acquired 130. A strange and largely vulgar collection; not only no Alpine, but not even a Model T!



2. The venue for the 2007 SAOC National Saturday evening meal - on the platform at Quainton Road Station between two preserved trains - was outstanding, but the Great Moment was provided by the three 'Gentlemen of Jazz' - playing clarinet, banjo and Sousaphone. Not only were they accomplished musicians but great entertainers as well. The only other occasions we have had anything like it were in Sussex (1984?) with a 'Big Band' and in Cornwall last year.



Otherwise, we have had discos offering a variety of music but, without exception, MUCH TOO LOUD. Will the Solent Area and those following please note?



3.The 2007 National organisers made arrangements for us to visit the Rootes Archive just a few minutes' drive away. We were welcomed there by Gordon Jarvis, one of the Trustees. After looking around the excellent facilities and wealth of material, I had a thought.

I recalled that as a Rootes/Chrysler UK Student Apprentice, I had spent some months in the Drawing Office at Whitley and while there had, not surprisingly, created a few drawings. I remembered that I produced the drawing for the fresh-air vents and heater controls for the North American Spec (NAS) 'B' Car – known here as the Hillman Avenger but as the Plymouth Cricket in the USA. We found the part number from the Parts List, and a card reference.

Then, after 10 minutes working through the room-full of drawing cabinets – a result! There it was; drawn by J C Barker on the 23rd March 1971 in pencil on A2-size plastic film. A piece of (my) history from 36 years ago!

*Chris Barker*



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## CANNES 2009???

The 50th anniversary of the launch of our beloved Alpine occurs in 2009, June/ July time. For some time, there has been a suggestion that there should be a club tour to Cannes to commemorate the event, and Bill Barwell has put some suggestions on the Forum regarding the itinerary in UK, which are useful. Such an event is going to require a lot of organisation, and could put the club at risk (we are not a travel agent!!), so Continental Car Tours have been approached to do it for us. They ran an excellent tour to Compiègne in September, even though only 6 cars took part. They will run a similar tour to the Ardennes in September 2008, and a number of members have used them for other tours with good results.

I have given them an approximate itinerary as follows:-

Ferry Dover/ Calais on Saturday morning  
Overnight stops in Troyes and Bourg en Bresse, arrive Cannes Monday evening  
3 nights/2 days in Cannes, depart Thursday morning  
Overnight stops in Macon and Reims  
Saturday lunchtime/ afternoon ferry Calais/ Dover

It is over 1200 km (750 miles) from Calais to Cannes, and the above itinerary will be challenging for cars (and drivers) who are not used to working hard for such a long time.

CCL have come up with an estimate of £659 per person for the trip, based on 2 people per car, staying in Mercure hotels on a bed and breakfast basis, and staying in Antibes rather than Cannes to keep the cost down. Add to this another £100pp for a couple of group evening dinners, and you are looking at over £1500 per car plus at least £300 for petrol in France.

The itinerary can be changed, and the tour shortened/ lengthened to suit individuals, but this would be the broad basis for the event. Exactly what we would do in Cannes for 2 days would need further discussion, and obviously all our pals in France, Spain, Germany, Switzerland etc would be invited.

I am concerned that the cost, distance and timescale will be off-putting for nearly all members, so I am looking for expressions of interest now from members.

Please email /phone/write to the address on the committee page if you are interested.

*Graham Howard*  
Secretary



## Alpine Regalia

### Seasons Greetings to you all

At the recent committee meeting there was a brief discussion over Peter's suggestion to reproduce the radio console and how some members thought there are more important items to be reproduced. The outcome was in my view lack of communication, the committee try to do the best for the club but we need to hear from the members to understand their views, concerns and what they want from the club.

So how this for a New Year's resolution, 'To get involved in the car club of which I am a member' it does not have to be a lot of time or effort.

The 50th anniversary of the Alpine launch is in 2009 and we are already thinking about what we want do, so any ideas please to any of the committee.

What about that last minute (alright 2 week) extra stocking filler.

