Remember Invasion VII

SUNBEAM ALPINE OWNERS CLUB OF AMERICA
INVASION VII

First Annual Official Invasion Magazine

SunbeamAlpine

GENUINE SAOCA ROOTES INVASION MAGAZINE

2007 Trophy Winners

Featured in this issue:
Todd and Ann Marie's
_Sunbeam Adventure
by Todd Nordby

SAOCA Publication

January 2008

First Annual Official Invasion Magazine

SunbeamAlpine

Bob Webb was at Invasion 2007 with his beautiful Harrington Lemans

SAOCA

PRESENTS AN EVENT NOT To BE MISSED

Invasion VIII Tipp City, Ohio Aug 28 - Aug 31 2008

The Spectacular

SUNBEAM *Alpine*

First Annual Official Invasion Magazine

SunbeamAlpine

Thank you Jan Servaites for Showing us your Harrington LeMans at Invasion VII

SunbeamAlpine
The Official Invasion Magazine

The Editors:
Scott Christie
Steven Silverstein
Steve Kirk
Steve Shuttleton
Ian Spencer
Andrew Masse
Rich Vose

Technical Editor:
Andrew Masse

Art & Graphics Director:
Andrew Masse

Graphic & Photo Contributors:
Jack Bacon
John Prittie
Andrew Masse
Mark Thompson
Todd Nordby
Dwain Cook
Jan Servaites

Articles & Writers:
Dennis Michaliga
Todd & Ann Nordby
John Prittie
Steve Kirk
Paul Almjeld
Andrew Masse

Sunbeam Alpine, Copyright 2007 by Sunbeam Alpine Owners Club of America 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 an award winning S3 Sunbeam Alpine (car owner Scott Christie) on the front cover of our first annual Invasion magazine. Included on the front page you will see images of the ultimate Tech Session: A fantastic group of Sunbeam Alpine lovers pulling together to help a comrade. See what it is like to be a part of something remarkable.

The Rootes Index / Invasion Chalk Board

- Invasion VIII Advertisement — Page 1
- Index — Page 2
- An Invasion VII Memory — Page 3
- A note from the President and Invasion VII 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
- Feature Story: Todd and Ann Marie's Sunbeam Adventure! — Page 8
- Checking In and The Trip to Waco — Page 18
- The Invasion VII Rally Photos — Page 19
- The Rally Trophy Winners and a note from Andrew Masse — Page 20
- Invasion VII Car Show Photos — Page 21
- The Car Show Trophy Winners & Banquet Photos — Page 22
- Historic race photos and SAOCA Regalia Ad — Page 23
- Confessions of a Sunbeam Addict by John Prittie — Page 24
- Putting a driver back on the road by Allan Ballard — Page 27
- Sunbeam Advertising — Page 31
- The missing stud by Paul Almjeld — Page 32
- From a Dallas boathouse to Invasion VII: by Steven Kirk — Page 34
- Historic Race and Factory Photos — Page 38
- Invasion VIII Graphic — Page 39

SUNBEAM SPECIALTIES

To: SUNBEAM SPECIALTIES

We would like to thank you for supporting Invasion VII

SS provided us with:
5 Alpine pins
1 Special Tuning reprint book
1 Alpine / Tiger Gold Portfolio book
Catalogues

http://www.rootes.com/

On Exibit:
Geoff Tedder
Race Ready #53
Alpine

The Mark Burkley Personal Tech Session: Head Replacement

GENUINE SAOCA ROOTES INVASION MEMORY

Now that is what I call Rootes Service by the donut Girl! George Coleman and Bob Berghult look on as Ed Esslinger demonstrates how the English eat donuts during the removal of the Sunbeam drivetrain.
Left to right George Coleman, Bob Berghult, Ed Esslinger

Andrwew Masse was at Invasion 2007 with his s3 Alpine

A Note From The President:

"Another Invasion behind us, and I'm proud to say we continue to refine our formula of emphasizing the enjoyment of the cars. Our goal has always been a minimum of activities to allow for a more relaxed atmosphere, keeping costs down, yet providing an experience that will keep you coming back.

Invasion VII was all of that in spades. We broke new ground this year as many pitched in to replace a broken engine in one of our attendee's cars. You can read more about the transplant in this issue, but it was quite a Herculean task accomplished in less than 24 hours! Soon the fortunate couple were on their way home, thanks to the helpful crowd who gave of their time and talents to get their Alpine back on the road. To me this summed up the true spirit of our annual Invasions. Alpine people are always willing to help, and are truly focused on keeping our cars on the road and on display to the public. Far too long has the Alpine hid in the shadows of its competitors - MG, Triumph, Austin-Healey, and even its sister the Tiger. With the 50th Anniversary of the introduction of the Alpine soon upon us in 2009, now is the time to complete your projects and get your Alpine back out there for all to enjoy.

Plans are underway for Invasion VIII to be held once again in Tipp City over Labor Day Weekend. If you missed out on the past Invasion make plans now to attend. Bring your parts for sale, and your questions and projects, and I guarantee you there will be a crowd waiting to help with advice and knowledge. It's what the SAOCA's Sunbeam Invasion is all about.

Cheers,

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

The Official Agenda for Invasion VII:

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

Thursday, August 30, 2007

All Day	Arrivals at host hotel
All Day	Those selling parts can set up at Ian Spencer's
4:00 p.m.	Drive to Ian's for informal get together (drinks, hot dogs / hamburgers provided - BYOB)

Friday, August 31, 2007

Breakfast on your own

8:30 a.m.	Drive to Ian Spencer's "Boots to Bonnets" Shop
9:00 a.m. 11:30 a.m.	Registration at Ian Spencer's
9:00 a.m. 9:50 a.m.	Tech Session # 1 Wire Wheels / M. Phillips
10:00 a.m. 10:50 a.m.	Tech Session # 2 Valve Adjustments / J. Ellis
11:00 a.m. 11:30 a.m.	Tech Session # 3 Keep Your Cool / I. Spencer
11:30 a.m.	Drive to WACO Air Museum for boxed lunch and tour
11:45 a.m. 1:00 p.m.	Visit and tour the WACO Air Museum (Admission & boxed lunch costs are covered in your registration fee)
1:00 p.m. - 5:45 p.m.	Free time / Registration buy / sell parts, talk shop
5:45 p.m.	Drive to Hickory River BBQ for dinner
6:00 p.m. 7:45 p.m.	Dinner at Hickory River BBQ (pay on your own / sun room reserved for 50 people)
After Dinner	Return to Ian's for more tall tales

Saturday, September 1, 2007

Breakfast on your own

8:00 a.m.	Drive to Ian Spencer's "Boots to Bonnets" Shop
8:30 a.m. 11:30	Road Rally (no more than 3 hours); cost $30 / car
8:30 a.m. 5:00 p.m.	Car Show (bring your parts for sale during the day)
12:00 p.m. 2:00 p.m.	Catered Lunch Skyline Chili (pay on your own)
1:00 p.m. 2:00 p.m.	Tech Session # 1 - Brake Calipers / M. Phillips

Saturday, September 1, 2007 Cont.

2:00 p.m. 3:00 p.m.	Tech Session # 2 The Weber DGV / R. Vose
3:00 p.m. 4:00 p.m.	Tech Session # 3 Differentials / J. Servaites
5:30 p.m.	Drive to Banquet
6:00 p.m. 9:00 p.m.	Banquet Harrison's in Tipp City Meet your officers Trophy Awards
After Dinner	Return to Ian's or collapse in hotel room

Sunday, September 2, 2007

Breakfast on your own

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

Wow, this Blue Series II Alpine made my day!

Invasion Banquet Schedule of Events

Saturday September 1, 2007

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:

- Andrew Masse created club logo, window stickers, trophies all free of charge and at his own expense (present club shirt)

- Scott Carothers @ Merrick Printing (printed at cost and he paid for postage)

ROOTES
HUMBER
HILLMAN
SUNBEAM
SINGER

To: Rootes Parts Holland

We would like to thank you for supporting Invasion VII

Rootes Parts provided us with:

2 trunk lid pulls.
1 Lucas switch repair kit.
1 Series IV, V, Tiger grille badge holder.
1 45D4 Distributor with cap and vacuum advance.
1 thermostat housing for 1600 cc.
1 water outlet pipe for 1600 cc.

http://www.rootesparts.com/

HARRINGTON ENGLAND

RAM DESIGN

GENUINE PARTS ROOTES SPECIAL ACCESSORIES

ROOTES SERVICE

To: Andrew Masse

We would like to thank you for supporting Invasion VII

Andrew provided us with:

11 custom badge bar trophies.
Invasion VII custom posters

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

SUNBEAM ALPINE
ROOTES
SERIES 3 DRIVER

Ian Spencer dazzled us with his Harrington Alpine

We Must Remember Our Sponsors.

