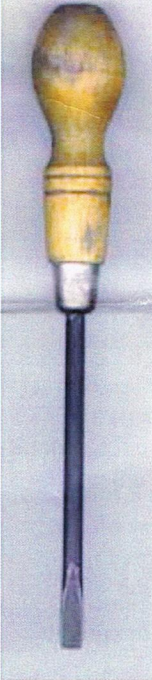


The "official" Sunbeam Tool Kit

With thanks to Mark Olsen (Tiger) US enthusiast and www.tigersunited.com for these photos and descriptions of what your toll roll should look like and what should be in it. Also thanks to Graham Vickery of S.T.O.C. (Sunbeam Tiger Owners Club) in Great Britain for supplying this information, which was published in "Cats Whiskers". Ed.



Tool Roll Bag: Four pockets inside



Screwdriver P.79758

No markings. Wood handle. Black oxide

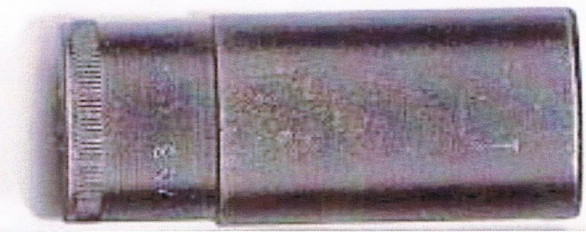


Distributor key - P.41129
(2 1/8")



Grease gun - P.45610
TECALEMIT - ENGLAND

Cast aluminium finish



Box spanner - 9221514 & Tommy bar - P.53782
Black oxide. No markings.



Spanners (Superslim)

The spanners have sizes cast on both sides. "SUPERSLIM" is cast in the center of each spanner on one side and a "MADE IN ENGLAND" symbol on the other. Spanner sizes are (left to right):

"13/16AF 11/16AF", "3/4AF 5/8AF", "9/16AF 1/2AF"; "1/2AF 7/16AF" and if you have a MK II; "15/16AF 7/8AF"



Nave plate extractor - P.102286

This tool has no markings. Alpines has a thin one (7/16") while the Tiger has a thicker one (3/4"). For removal of hub caps. 5" Black oxide



Wheel brace - P.113516
This tool has two uses. To remove the wheel lug nuts and a cranking handle for lifting the jack. Reads 3/4" P.4199 Black paint.

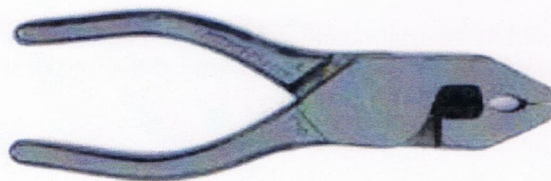


Tyre Valve Extractor. This yellow plastic tool, about 3/16 inches in diameter, is meant to remove/install the valve core from the inner tubes (or currently the valve stem). Since they now replace this entire assembly with every new tubeless tire installation, there probably isn't much call for this tool.



Adjustable Spanner - P.41399

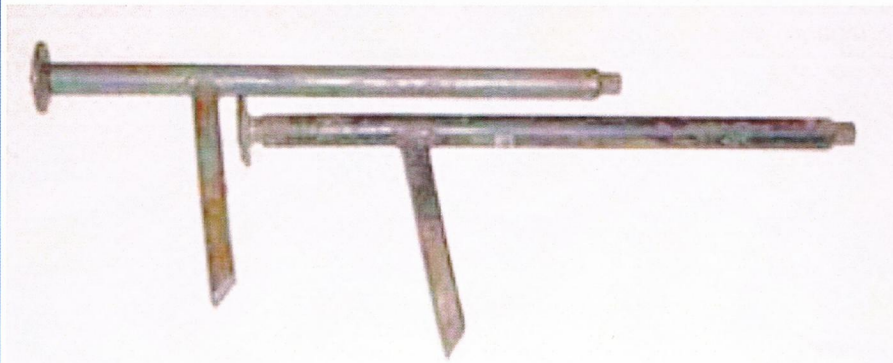
This is the famous King Dick 4" Adjustable Spanner. Detail reads KING DICK on the sliding portion. Black oxide.



Pliers - P.79756 TW Made in England.
Black oxide

The lifting jack, as they call it in Great Britain

Thanks to Graham Vickery of S.T.O.C. for supplying this information about the jacks.



Lifting jack decal Shelley - Made in England
Located 12" from top on centre, extension side.

Does anyone know why there were two lengths to the jack?

Let us know at the addresses on page 2. Eds.

Lifting jack- 5220473 (grey paint) From B9473325 and after.
19" Shelley - Made in England

Lifting jack - 12011342 (black paint) Up to B9473324
20" Shelley Made in England

**Homologation Rules for the Tiger**

From John Logan via the internet

The Tigers of Tom Patton and Barry Schonberger are classified by SCCA as GT2. The specific SCCA GT2 rules that they must conform to are as follows:

The GT category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential.

Body — 2 door, RWD driveline, 86.0 in wheelbase, windshield may be removed and a low front hoop roll cage may be fitted.

Engine — Sunbeam Type OHV with bore x stroke 101.6 x 72.9 mm Disp. 4728 cc Iron, Fuel Induction Stock Sunbeam Tiger Manifold only C30 FAB, C30F-9510E, C40F-9519-1E. Holley P/N0-80507-1(390 CFM) measured on unrestricted manifold. A restrictor plate between the carburetor and plenum is mandatory for cars running the 390cfm carburetor: 0.060b flat steel or aluminum plate with four (4) 1 1/16b holes.

Block — Ford Motorsport (P/N M-6010-A50 & M-6010-B50) are allowed.

Cylinder Heads — cross flow with 2 valves/ cylinder. Any Ford 260, 289, or 302 Windsor V-8 cast-iron production cylinder head.

Weight — 2280 lbs

Competitor shall be able to provide documentation from the manufacturer identifying application(s), displacement, engine family, and casting identification. There are no LAT options allowed and the splitter and rear wing that is allowed are made available to all GT2 competitors.