***Please enquire what stock I have prior to sending your cheque to avoid disappointment.***

Regards, Doug

**Sweat Shirt** XL in black & red; L in black & red; All with Alpine script in white or black. (contrast) **£10.00**

**Polo Shirt** XXL in white; XL in red, burgundy, green, & black; L in red; M in green. All with a small inscription reading SUNBEAM Alpine. **£10.00**

**Embroidered Polo Shirt** Navy blue polo shirt with embroidered club logo, M, L, XL, XXL. **£17.00**

**T Shirt** Navy, featuring club logo in red, white and yellow. In sizes XXL, XL, L & M. **£8.50**  
Children's sizes. 116 & 128 cms **£7.00**

**Car Badge (Badge Bar Mounting)** Designed to match the grille motif and steering wheel motif with an acrylic centre-piece set in a polished metal surround. Boxed complete with fitting screws. (new stock on order) **£29.00**

**Alpine Model** Beautifully crafted high detail 1/43rd scale collector's model (Lansdown) of the Series III. Available in black. **£31.00**

<b>Scale Model Kit</b>	SeriesIII 1/43rd scale die-cast metal parts for you to paint in your own colours and assemble yourself. All the necessary parts to make either an open top, hooded or hard-top. Please specify which Series you require.	<b>£25.00</b>
<b>Lapel Badge</b>	Chrome and enamel featuring club logo.	<b>£2.00</b>
<b>Cloth Badge</b>	An embroidered badge for sewing to jackets etc.	<b>£4.00</b>
<b>Mousemat</b>	200 x 240 x 5mm hard top mat showing a montage of photographs from previous nationals overlaid with pictures of each of the five different Series and the club badge.	<b>£2.00</b>
<b>Alpine Guide</b>	Latest edition containing invaluable technical information reprinted from past issues of the Alpine Horn. An excellent supplement to your Workshop Manual.	<b>£8.00</b>
<b>Horn Binder</b>	A binder holding up to 14 copies of Alpine Horn and Members Handbook. In black or blue	<b>£5.00</b>
<b>Alpine Key Ring</b>	Club key ring with the Sunbeam logo and script reading 'Sunbeam Alpine Owners Club'. Three colours of enamel with an acrylic coating mounted on a leatherette fob. <b>TBD</b> (new stock on order)	
<b>Windscreen Sticker</b>	Cling plastic - club logo.	<b>£1.00</b>
<b>Rear Screen Sticker</b>	600mm cling sticker "I'd rather Drive my Sunbeam Alpine"	<b>£2.00</b>
<b>Tax Disc Holder</b>	Cling plastic, features club logo.	<b>£1.00</b>
<b>Post-it Pad &amp; Pen</b>	Self-adhesive notelets and Scheaffer ballpoint pen both printed with 'Sunbeam Alpine' script with a small Alpine illustration on the notelets	<b>£3.00</b>
<b>ARCC Badges</b>	A yellow ellipse with blue lettering 'Association of Rootes Car Clubs'. Metal £9.00; Plastic £2.00; Lapel	<b>£4.50</b>
<b>Tiger, Alpine, Rapier'</b>	Richard Langworth's interesting history of the three models available in hardback.	<b>£20.00</b>
<b>Mug</b>	Earthenware with club logo & illustrations of 2 Alpines.	<b>£4.00</b>

## Around The Areas

### **Merseyside & Cheshire**

WALLED TOWNS TRAIL CAR RUN  
30 September 2007

The walled towns run is organised by the town councils of Chester, Denbigh, Conwy, Caernarfon and Beaumaris and is basically a steady run out of 90 miles or so, this year starting at Beaumaris (Anglesey) and finishing at Denbigh.

160 cars from Vintage to 1973 tackled the run which visited Caernarfon castle and then took in fabulous scenery including the long haul up the Llanberis pass at the foot of Snowdon and beyond to Capel Curig. Tea was taken at Conwy and then it was off again to the judging for 'car of the run' at Denbigh. Unfortunately the Mayors of all the towns, who do the judging, took too long over lunch and we had to leave before the announcements and so cannot report an Alpine success story.

We did however have a very pleasant day out, spending most of it in close company with an Imp powered Clan Crusader and a pesky TR6 which we could not shake off. Did I mention it was to be a 'steady' run, not so when you've got the straight six of Triumphs best in your ear. PMT's H120 holding her own nicely.

The run is not advertised so should you wish to join us next year, and

you live in one of the organising towns, I recommend you get your car on the list at your town hall. You will, nearer the time, receive an invitation. Numbers are limited so reply immediately and I hope to see you there. Best of all it's free and well organised, finally got something from my local council rates.

Attached taken at the Beaumaris start with PMT in good company.

*Mark Goodwin*



### **Somerset Area**

We had a fair turnout at the Honiton Hill Rally on August Bank Holiday Monday with 5 Alpines plus Chris & Val's Series V and Model T on another stand. Les who has recently moved into the area arrived from Exmouth in his red Series V which he has owned for nearly 40 years! The former Heartbeat Alpine (LVY 666F) also joined us.

Highlight of the show is the agricultural auction where anything can turn up including the odd classic vehicle!