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

Apple Hydraulics
- 3 $25 off coupons
- Flyers

White Post
- 1 imitation chamois
- 3 NAPA socket sets
- Flyers

Rootes Parts Holland
- 2 trunk lid pulls
- 1 Lucas switch repair kit
- 1 Series IV, V, Tiger grille badge holder
- 1 45D4 Distributor with cap and vacuum advance
- 1 thermostat housing for 1600 cc
- 1 water outlet pipe for 1600 cc

Scott Christie
- 3 autographed Mario Andretti biography books

Steve Silverstein
- 3 Sports Car Forum books
- 2 Cobra in the Barn books

Sunbeam Specialities
- 5 Alpine pins
- 1 Special Tuning reprint book
- 1 Alpine / Tiger Gold Portfolio book
- Catalogues

Classic Sunbeam
- $100 Gift Certificate for "Diamond In the Rough"

Ian Spencer
- 1 Mini Mag Lite

British Wiring
- 1 logo golf shirt
- business cards

British Wire Wheel
- Catalogues
- Spanners
- Tire pressure gauges

Delta Cam
- pads of paper
- Stickers
- free cam grind certificate
- T-shirts

Andrew Masse
- Custom Invasion Posters
- Ralley Trophies

To: Steve Silverstein

We would like to thank you for supporting Invasion VII

Steve provided us with:
3 Sports Car Forum books and
2 Cobra in the Barn books

Sunbeam Alpine, 1964 SCCA F-Production National Champion

Brad & Michelle Babb were at Invasion 2007 with their SV Alpine

The Day to Day Invasion Report by Dennis Michaliga
(Information taken from the SAOCA forum daily postings)

Day 1
"This in no way is an official report of the first day of Invasion VII". Please note that this is my first Invasion and I thought it best to pass on a few of my observations as a new kid on the block. We first checked into the Tipp City Holiday Inn and it was fun to see all of the Sunbeams scattered through out the parking lot. I see that there are a good number of strange motor heads out and about and thank goodness for that. I have met some very interesting folks today and finally have been able to put a face on some of the Forum handles that I have enjoyed communicating with this past year. It has also been great to see Ian's place and workshop, as it is a site to behold. Not once did I here "Man, could I work on my Sunbeam better if I had a place like this", I must have heard it 100 times and this is only the first day. What a nice set-up Ian has here in Tipp City. We started the day by cleaning out the garage and workshop and as the Invasion officials handed out more duties as people arrived. Ken Ellis came with an early Series shell for sale, it may be in need of a little love but it was pretty solid. Eric has come with gauges galore and as I look up from the sales table Jim E. arrives with a hair-do that could only be appreciated by one who has had a few too many. A hair-do like this can only be explained as, 9 hours at 70 MPH with the top down, scary! Jack Bacon has arrived with a lot of parts, Andrew Masse has just pulled in with the trophies, stickers and other regalia and I have the shirts. I have found out that Steve Kirk hates cheese but love to drive his Sunbeam, I guess he would having driven his car all the way from N. Dallas. Dallas, Dallas, wasn't that a late night soap opera? Scott made some great President decisions like, "hey you, put those Port-A-Johns right here". A good number of folks have arrived with parts to swap or sell, it is good to see this spirit of sharing spares. All in all we are close to 25 people, I can see 12 to 15 Alpines and another 10 in various stages of resurrection. It is great working on the cars and having a few beers but then it can be a slippery slope after having a few as one can tend to think they can fix anything after a few. I am sure even after some repairs are made today, I am sure that this tinkering will continue today, Saturday and possibly Sunday, I just love Sunbeams.

Day 2
Things really started to heat up today and then it all ended with a BANG and I mean BANG, more about the later. As people and cars showed up, Scott directed everyone to their assigned areas. This was an area set out in Ian's South 40, designated by series of car and make. There was even a "Dark Side" signed area for those who have the cylinder growth disease. Mike, Jim and Ian gave some great tech sessions on wire wheels, valve setting and radiators. The valve setting tech session started off a little slow but once Jim woke up the valves where then put to sleep from a loud chatter to a soft humm. People started to mingle and swapped stories, lies, parts, and I met some really interesting people. We took a trip to the WACO air museum and we where informed that its pronunciation is WACKO, not way-co. The tour was great and we saw some beautiful planes. I would suggest Googling WACO if you have interest in historic aircraft. It was great fun whipping back to Invasion central (Ian's place) with the other Sunbeams scattered about the highway. Now was a great time as people scattered about the property and did what they wanted as we had a few hours before dinner. Some people were working quietly on their own cars, Andrew pulled his dash to mount the correct Smiths clock in this car, never mind that it may not work as it was the correct one for his Series 3. Mark Burkley was deep under the bonnet of his Series 5 pulling the head due to a faulty head gasket and would be most of the day. Ian was working hard on this Harrington and he I believe was competing with Mart on time spent under the hood. We then took a 5-minute hop to a great restaurant in hope to fill their parking lot with our cars. The Ribs and fellowship was a great deal of fun as be began to talk about rally teams for the next day. We returned from dinner and Mark was still trying to get his car going. Shannon, Jim E. and others were advising him what the problem might be. Then "BANG", low and behold a young couple from Chicago who just purchased an Alpine and driving back to Ian's thru a rod! I was filled with amazement as my surrounding changed from light hearted tinkering fun to a quest. Without any discussion someone said, "Guess we are swapping an engine tonight" and just like that two Sunbeam super heroes jumped into a truck with a tow rope to bring the stricken Alpine back to the shop. Ian and Jim whipped off to the "Bat Cave" (Ian's Sunbeam storage facility) to retrieve a new engine and tranny. When the car arrived there was a flurry of hands diving into the little white Alpine unbolting the bad engine to swap it out. It became a concert of determination to get the job done and it was just an amazing thing to watch. I left around 10:00 PM but I heard from others there was more to the story. Please see the enclosed story.

Day 3
Well, first thing today is the fun car Rally. Unlike some people I went back to the hotel to get my sleep for the big Rally event. Others had been up all night doing the new engine swap on the white Chicago Alpine. I would have stayed to help but a number of us where just in the way, only so many hands can fit into one engine bay. At the Rally staging line we found that we lost a few "all night grease monkeys" to the engine swap and they just didn't have enough energy to do the Rally. We understood and still had a great time whipping through the gears on the back roads. Dave from Toledo volunteered to be my navigator. He was a great navigator saying things like "No, the other right stupid"! We found our way around and gathered lots of scavenger items. Too bad one of the scavenger items wasn't for dirty underwear because we had those when I pulled in front of a car at an intersection, Dave saved us along with sweet pea (my car). The stories, the great people, tech sessions, beer, food, location, weather, beer, parts, information, beer, oh I said that didn't I, all a bunch of great fun. As a first timer I'll tell you it would be crazy not to be back. If you have not had the chance to attend, start planning today and be there next year as it is a great experience. I know it is in the back of many minds questioning if your Sunbeam can make such a trip, plan and prepare your car as it is an adventure and it puts a smile on your face when you think back. It is not hard to enjoy the scenery of our great country and seeing the smiles on the faces of others as they see you pass, make it an adventure.

End of report.

Dennis Michaliga was at Invasion 2007 with his SIV Sweet-Pea

Todd and Ann Marie's Sunbeam Adventure

It's 3:30 am and I'm 300 miles from home. We've just spent the last 7 hours or so, changing almost the entire drive train of our '67 Sunbeam Alpine. The engine won't start and neither I nor the 5 guys I just barely met can figure out why, we're just too tired. As I stare at the frustratingly silent Alpine I wonder, how did I get here, who are these guys and what am I doing here?

Flash back, about a year ago. Whether mid life crisis or boredom or an itch for something different (is that all one and the same?), I start looking into buying a Sunbeam. I don't know where I first became interested, but I've toyed with buying a Tiger for a long time. Now that it's semi serious though, an Alpine looks so much more realistic, so I start searching; Hemmings, eBay, Craigslist. After losing out on 1 or 2 through eBay, (one a rusted pile of junk lucky I didn't have to pay for that one), I show my wife, Ann Marie, the ad for a cute white '67 Alpine in Knoxville, TN.

More than half hoping she will talk me out of bidding too much, Ann Marie says go for it and we decide to put a max bid of $4500 in a few hours before the end. I have to go out for awhile, right at the end of the auction, and I have this feeling of dread in my bones that I made a mistake, hoping someone will outbid us. When I get home, I run to the computer and check to find out we have the high bid, tied with another person, but "win" the car due to our earlier bid. What did I just do? My 1st eBay purchase ever and I buy a car! So the scramble starts, I line up a U-haul tow dolly in Knoxville, load up our Dodge Dakota pickup and as Thursday rolls around Ann Marie and I head for the hills of Tennessee. After a restless hotel stay, we pick up the dolly and meet the owner in a parking lot next to his bank. I hand over the cashier's check after driving the car a short ways. It looks pretty good, no bad

rust and seems to run ok. Of course I'm too excited and overwhelmed to inspect it properly. The owner goes to deposit the check and comes back saying the bank waits a few days for cashier's checks to clear, so he doesn't want to let go of the car! We spend a few hours trying to figure out if I can wire money directly to his account, but it's late Friday and my bank won't authorize that over the phone, we try to fax in a form with my signature and it's not working… Finally, he relents and

Dave Bobak was at Invasion 2007 with his Autumn Gold S3 Alpine

Todd and Ann Marie's Sunbeam Adventure

decides anyone willing to go through this much hassle must be ok. So I finish loading the Alpine onto the dolly, unbolting the driveshaft, and we head for home; arriving with no problems except a little overheating in the Kentucky hills. At almost every stop someone comes up and says, "Hey, is that a Sunbeam? Haven't seen one of those in ages. Cute car."

After we got our Alpine home the first order of business is heading to the DOT to get the title and plates. We transfer the title and decide on regular plates as the collector plates in Illinois aren't all that much cheaper, plus you're only supposed to drive to and from car shows and such, definitely not for us. We toyed with the idea of vanity plates but we hadn't come up with a good name yet, so settle on getting some anonymous number for now. But it gets us thinking about a nickname for our new baby. Ann Marie's car is already named Star Baby after a character in a stage play, so we end up sticking with that theme. We check which vanity plates are available, turns out SUNBBY is not taken so SUNBBY it is!

The next few months I drive the little Alpine a few times, but we're afraid to take it very far, sure seems a little rough.

When first searching for info about Alpines I stumbled across the Sunbeam Alpine Owners Club of America (SAOCA) website and forum. Now that I actually am an owner I start hitting up the forum for knowledge and advice in sorting out our baby. Of course, the fact that we have a Series I engine in our Series V chassis is the first thing I figure out. Thankfully the twin Strombergs and full syncro transmission made it onto the engine. I even find a thread in the archives about our very car, someone else was interested in it and members pointed out that it looked ok but undoubtedly didn't have the correct engine because it had the coolant header tank from the earlier series models.

I attempt to sort out various issues, starting with the speedometer. I hadn't noticed during the test drive but the speedometer/odometer wasn't working at all (wasn't a very good test drive was it?) After a very brief investigation I find out why, the cable isn't even connected to the transmission; it's cut off about 2 feet after the firewall. Sure makes one wonder how many miles are really on this baby. Not knowing better, I buy a new cable from one of the less reliable suppliers, ordering the incorrect part due to their confusing catalog. When the cable arrives I figure it will be an easy job and I'll be on the road in no time, but as I learn for the first and definitely not last time, it seems like it never ends up being a simple straight forward job working on this Sunbeam. After securing the cable to the transmission I can't get the cable to seat far enough into the gauge. I ask the forum for advice and find out I really have a speedometer meant for Series III with overdrive! That's not really why I'm having trouble, but sure fits the Frankenstein nature of our Alpine. There is some inventive parts swapping; Series I engine, Series III speedometer. And some outright butchery; a flattened strut brace to clear an incorrect air cleaner and the hacked in electric fuel pump leaving the mechanical pump still mounted but with the fuel lines just cut off, while splicing the pump power into the ignition coil circuit so that the tachometer reads 1000 rpm when I turn on the ignition before starting the engine.

Disconnected fuel pump with custom coolant

Flattened strut brace

Why the extra switched 12 volt connection meant for the o/d solenoid wasn't used, I don't know. At least that was an easy fix, disconnecting the pump from the coil and connecting it to the unattached solenoid connector seems much cleaner and the tach no longer reads 1000 without the engine running. Finally after hacking the end of the speedo cable I ordered I actually get the speedometer working as well.

I keep visiting the SAOCA forum for advice and searching the archives for knowledge, learning new details and gleaning pointers for working on things, buying Alpines, what to look for, many things I should have heeded before taking my plunge into the Sunbeam world. I learn it's always a good idea to listen to the forum and ask questions, the knowledge and, more importantly, the non-judgmental advice is invaluable. Anyone looking to join the ranks of Alpine

Scott Christie was at Invasion 2007 with his S3. I just love it!

Todd and Ann Marie's Sunbeam Adventure

owners or looking for support with their current toy is well advised to bounce things off of the SAOCA community!

Summer rolls around again and I'm itching to get driving the Sunbeam so I start driving it occasionally on my short 8 mile trip to work. I keep a small gas can in the trunk as the fuel gauge doesn't seem all that trustworthy. After several weeks I end up putting almost 300 miles on Sunbby without any issues. A few times I purposely run out of fuel just to check how accurate the gauge is (it's not) and what type of mileage I'm getting (pretty crappy, should be better that 15 mpg I think!). Our Alpine still seems rough but the more I drive it the more comfortable I become with it, I even try to get caught in the rain to see just how bad it would be to drive to the upcoming Invasion in the rain with the ratty, holey top. Amazingly I don't get soaking wet, only a few small leaks here and there, but it is quite a bit louder and seems more uncomfortable with the top up, sure hope it doesn't rain but we're determined to make it to Dayton rain or shine.

On one of my trips to work, as I'm stopped for gas, a bread truck rolls up. The driver gets out and starts quizzing me, "Is that a Sunbeam? I used to autocross one of those, I just had to stop and talk. Does it have the dual carbs?" I pop the hood and he checks out the engine, BS's a little more, than has to head off, but not before mentioning he had to call his wife to tell her he saw a Sunbeam. I finish getting gas and hop in, but the engine barely turns over and the starter grinds to a halt. I end up pushing the thing, hopping in and bump starting it, which thankfully works and I make sure to the down slope of our parking garage at work. Sure enough, after work it won't start, but coasting down the ramp works like a charm. I spend the next few evenings sorting out the starting system, with a new ignition switch, and a new Ford starter solenoid, it seems better but still fails to turn over some times. Finally, I remove, clean and re-install the battery ground strap and Sunbby now turns over with a vengeance, better than it ever has.

The new starter solenoid

It's finally time to start taking some longer shakedown runs, so we decide to take the Sunbeam to Ann Marie's sister's for a family party, should be about a 50 mile round trip. We head out and barely a mile from home the right side headlight rim shakes loose and falls off, we turn around to pick it up just in time to see someone run it over. It's totally bent and unusable now. I pick up the mangled mess and we continue on our way, making it there and back without any further problems and Sunbby seems to cruise right along nicely if we keep to 55 or 60 mph. With the Invasion nearing, 2 weeks away, I'm feeling a little anxious and worried about the 300 mile drive in our car. Having never seen another Alpine in person I wonder if the rattling and noises are normal or if it's falling apart.

Fortuitously, I end up getting a chance to meet some local Sunbeam'ers. We organize an impromptu "Chicago Chapter SAOCA" meeting with Owain Lloyd and Jeff Scoville at Jeff's shop. Owain actually has some extra headlight rims and amazingly gives me one; he's pretty cool for a Tiger owner! I have Jeff listen to my car and he shrugs, "sounds normal to me." Jeff fires up his Series IV, it sounds just like mine! Owain and I drive each other's rides and he comments on the pleasant ride of the Alpine compared to his brutish Tiger (boy, his 302 Tiger goes like stink though!) I head home after a few hours of great camaraderie and a beer and reflect on just how cool this club is, feeling much better about Sunbby.

Chicago SAOCA L-to-R
Todd, Jeff and Owain

Labor Day weekend rolls around and we load up the Alpine and prepare to set out for Dayton that Thursday. Ann Marie has an audition downtown first, near Oprah's studio, so we head into Chicago with the top up even though it's a beautiful sunny day (have to keep that hairdo looking good for the audition.) As Ann Marie tries to impress, I hang out on the street and put the top down. Ann Marie finishes her interview

A French Series 3 Alpine in for a little help from Ian, nice to see it at the Invasion.