Another superb gathering was held on 16 September at Hatch Beauchamp where 1,000 cars arrived from vintage through to modern classics. We had 3 Alpines, 2 Harrington Le Mans (rare to see one let alone two) and 2 Tigers on display.

It's encouraging to find Alpines and Harringtons emerging locally that we had no idea existed. Hopefully I have encouraged their owners to join the club.

*Bob Standing*



### **Solent Area**

The last meeting this year was at the White Buck, Burley on 7 October. For such a late meet the weather was glorious 11 Alpines graced the car park and Sunday lunch was taken on the terrace bathed in warm autumn sunshine.

Three new Alpine owners arrived and are now on our distribution list. Edna has had her Red Alpine Series IV automatic since 1967.

She is the second only and was given it as a present for passing her driving test.

It has been in a museum for the last 10 years. Edna has not driven it for about 30 years when she turned up at our meet.

Winter time will as usual be used to spruce up our cars, with the added task of monthly meetings to prepare for 2008 Beaulieu National (see back page).

*Tony & Lynda Grey*

023 8069 3836

[solentalpine@hotmail.co.uk](mailto:solentalpine@hotmail.co.uk)



## Events 2008

### January

6th 6th International Classic Car & British Motorcycle Restoration Show, Donington Park, Derby DE74 2RP. The title of this show is so long that the website doesn't feel the need to tell you any more about it, but I can add that it takes place at the home of the famous Grand Prix circuit, where you will also find the largest collection of Grand Prix cars in the world.

[www.classicshows.org](http://www.classicshows.org)

Tel: **01484 452002**

13th 7th Lanark Autojumble, Lanark Agricultural Centre. on A73, Lanark, ML11 9AX. This is a small but growing show and it might make a pleasant break in the monotony of winter. It's organised by an outfit I haven't come across before, but you can learn about this and other northern shows on their website.

[www.markwoodwardclassicevents.co.uk](http://www.markwoodwardclassicevents.co.uk)

Tel: **01253 407779**

20th "Bitz & Pieces" - 3rd Malvern Classic Car and Bike Spares Day & Autojumble, Three Counties Showground, Malvern, Worcs. WR13 6NW. Well, it's my birthday, so I shall have other things to do, but you would find it easy to get there along the M5 or the M50. If you visit, you might let me know what you think of it.

[www.classicshows.org](http://www.classicshows.org)

Tel: **01484 452002**

### February

16th-17th Footman James 29th Bristol Classic Car Show, Royal Bath & West Showground, Shepton Mallet, Somerset, BA4 6QN. As I said last year, this is a big show and it continues to get bigger, with a large autojumble - 250 stands this year, they tell me.

[www.nwe.co.uk](http://www.nwe.co.uk)

Tel: **0117 907 1000**

23rd-24th #20th Anniversary# The London International Classic Car Show, Alexandra Palace, Wood Green, London N22 4AY. This is also a very big show, and so popular that in 2007 it was run twice, once in February and again in October. Perhaps that's why the organisers are making a splash of this being their 20th anniversary, rather than just adding a serial number.

[www.classicshows.org](http://www.classicshows.org)

Tel: **01484 452002**

### WHAT'S GOING ON?

In December I asked for members to let me know of any interesting events calling for local or specialised knowledge, and I'd like to thank everybody who responded, whether by letter, email or phone call. I hope that, once again, if you know of anything like the Harrington Gathering or Bournemouth's Cars on the Prom, you'll tell me about it, preferably well in advance so that I can check details. Meanwhile, you may have noticed that I've started putting in postcodes for various venues, so that anyone using those decadent modern satnav devices (as I do, shame, horror) can find their way more easily. I hope it proves helpful.

*John Korving*



*Merry Christmas*  
*Happy New Year*



## **GARY'S REBUILD - CUE 669B - PART 1**

### History

As I outgrew motorbikes at the age of 44 due to a combined decision of common sense, my wife and the local magistrate!, I decided that some sort of old car was the thing for me – a nice safe hobby that I could potter with in my old age. It had to be a soft-top British sports car that I could afford and being 6ft 2" tall, get in and out of.

After studying every Classic car magazine known to man, I noticed that all I ever circled in the "For Sale sections" was Sunbeam Alpines, never runners, but hopeless cases with trees growing out of them – you've all seen examples.

This wasn't a conscious thing, it just happened. It would appear the decision had been made inside my head - it had to be an Alpine. I loved the "Batmobile" rear fins, the scarcity and the overall style of the car. Additionally, they were affordable and were different – how many do you see on the road or at shows – compared to Spitfires or MGs? Also, I blame the classic car publishing industry. Every magazine has articles on either exotica, MGs or to a lesser extent Spitfires. The lowly Alpine (or that's how they all portray it) is largely ignored. Just flick through your back issues – you will see exactly what I mean (come on editors, sit up and take note) .