Todd and Ann Marie's Sunbeam Adventure

and we head out, deciding to try the Austin Ave. alternate route to avoid the Dan Ryan (I-94) construction. By the time we get half way through the south side we decide it would be much better to break down on the highway than in the middle of the 'hood, so we head east on 51st Street and get back on I-94. The construction traffic turns out to be minor and we're soon out of the city and heading for the back roads through Indiana. We stick to the 2 lane highways, US-30 to Fort Wayne and then down US-33 into Ohio. Ann Marie is flipping pages on the AAA TripTik, the weather is gorgeous and Sunbby is chugging right along. We arrive in Tipp City about an hour after dark, wired and worn out from the top down trip but elated we made it! As we pull into the hotel parking lot we see 1, 2, 3… so many Alpines, what a sight. We do notice most of them look to be in much better shape than ours, but we are so happy we made it we give our baby some praise. We get some dinner, put up the top and head to bed, excited to meet everyone at the Invasion the next morning.

Friday morning I get up early in order to head out to Ian Spencer's to catch the tech sessions; while Ann Marie decides to sleep in a little more. I get to Ian's and start meeting people, Scott Christie checks me in, I shake many hands and try to remember names, at which I'm terrible. I'm keeping a low profile, checking out other people's Alpines, and end up talking to Mark B quite a bit, discussing our various Alpine stories. I soak in the tech sessions and generally enjoy being with this group, not one of whom I had met before. Ian asks me if I'm doing the rally because it is so much fun, and I assure him we are, and very much looking forward to it.

After the tech sessions I head back to the hotel to pick up Ann Marie and we head back to the estate. We arrive just in time to grab lunch and head out with the group to the Waco museum. Driving the few miles with a long line of Sunbeams is such a joy. In an "it's a small world" example, my step-father has just recently sold a 1936 WACO and we get him a shirt and try to find a picture of his plane.

Arriving back at Ian's we hang for awhile, and meet Andrew Masse, checking out his cool club gear. I don't know if I've ever met a nice Canadian, and Andrew sure lives up to that. As we check out the Alpines parked on Ian's lawn, Mark B. drives up to park near us and white smoke spews out of his exhaust. He tells us he's sure he's blown a head gasket and I wonder what he is going to do, tow it back to Indy, rent a car and come back to get it next weekend? Instead, he pulls near the garage and they actually start tearing it apart, "we'll just fix it right now." We send good thoughts Mark's way and head for dinner. At dinner we end up meeting several more new people, Chris Bell and Lissa Lossano, Earl "bluoval", and Dave; having a great time with some more super nice people. After dinner we decide to head back to Ian's one last time and check on Mark, maybe lend some moral support.

As I turn left onto Route 25 and accelerate away from the light all hell breaks loose. Suddenly, it sounds like someone has dropped a hammer inside the engine, the banging is so loud I immediately declutch and pull over to the side of the road. A little shock sets in. I lift the hood and stare at the engine in a futile hope that I'll see something loose or out of whack, but I know it's serious and probably terminal, most likely a spun rod bearing or dropped valve. I even remove the valve cover but every thing looks normal. We sit there, on the side of the road and a little despair sets in, we're 300 miles from home, what are we going to do?

I start planning in my head, maybe we can leave it at Ian's, rent a car to get home, then come back next weekend and tow it home. Tom happens to drive by, making his way back to Ian's and stops to help. I start her up so he can hear the awful sound, and then he continues on up to Ian's to get some help. Soon, Ian comes back (in his beautiful Harrington) and listens to the lovely rod knock. Eventually the cavalry comes back with a pick-up and we tow our disabled Sunbby back to Ian's. We pull up next to the garage amidst

Broken down on the road to Ian's

Jim Stone was at Invasion 2007 with his cool 66 Chevy Rod Engine Vizard head.....etc.

Todd and Ann Marie's Sunbeam Adventure

comments about how quiet our Alpine is, very funny. I'm still trying to figure out what to do as several more people listen to the engine. Ian and Jim Ellis both say it's a rod bearing, especially considering that it's a 3 main Series I engine. I'm thinking about asking Ian if we can leave it at his place for a week when someone says Ian has an engine available, "let's start the swap!" What, we're going to change it right now? Where did that 1725 engine come from? It's about 9 pm, I met most of these people just this morning, and some not even that long ago. I have done nothing for any of these people, there is no discussion of money, Ian can't even know if I can afford to (or will) pay for an engine.

We wheel stricken Sunbby into the garage past Mark Burkley and his Alpine that was in the middle of a head change. Several people start working. Jan Servaites is still skeptical and wonders if we really should change the whole engine, Jim Ellis assures him it's a rod. When Jan realizes our Series V Frankenstein has a 1494 Series I engine in it he says yank that sucker! Let's get a proper 1725 in it. The hood comes off, parts come flying off, fluids are drained and the front is jacked up onto stands. I try to help out and keep track of things, having done auto and motorcycle repair and modification work for several years I know what's going on, but so many hands are on deck I end up backing away a little bit, I usually don't work that fast and defer to the more experienced Sunbeam mechanics. Steve Kirk and Ian start prepping the 1725; Rich Vose is under the car disconnecting the transmission. Mike Phillips and Shannon Boal are removing ancillaries. Jim and Jan are helping and supervising.

Several people are hanging around wanting to help but there is only so much real estate and room for hands.

The 1494 is free from the transmission and yanked out in short order as the 1725 prep continues.

So many things are being worked on at once I can't keep track, I just have to trust everything is getting done correctly; my head

Actually starts spinning a little bit. More than once someone mentions how cools this is, and how fortunate I am to have arguably the best, most knowledgeable handful of Alpine experts in the country working on my car, all at once! The hours tick by, but the frenzy barely abates.

I think Jim notices I've sat back a little and in good naturae hints that I should get dirty and clean out the engine bay and bell housing while the engine is out. Taking the suggestion I climb under and start scraping.

Ann Marie has hung out taking in the madness and enjoying the adventure, never once

Complaining or freaking out. She wants to stay and support me but feels, correctly, that I would just fret over her, worried she would be tired or bored or whatever; so my incredible wife finally takes Ed Esslinger and another gentleman up on their offer of a ride back to the hotel at about 11:30.

Andy McGraw shows up and hangs out for a while watching the action, looking like he's itching to help, but he's got nice

Bob Berghult was at Invasion VII with his SIV Alpine. Very nice Bob!

Todd and Ann Marie's Sunbeam Adventure

nice clothes on and I get the impression he thinks he shouldn't stay too late.

While I'm cleaning the bell housing grunge Ian suggests that we should replace the transmission input shaft seal while we can get at it. We compare the available seal, looks like it will fit, so I drill a small hole in the old one, screw in a screw and yank it out. Ian hands me the new seal and I start to try and tap it on. I've replaced seals like this before and know to gently work my way around it, making sure not to get the seal askew but I just can't get this one started. I start getting the feeling that people think I'm inept. We remove the bell housing to get easier access but I still can't get it. Finally I ask for the old seal and compare the two; the new seal is just slightly bigger. Ian heads off to find a different one but all the seals on hand are the wrong size. With no new seal, and the old seal with a hole drilled in it, the transmission is toast, there is no way we can install the engine on it. It's now got to be after midnight and it feels like all of the air has just left the garage. My hopes of fixing Sunbby, maybe even making Saturday's road rally, dashed. Then it happens once again, “let's just change the transmission too!" Ian has a used transmission, the same full syncro type as mine (with an intact input shaft seal) so we start pulling the tranny. The drivehaft comes off and Jim inspects it noticing the u-joint are quite sloppy, so someone rummages around and finds a more serviceable drivehaft as well.
With the drive train swap now back on and the proper Series V engine prepped we get ready to hoist it in. Andy is still around despite having mentioned that he's going to leave about every 45 minutes. By now he's got his hands and some of his clothes dirty. The transmission has been bolted to the engine and the whole unit is lowered into the engine bay, with several people trying to guide it into place.

engine going in under late night haze

It's a little late and we're tired so it's not the most gentle and well orchestrated operation, but we get it in. One of the brake lines gets bent but looks like it will still be ok, we'll have to check that out later. Rich goes under the car again to install the transmission mount and driveshaft as the rest of us start bolting bits back on. There is a huge blue bin of parts and Ian's coffee can of bolts, which didn't come off of my car, but somehow the proper stuff seems to be going in the correct place. Andy is still around despite saying he should go home again, now tempted by the tantalizingly close possibility of actually trying to fire this thing up.

Rich tries to get a new speedo cable installed, replacing my mangled incorrect length cable. We just can't get the new cable to seat into my Series III speedo though, so we end up putting my dodgy cable back on.

Finally, around 3 am it actually looks like everything is bolted back on. The manifolds are tightened up with new studs and nuts; the carb linkage is reconnected after some fiddling. The hoses are all connected and we pour oil and straight water in (in case we have to drain it back out straight away due to leaks.) I reconnect the battery, hop behind the wheel and prepare to give it a go.