So, I found myself looking for a lost cause, an under acclaimed underdog to restore to shining glory. I became the worlds Anorak at Sunbeams, quickly deciding that the only one for me was the Series III ideally the GT – why?

Well it was the last of the "big finned" models, a huge boot, twin fuel tanks and a reasonably torquey 1600 cc engine and servo assisted disks at the front. The GT was odd in that it was only available with a hard top or no top. It did however have the lovely wooden dash & steering wheel, a heater, carpets and overdrive (to order). A handful were built with a proper factory order soft top – but not many at all. The beauty of this conversion (and of the other variant "Sports" model which was only available in soft top mode) was that the hood stowed away completely into folding bins behind the rear seats – very neat.

So the ideal choice would be a GT with a soft top conversion, giving the combination of all the extra features above, plus a soft top for when it rained!

Because of labour problems, very few Series III Alpines were built – only 5863 with around half to the GT specification. (The others were Sports models – remember, more basic and only available as a soft top). Due to their popularity in the USA, over 50% of the total production run were exported to America, of the UK contingent, very few Series III GTs have survived almost all corroding to death in our salty winters. The mechanicals however were famously bullet proof – many Californian models still running fine today with 100,000 plus miles on the old Rootes drive train. So the search began for an Alpine – cheap! Series III would be nice, a GT even nicer.

In May 2003 I found one.

Here she is. CUE 669B



She cost the princely sum of £500 on the 17th May 2003 – plus another £140 to transport her home. With the car came about twenty boxes of bits plus:- 3 engines, 3 gearboxes, 12 wheels, 6 fuel tanks, 2 diff's and lots lots more.

Apparently, a Gilbert Woodcock of Swadlincote bought her for restoration in 1984. In two years, he removed some of the corrosion and welded on some new body panels & cills and procured a second hand less rusty bonnet & boot. He lost momentum and in 1986 sold it to Gary Short. Gary pushed it into his lockup and for the remaining fifteen years he didn't touch it but hoarded Alpine spares, chucking them into the lockup on top of CUE 669B. His impending house move meant loss of the lock up and I turned up in the right place at the right time to buy it.

The reg number is not original – the car is an early 1963 model, pre age related numbers, so why the B plate? Well the original number JMJ 121 was desirable and was transferred back in 1964 i.e. B reg issue. The DVLC assure me that if I finish it, I can have an age related plate re-allocated to her.

To many (especially my horrified neighbours who witnessed the transporter turn up) she looks like a rusty heap of rubbish, but I could see a couple of years of cheap fun, which would result in a gleaming little English sports car gracing the roads again. The downtrodden English beauty restored to her former elegance. You sad dreamer Gary!



First – Empty the car and box up the bits. This sounds like a quick stage, but it took months. Just turning the garage into a workshop, plumbing in a compressor, power sockets everywhere, good lighting, building staging and two sheds outside to house all of the parts took valuable time without laying a finger on the car. But as they always say, preparation is everything. With correct storage, I had ample space around the car to work safely & comfortably.

This restoration was meant to be - whenever I encountered problems, I got lucky. Parts that I needed miraculously appeared, either in one of the many boxes of spares that came with the car, or on EBay at just the right price.

Right at the start of the job, a local paintshop went to the wall and I won a huge steel solvent cupboard (with its door jammed shut) for a fiver in an internet auction. When I went to collect it, it was filled with stuff, all the abrasives that I needed to finish the entire job, plus some spray guns, Schutz guns, sander, masks, gloves, six tins of assorted filler etc, etc – it was the paintshop store cupboard that nobody had bothered to open before the auction – a real Aladdin's cave.



Off with the doors, bonnet & boot & start stripping!

# **BSAC**

**PLEASE NOTE IMPORTANT CHANGES IN NAME & ADDRESS**

**FORMERLY BERKSHIRE SUNBEAM ALPINE CENTRE**

**HUNGERFORD**

**BERKSHIRE**

**RG17 0PN**

**MOVING TO LINCOLNSHIRE**

**NEW NAME AND ADDRESS**

**B.S.A.C.**

**J.L. HAYTER**

**1, CARRINGTON VIEW**

**TONGUE END**

**SPALDING**

**PE11 3HZ**

**TELEPHONE/FAX 01775 670188**

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**CALLERS BY APPOINTMENT**

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# Beaulieu



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