I don't know if I've ever been as excited and nervous before, as I pause and check everyone's face, all anxiously waiting to see it go. I hold my breath and turn the key, the starter churns over authoritatively (glad I at least sorted some of the wiring out), but the engine just chuffs, no sign of life. "Maybe there's no gas in theributors again prove fruitless.

Chris Bell and his SV Sunbeam Alpine, flashy and dressed in green!

Todd and Ann Marie's Sunbeam Adventure

By now it has to be almost 3:30 am and we just can't figure out why there is no spark. After a long night of adrenaline addled thrashing the die hard grease monkeys left are just too tired to think straight. Encouraged that the drive train is actually installed and confident that we can sort out the ignition issue with freshened brains, everyone finally admits defeat, just for the night, and collectively we decide to head back to our respective beds for some well deserved rest. Mike agrees to give my filthy self a ride to the hotel, as long as I sit on a blanket or something so I don't get grease all over his car's interior.

Waiting to finally head back to the hotel I reflect on the scene through a zombie like haze. It's 3:30 am and I'm 300 miles from home. These few guys and several others have just helped me swap almost the entire drive train of our woe begotten Sunbeam Alpine. I marvel at the fact that I met these guys in person just that morning, and really had only been on the SAOCA forum for about a year. Happy I had paid my club dues and joined this fantastic club I can't help but feel immensely grateful.

After an incredibly long night, Mike drops me off at the hotel, I take a quick shower and hit the sack still trying to figure out why Sunbby won't start. A very brief number of hours go by and I wake up wondering how I'm actually going to get back out to Ian's to finish the work on our Alpine. Knowing the rally is supposed to start around 8:30 I head down to the hotel's breakfast early, around 8, to see who's heading out there. Several Sunbeamer's are starting their day and everyone asks how the "ultimate tech session" is going. I give everyone a quick update about last night's events, and Mark B graciously offers to give me a ride. We take a little detour to a cool little coffee shop in Tipp City and then head out to Ian's in Mark's Series V which happens to have a newly installed cylinder head after another impromptu Invasion tech session that occurred yesterday!

Once back at the Spencer estate, I head straight to stricken Sunbby and decide to check the coil to distributor primary wire, as the overnight reflection had me wondering if we checked it correctly. Sure enough, the wire seemed open. I quickly install 2 new spade connectors on it and jump behind the wheel. As soon as I cranked the engine it gives a little cough! On the second go, the engine springs directly to life. Amazingly, after less than 5 minutes of work Sunbby is purring right along! Rich takes out a timing light and quickly eyeballs the ignition timing then commands, "take it out for spin!" I insist that he hop in for the maiden voyage and we slowly back out of the shop.

As I pull out onto Shoop Rd. for the first bonnet less spin I can barely contain my elation. I don't know if it's just the rush of what we accomplished or the fact that we swapped out the Series I 1494 for a proper 1725 engine but the little Alpine seems to have a lot more get up and go. We drive a mile or two and I convince Rich to take the wheel and check it out as we drive back. As Rich guides us back to Ian's I can't help but grin ear to ear, reveling in the sheer joy of the moment.

With the engine somewhat warmed up, Rich and Steve set about giving the valves a quick adjustment, armed with hints from Jim Ellis' valve adjustment tech session just yesterday! After the valves are done we finally install the bonnet, completing the most amazing few hours of my automobile maintenance history. I'm so overjoyed I insist on having people give Sunbby a spin. Rich, Steve and I head out again, Rich and Steve taking turns driving. We come back and I convince Mark B to take a turn. Later in the day Ian gives it a try. Every one

Presenting the all new (engine) S5 Invasion Spec Alpine by Todd & Ann Nordby

Todd and Ann Marie's Sunbeam Adventure

comments how smooth, powerful and pleasant driving it is. "Nice power, nice car" I'm wondering if they're genuine or just being kind but I think everyone really enjoys it, undoubtedly enhanced by having actually invested blood, sweat and tears into Sunbby.

As most of the Invasion participants bomb around southwest Ohio on the road rally I head back to the hotel to pick up Ann Marie. Just before lunch we climb into our newly road worthy Sunbeam and head back out to Ian's, thoroughly elated. We make a slight detour so I can pick up a dozen or so small bottles of orange hand cleaner to pass out as a small gesture of thanks to all who helped, and I try to get around to everyone and express our gratitude.
The road rally finishes up and people trickle back to Ian's. The wonderful BBQ lunch shows up, the weather stays gorgeous and the last 24 hours start to catch up to me. We park Sunbby amongst the other Series V's on the lawn and I take a quick nap under the trees at Ian's incredible grounds.

That evening we clean up and head out to the banquet at a cool spot in downtown Tipp City. Everyone we see says hi, comments about our adventure and asks how the car is running. So much for keeping a low profile, it seems like everyone at the Invasion knows us and our story, I only wish I could remember absolutely everyone's name but it's just a little too overwhelming. As the awards are handed out we chuckle as Scott Christie starts to announce the "Diamond in the Rough" award. We left Illinois 2 days ago thinking we just might have a shot at winning but had no idea we would wrap it up in such an outlandish and dramatic fashion. As I accept the award from Scott I try to express my gratitude for the club and its incredible members. I can not believe how lucky and blessed we are. We drove 300 miles, through dicey neighborhoods in Chicago, across sparsely populated back roads of Indiana and Ohio, only to terminally break down literally miles from Ian's shop, with several of the countries Sunbeam experts in attendance. I don't think anyone can be any more fortunate than that!

As the raffle prizes are handed out Ann Marie can't help but covet the signed Mario Andretti book, as she has an insane Mario obsession (even threatening to leave me if he ever comes calling!), but our incredible luck justly runs out and we don't win one of the books, but we enjoy the rest of the banquet, soaking it all in to the very end of the invasion.

"The Dark Side" was at Invasion 2007 Jim Ellis and his S3 GT.

Todd and Ann Marie's Sunbeam Adventure

Sunday dawns just as sunny and pleasant as the rest of the weekend and we load up our bags ready to tackle the 300 mile trip home. With all of our stuff tucked away in the boot we say goodbye to Tipp City and anxiously head towards Chicago. We're just a little nervous about the trip, even though Sunbby is probably in much better shape for the return home.

Just after we pass Laura, OH the speedo starts jumping around a little bit and 30 miles into the drive finally quits. I pull over in front of a farm and start fishing under the dash to see if maybe the cable has just come loose. It seems tight so I try to check the connection at the transmission. As I'm feeling around under the car, the farm owner wanders out asking what's going on. "Is that a Sunbeam?" He tells us his daughter wants a Sunbeam; she lives down in Tipp City off of Route 25! He used to have a Sprite back in the day, even raced it a little bit. I tell him it's just the speedo and he actually seems a little disappointed it's not more serious. I think he wanted to help tinker with it some. I imagine to myself, maybe next time we can wheel it into your barn and swap the engine! We head off with no speedo, the cable turns but I think it doesn't fit far enough into the gauge; my dodgy modified cable finally gave out. As the early afternoon sun rises high in the cloudless clear blue sky, a daytime moon shines down on us guiding us through the back roads of Ohio towards home.

Again we have a pleasant top down trip through Indiana. We try to relax and enjoy the cruise back home, but after the incredible adventure we are constantly worried about breaking down. However, as more and more miles roll by we get more and more confident, keeping track of all our small victories; we made it to Fort Wayne, then we're half way home, then we're within AAA towing distance of home. Our only issue besides the speedo cable is a little overheating as we slow down closer to the big city. As we near Chicago the traffic picks up as we decide to stick with the interstate instead of risking the drive through the 'hood. As the traffic gets thick and the Sears Tower comes in to view we laugh as this has to be the only time we've ever been so glad to see Chicago traffic.

Luckily the traffic, though heavy, flows nicely, and we're soon through downtown and out in the northwest suburbs. After a nice, uneventful drive we arrive home totally wired and buzzing from the whole wonderfully crazy ordeal, amazed at the fact that nothing broke and no parts fell off. It didn't seem possible that over a half dozen people could all work on our Alpine at the same time in a late night multi-hour thrash and not leave anything undone or untightened, but we did it!

As the sun started to set, putting a beautiful exclamation mark on the weekend, we pulled our trusty steed into its stable, tucking Sunbby away safe and sound.

Andy McGraw was at Invasion 2007 with his S3. Nice in white.

Todd and Ann Marie's Sunbeam Adventure

As we settled down to get some much needed sleep that night, I had only one thought running through my mind.

When's the next Invasion?
Ann Marie and I would like to thank all the people that made our 1st Invasion such a memorable experience: Ian Spencer, Rich Vose, Steve Kirk, Jim Ellis, Jan Servaites, Mike Phillips, Andy McGraw, Shannon Boal, Mike B, Tom who stopped and got help, Scott Christie, Andrew Masse, Dwain Cook , the gentlemen who gave Ann Marie a ride to the hotel, and countless others who gave help and support.

GENUINE SAOCA ROOTES INVASION MEMORY

Special thanks for the pictures provide by:
Todd Nordby, Dwain Cook and Jan Servaites

To: Classic Sunbeam Auto Parts

We would like to thank you for supporting Invasion VII

Classic Sunbeam Auto Parts provided us with:

$100 Gift Certificate for "Diamond In the Rough"

http://www.classicsunbeam.com/

HARRINGTON MOTORWORKS

To: Ian Spencer

We would like to thank you for supporting Invasion VII

Ian provided us with
1 Mini Mag Lite

Http://www.harringtonmotorworks.com/

To: Scott Christie

We would like to thank you for supporting Invasion VII

Scott provided us with
3 autographed
Mario Andretti biography books

Dwain Cooke was at Invasion 2007 with his V6 mod, I can only say wow!

GENUINE SAOCA ROOTES INVASION MEMORY

Checking in is always fun especially with all the little Alpines in a row.

A great drive and fun visit to the WACO Air Museum

The WACO Aircraft Company of Troy, Ohio was the leading aircraft manufacturer of civilian aircraft in the U. S. from 1928 - 1935. Beginning in 1921 as the Weaver Aircraft Company in Lorain, Ohio , they moved to Troy in 1924 and became the Advance Aircraft Company but kept the WACO logo. In 1929, the name was changed to simply the WACO Aircraft Company.

WACO produced over 80 models during the years 1919 - 1946, including the large troop carrying gliders used in all the major invasions during WWII. The best selling WACO was the Model 10, with over 1100 being produced from 1927 - 1930. During the years 1939 - 1942, WACO also built just over 600 Model UPF-7's for the CAA and the Civilian Pilot Training program. WACOs were also popular around the world and sold airplanes to 37 different countries with Brazil being the largest buyer.

WACOs were purchased for many different uses. The WACO Taperwing Models ATO and CTO were known for their outstanding acrobatic qualities and were also used for air racing. WACO won the 1928 and 1929 Ford Reliability Tour also known as the National Air Tour, which was a transcontinental race sponsored by Ford pitting over 25 aircraft manufacturers against each other. WACOs raced in the famous National Air Races in Cleveland, Los Angeles and Chicago and placed first in many events. One WACO was even invited to participate in the Paris International Air Show in 1936 where it placed first in the acrobatic events. Other WACOs were purchased and used for military fighters in Central and South American countries such as Uruguay, Nicaragua, Brazil, Argentina, El Salvador and Cuba. Many wealthy sportsmen also purchased WACOs such as Howard Hughes, Roscoe Turner, Gar Wood, Powell Crosley, Jackie Cochran, and Henry King, just to name a few. Over the past 20 years, the WACO Historical Society has organized to preserve the history of the company and its airplanes.

Steve Kirk was at Invasion 2007 With his SV Alpine called Greenie.

All ready at the starting line.

Signing rally papers & reading the rules.

Dennis Michaliga & Dave Bobak

Ian Spencer & Jan Servaites

Brad & Michelle Babb

Ok already, lets go!

A rally rest stop

Scott & Jack Christie

Andrew Masse & Jack Bacon

Chris Bell & Lissa LoSasso

George Farrell was at Invasion 2007 with his flashy 1725 mod Alpine, “Nice”.

The Rally Standings for Invasion VII

Mark & Kevin Thompson

1st Place - Mark & Kevin Thompson - 1999 Chrysler Sebring
2nd Place - Butch & Ruth Markel - 1997 Ford F-250
3rd Place - Chris Bell & Lissa LoSasso **1967 Sunbeam Alpine**
4th Place - Jim & Donna Granwehr 2006 Chevrolet Corvette
5th Place - Bill & Barb Blue 2004 Ford Tempo
6th Place - Tom & Matt Wiencek 2007 Toyota Corolla
7th Place - Ian Spencer & Jan Servaites **1961 Sunbeam Harrington Alpine**
8th Place - Dennis Michaliga & Dave Bobak **1965 Sunbeam Alpine**
9th Place - Andrew Masse & Jack Bacon **1964 Sunbeam Alpine**
10th Place - Shannon Boal & Ralph Selfridge **1968 Sunbeam Alpine**
11th Place - Scott & Jack Christie **1963 Sunbeam Alpine**
12th Place - Brad & Michelle Babb **1967 Sunbeam Alpine**

GENUINE SAOCA ROOTES INVASION MEMORY

A note from Andrew Masse:

You may wonder why anyone would get involved with a car club and at times I ask myself this very question. I think the most important answer to this is the enjoyment of driving the car. This is a simple answer but it runs much deeper than that as the hobby has become creative, passionate and entertaining all at the same time. It is hard to explain for me as I spend a great deal of time producing graphics and fun little accessories without any true monetary gain. I do these things for others and at the same time always worried that someone may not care for the design work and the products that are rendered. I have had a number of health scares in the past and I would like to think that I try to live life as best that I can, at 43 I hope that I will be able to do a great deal more. I took a big risk driving the 348 miles to the Invasion pushing my little Series 3 down the three-lane highway at the same time blowing oil out of the front seal. I was worried all the way to Tipp City. I had a great time with everyone at the Invasion but worried again about the drive home. My wife was worried about my health and that she would not see me again, as we are almost inseparable. Each call that I made home, I could hear the worry in her voice and I felt guilty as she was left alone on the farm to take care of the horses. Well I left early on the Saturday during the Invasion to get home, as I was not feeling well. It was a great ride home as I was able to just sit and drive in my little car allowing my thoughts to wonder. I wondered how the car show was going back at the Invasion. Man, I would love to have had more of a chance to talk to Jim, Ian and Scott, everyone seemed so busy. Into the sixth hour on the road I had to smile as the never-ending cars passed me with everyone smiling back at the Sunbeam. A couple of young fellas just passed by hanging out with their thumbs up and wide smiles. I look back at the little adventure and I would do it all over again even with the worry of my little car leaving me at the side of the road. I now know why I am involved with a car club, it is the memories that I now have that can not be take away. It is the other people that I can share with and I hope through my involvement has had some how enriched their experience in their own car. I just wish to be happy, enjoy life and hope that others I meet are like minded. Why do you belong to a car club?

I hope you enjoy this magazine. The reason that I have put this magazine together is that I hope to be able to look back at it in the next five to ten years and remember it allover again as I project aa wide smile as I look at each page with reflection to what was received driving back home on that Saturday afternoon.
This is just a gift from me to you.

Andrew Masse

It was great to see this little Imp from the British Transport Museum, check it out at: http://www.britishcarmuseum.org/

INVASION VII CAR SHOW

Mark Burkley was showing us his Series 5 Sunbeam at Invasion VII and I like it.

INVASION VII CAR AWARDS

SI Best In Show: n/a
SII Best In Show: **Mike Crawford**
S3 Best In Show: **Dave Bobak**
SIV Best In Show: **Bob Berghult**
SV Best In Show: **Brad & Michelle Babb**
Harrington Best In Show: **Ian Spencer**
Diamond in the rough: **Todd & Ann Nordby**
Longest distance traveled: **George Farrell**
The Golden Turkey Award: **Mark Burkley**
Rally Winner: **Mark Thompson**
Best Rally Navigator: **Kevin Thompson**

Banquet at Harrison's in Tipp City

Steve Kirk and Ed Esslinger

Trading Stories Before Dinner

Glad to rest after the car show.

Past and Present Invasion Graphics

A LITTLE RACING HISTORY

Sunbeam at Le Mans

The works Sunbeam shows the truncated rear end favored by Ferrari and others. The aerodynamics of this can be as good or better than a tapered rear.

Don Sesslar in his F Production Sunbeam

Jerry Titus in his F Production Sunbeam

1966 US Amateur Championship

Some of the guys who "try" to make it work.

Ian: Ok Steve, did Scott say that you could lean against his car?

Steve K: Yes, he did Ian. Did you tell Scott that his shirt was on backwards?

Andrew: I just want to know how Scott found that Rootes fire extinguisher.

Scott: I don't know how this thing got into my hand. I think it has something to do with that silly digital image designer, he put the image on the wrong side of my shirt and this extinguisher in my hand, it looks stupid.

Ian: How do you think I feel, my head is to big for my body and my hands are stuck to my hips.

Steve K: A big head, look at me. At least you're not peddling product sitting on the ground trying to look cool.

Andrew: Now, now, lets get along. This is an important photo shot to help sell SAOCA regalia. Try and smile for the camera guys.

John: Yes, we have custom "T" shirts, Jackets, Fender Protectors, Hats and so much more.
Check it out gang. http://www.sunbeamalpine.org

APPLE HYDRAULICS, INC.
Automotive Hydraulics Specialists Since 1973

To: Apple Hydraulics Inc.

We would like to thank you for supporting Invasion VII

Apple provided us with:

3 - $25.00 OFF COUPONS
FLYERS

Confessions of a Sunbeam Addict

by John Prittie 1960 Series I

As kids my brother and I had always loved the Sunbeam Alpine. I'm not really even sure why, except that we loved all cars and the Alpine was unique enough, even then, to hold our attention. In the evening we'd fight for the closest spot in front of the family TV in order to get a closer look at Maxwell Smart's awesome red sports car as it pulled up in front of Control. (After all, it was really an

Alpine dressed as a Tiger). Later we discovered James Bond and became diehard fans of the movies, gadgets and cars. My brother was even geeky enough to record an entire cassette tape of Bond movie music which we'd blast from our driveway-installed Radio Shack AM/FM Cassette stereo in the…..get ready…. …..Mercury Bobcat.

Regarding Bond cars, we considered ourselves experts. On walks home from school with friends we'd argue the various pros and cons of each car. We felt pretty clever being able to name all of the cars, and were alone in including the Sunbeam Alpine on the list.

Fast forward to 1989 when I was leafing through an "Autos for Sale" flyer at the Safeway check stand and spotted an Alpine for sale, not too far from my home. At that moment, for the first time, the thought of being an Alpine owner entered my mind. My wife didn't know what an Alpine was, but somehow conceded to let me buy this unknown rolling shell of a car complete with ripped seats, rusty wire wheels, disintegrated top and delaminating dash board...and it didn't even run.

Unfortunately that series IV Alpine sat untouched in my back yard for a couple of years before I was approached by a man who wanted a project for himself and his teenaged son. As I watched it being winched up onto a flat bed, I figured that it was probably my last attempt at owning an Alpine.

Jump forward again to 2004 when the Sunbeam urge resurfaced and after contacting an Alpine seller via eBay, I was put in touch with the local King of Sunbeams, Bill Atalla. As luck would have it, Bill lived just a half hour from my house in the beautiful town of St. Helena, California. A quick phone call led to a generous invitation to view his collection of restored Sunbeams, which at the time as I recall was a yellow series IV Alpine, a spectacular black GT Tiger and the incredibly elegant silver-blue Harrington; oh, and a red Series I sitting in the driveway clearly needing someone to take it home. This was the start of my journey into the Sunbeam world and all that it holds. At this point I have to come clean and admit that I had not spent more than a combined lifetime total of 1 hour under the hood of a car - but how hard could it be, I thought?

"Are you sure you know what you're doing?" was a common utterance from my supportive wife, Kellie. "Oh sure, just hand me that round thingy that I think goes on this pointy thing right here beside the thingamajig."

Bill was kind enough to deliver the car to me in his nifty enclosed trailer. As he rolled the car out onto the street, I had a clear picture in my head of what the car would look like ten years down the road. A little squirt of starter fluid into the one operating carb, and she rumbled to life while I eased her down the driveway into the freshly cleared out garage. (It's always nice to have an excuse to clean out the garage. And this lucky Sunbeam was actually the first car to enter the garage since we bought the house).
I couldn't wait to get started. I spent the first

month or so just carefully stripping the car of all sorts of foreign looking parts, rusted screws, smelly carpets, warped cardboard panels and taped together trim pieces to get it ready for the body shop. Everything was placed into Ziploc bags and labelled. Photos were taken of everything as it was disassembled so that five years down the road I would have a clue as to where a certain part belonged.

It was all so new, so foreign, a little scary, but I left the project each day with a smile etched on my face that was as wide as an Alpine grille. With the car almost completely naked, it was off to the body shop to have the rust repaired and give it a fresh coat of that curiously orange Carnival Red paint. Jumpin' Jan (Jan Servaites) sent me a disc with the paint color on it, which we used to match the paint quite well.

This might be a good time to mention that all the while I was plugged into the Forum, first as an observer, then as a novice asking endless questions. One after another I fired novice questions at the patient club members who always returned friendly helpful advice, hints, how-to's and encouragement. It cannot be overstated how the ability to read posts, ask questions and many times actually call forum members made it possible for me to follow through with this project.

Over the next couple of years my interest in spending time in the garage came and went, but mostly I found myself drawn to the car, and as I completed each little project, the momentum began to build to actually get this girl on the road soon. The 10 year project had turned into an obsessive sprint to reach the day when it rolled out of the garage under its own power.

Endless evening hours were spent surfing eBay, perusing parts catalogues, reading and re-reading everything I could find that was written about the Alpine. My eBay collection of ads, articles, and models began to fill the walls and shelves of my office, to the exclusion of everything else. When I found myself spending more time hanging out with the UPS and Fed Ex drivers than my wife, I knew I was in deep. When the beautiful freshly painted rolling shell came back from the paint shop, I began the slow and careful reassembly process, with the help of my eBay purchased Work Shop Manual,

The Workshop Manual on CD and countless emails and forum entries.

As a complete novice, the engine bay looked terribly frightening, with its oil soaked and dirty wires, hoses and pipes going around in meaningless circles. I decided to go at it perhaps backwards, and start with the interior. My big joke was that if it looked

really good, then running was optional.
The seats where pretty much intact, but badly needed to be recovered. The package tray cover, which had been custom made for the car, had been used by resident mice for nesting material at some point, so had systematic holes chewed here and there. All panels where roughly hand made out of heavy board that was badly warped and poorly fitting. The carpeting went straight into a garbage bag. I decided to do the entire interior in leather, from the dash all the way back to the soft top storage door. A new auto upholstery business had just started up nearby and was eager to get business in the door to build a portfolio. The business owner had a lifetime of experience but had never had his own shop. He agreed to give me a great price on rebuilding and covering the seats, if I were to provide the leather. Fortunately, also near by was "The Hyde House" where a customer can browse piles and piles of hides, ranging in quality from basic utility to buttery soft leather. Armed with Series I brochures, pictures from the internet and my new leather, I returned to the shop and left it all in good hands. At home I began making new panels, installed the new dash pad and began covering everything except the floor with rich, soft leather. The seats came out beautifully, and with the new carpet in,

and all the freshly covered panels in place, I got the first glimpse of just how beautiful this car must have been when it sat in the showroom.

My next task was to understand the wiring in order to rewire and replace every electrical component that I could. I had never seen an automotive wiring diagram before and I must say that at first glance it meant absolutely nothing to me. Following a forum suggestion, I made an enlarged copy of the Series I wiring diagram and slowly and carefully colored over each line using the appropriate color for that wire. I spent days staring at this foreign map, tracing the lines with my finger, making pencil

notes, turning it this way and that until it finally began to make sense. New everything….wiring, regulator, horns, relays, ignition switch, toggle switches, fuse box, solenoid, headlights, fog and driving lights, panel bulbs, NOS gauges from eBay, lighter, map light, etc. were carefully connected to each other following my colorful diagram. I decided to bite the bullet and order a burled walnut dash from England. In my opinion, along with wire wheels, another absolute must for a British sports car is a wooden dash, so in it went. The gauges and

switches found their way back into place and for the finishing touch the wires were tied up out of view. When I finally got up the nerve to reconnect the battery, I was pleasantly surprised to find no sparks, flashes of light or smoke. A fuse that kept blowing gave me an initiation into the fine art of tracing wires to find a short. Discovering that a hot wire to a gauge was touching the grounded clamp that holds the gauge in place solved the problem.

Looking back, I can easily say that the single most difficult part of the entire project was replacing the windshield within its frame. Finding the windshield seal was difficult, but I finally located one at McGregor in Canada. Struggling to squeeze the windshield into the chrome frame, while keeping the seal in place with only two hands, is very close to impossible. With my 7 year old twins enlisted to hand me tools when needed, I worked for hours, trying various methods until finally I turned the final screw into place to complete the project. Alpine script, SUNBEAM letters, grille, eyebrow, lights, fender mirrors, weather stripping, bumpers, over riders, windshield wipers; all the trims, buttons and bows...anything to avoid the engine bay. At this point the car looked like a million bucks! (Or at least that's how much I'd put into it!) But would it ever run?

Before starting on the engine, I decided to take the gas tank out to examine it and restore if need be. Examining the inside of the tank with a flashlight illuminated 3-4 inches of sludge, screen pieces and unrecognizable items. My local British mechanic suggested a radiator shop that also repaired tanks. $500.00 later the tank was returned to me, repaired, sealed, painted and ready for re installation. Now there was no excuse to keep me from attacking the greasy mess that lay beyond the windshield. I first completely dismantled the engine bay of everything but the engine itself. All items were restored or replaced with new. Updates included high output coil, electronic ignition, eber 32/36 carb and Carter electric fuel pump. This was my very first attempt at any sort of engine work, so I proceeded slowly and carefully, reading a lot and asking many questions. When the whole thing was back together, fuel lines hooked up with 2 fresh gallons of gas I suddenly lost my nerve to continue. Forum members may recall my posts at that point looking for encouragement to try starting it for the first time. Carefully following advice and procedures from club members and with the help of a friend with automotive experience, we adjusted the carburettor and played with the timing until she purred. Every time I turn the key, I am rewarded for my efforts and I realize that I must have put everything back in the right place because it runs like a charm!

So here I am now several months later enjoying this car like nothing else. I'm never really sure how much of my enjoyment comes from the fact that it's a Sunbeam Alpine, the car I'd loved since I was a kid, or the fact that I'm driving a Sunbeam Alpine that I actually restored. On a recent trip around town in the freshly restored Alpine my wife made the following observation. "Everybody smiles at you when you're driving this car". I think it's probably because I can't wipe the smile off my own face every time I drive my little red gem. As I write this, my next project, a Series II rolling shell, sits in the garage waiting for its turn, and if that weren't enough, a 1962 Harrington Le Mans is en route fromPennsylvania to become yet another restoration project. These Alpines really do get Under your skin. Now back to cleaning out the garage to make room for the Le Mans!

Putting a Driver Back on The Road

By Allan Ballard
Atlanta, Georgia USA

April 2007 was a very good month. It was then that I first caught the faint whispering of my Sunbeam Muse:

"Look on Craig's List Allan! Look on Craig's List now!"

I heeded the call. There, on the Atlanta area Craig's List, was an unusual Series IV Alpine waiting to be found. "My" Sunbeam was located across town. While viewing the posted picture, I noticed that it had a strange paint scheme, but

otherwise looked clean. My curiosity was aroused and I went to see it. I learned that an architect had bought the car a couple of months earlier, but he had become too busy to work on it and was forced to sell. He stated that the "artwork" on the car was a rendition of the former Eastern Airlines logo. In addition to the custom artwork on the car, EAL parking stickers had long ago been applied both fore and

Aft. The engine turned freely but would not crank. Thinking I could get her running over a weekend, I bought the car and had it trailered home.

Soon enough I found the same problems with the car; she would not crank for me either. A gentleman on the Alpine electronic mailing list suggested a fouled fuel system and encouraged me to join the Sunbeam Alpine Owners Club of America (SAOCA), which I promptly did.

Joining the SAOCA community was one of the best things I've done.Eventually I came to feel that the non-running Sunbeam had served as a kind of passport into the unique and global Sunbeam Nation.

With SAOCA advice and encouragement, I removed the entire fuel system and restored it. Fuel tanks, crossover tube, balance pipe, fuel lines, and the fuel pump were redone. A better cap for the fuel inlet was installed.

As is typical of many 40+ year-old Sunbeams, the liner for the fuel tanks had fouled, halting fuel flow to the fuel pump. A blackish sludge of "goo" settled into the bottom of the tanks and had sunk into the crossover tube, eventually blocking fuel from entering the fuel line to the engine.

Although unknown to me at the time, this effort marked the beginning of an enjoyable if at times challenging odyssey into what has seemed like every Sunbeam nook and cranny. For a while nothing was as it appeared and each repair led to another.

By no means am I a mechanic. I don't even have a garage, thanks to a fallen tree and historic district zoning issues from Hades. Nonetheless, SAOCA members patiently kept me on track, with my best efforts fuelled by enthusiasm, coupled with an introductory level of savvy.

With fuel flow established to the Zenith carburettors sitting atop a 1725 engine, it was time for the electrical issues to appear. Fuel yes fire no!

Putting a Driver Back on The Road cont.

Inspecting the electrical system I discovered that a prior owner had reversed the wiring on the coil of my positive ground car, which made for an easy fix, but this quickly exposed a problem with the distributor. The distributor "pig tail" wire, the wire that runs inside the distributor from a connection to the coil, was broken in A clever manner and so was

replaced. While using a battery charger to boost cranking power to the engine and continue an effort that had become a home course in Sunbeam 101, I lost the solenoid, voltage regulator, and starter via a self- inflicted wound. I'm still not sure what went wrong but wrong it went, and I quickly met an opportunity to learn how to install those parts. Soon however both fuel and fire were reaching the engine's combustion chambers, and I found joy when the engine cranked. BOOMba! BOOMba! BOOMba!

It was a thrill to hear the deep British car sound! Low and deep boooom! I'd not heard it up close and personal for a long, long time. I noticed that it was a bit loud though, due to a rusty exhaust, and replaced the exhaust pipes from header to tailpipe.

I also noticed that the radiator and oil cooler needed inspection. They

were removed, boiled out by a local radiator shop, and then painted in a way that would minimise heat transfer issues.

Electrical charge to the engine was still erratic, so all the fittings in the ignition circuit were cleaned with acetone and a wire brush. The fuse box had become rickety beyond the "loose screw" level and was replaced.While observing the engine running I noticed that the oil pressure was low. Again with SAOCA help, a diagnosis was reached of a malfunctioning oil pressure relief valve. The valve was removed and cleaned, along with the oil filter base unit.One of the Zenith carburettors was leaking, so a local specialist shop rebuilt both. In addition to presenting the danger of gasoline flowing into the engine bay, the carburettors would not produce idle, preferring to race the engine towards the red line.

Putting a Driver Back on The Road cont.

By this point the engine was cranking just fine each time, but was running rough, a fault I attributed to a lack of proper adjustment of the carburettors. But one happy day I was able to turn the car around in the driveway, completing its maiden voyage. What a thrill to be behind the wheel of a Sunbeam!

Unfortunately, the engine refused to catch thereafter. Once again, it would only spin but not crank. After several tries it locked tight. It would neither turn by the starter nor the hand crank, even with the sparking plugs removed and the rear wheels off the ground. It was locked tight,

requiring disassembly.
Using an inexpensive portable hoist, I removed the engine, taking it into the basement to be broken down. Quickly it became apparent that something had gone horribly wrong. The camshaft was badly chipped in two places; a lifter had been mauled and its lifter bore was missing a piece; the centre cam bearing was thoroughly scored.

The cam had "walked" instead of running the engine and associated parts had broken, apparently due to the use of incorrect camshaft thrust plate washers! A rookie mistake by a prior owner, and costly in terms of time and resources.

I began reading in earnest the SAOCA thread on building an engine, but what to do?

Build a runner along factory lines or "soup it up" a bit? Where to find a replacement block? Should I do the Vizard mod on the head plus associated modifications? What is a Vizard mod anyway? And what about hardened valves/seats and the upper oiling issue? Then there was the issue of which pistons - the SAOCA forum informed me that reusing the old ones is not a good idea. And how to make sure the cam would not walk in the to-be-built-in-the-basement future engine? And what about use of Chevy rods? The list of questions seemed endless and grew every time I looked it over.
My engine building experience to date has been limited to one. And that was a stock Ford 260 Mk1 Tiger engine that was running fine when a buddy and I decided to "help it" a little - several decades ago! It wasn't even British!

Once again an SAOCA member stepped forward. Bill Blue suggested a running engine for sale if I drove from Atlanta to Indiana and helped remove it.

Meeting Bill and working with him on an Alpine was one of the most rewarding experiences in my "Sunbeam life." He is a wizard! Working together we had the 1725 engine ready to hoist out and into my loaner truck in short order beneath a cold but clear Indiana sky.

Eager to begin the long drive home, I pointed the truck south, making it to the mountains above Chattanooga before needing rest, and then the remaining distance to Atlanta the next day. Often I've regretted not staying over with the Blues to continue a super conversation on all things Sunbeam. I'm definitely headed to the next Invasion! Using the portable hoist, the engine was installed in no time with help from a couple of buddies. We did commit another amateur "self inflicted wound" when the distributor hit something during the install. Later I noticed it had become loose, pulled it and out of curiosity took a look at the top of the oil pump, which had a piece broken.

The old saying that haste makes waste continues to be true. Be careful everyone if you've not learned your lesson beforehand!

SAOCA members suggested a rearrangement of the plug wires and once again I encountered a learning experience. Excellent advice was provided on the SAOCA Forum and also by email.

While studying the situation, a neighbour happened by. The neighbour is a veteran BMW mechanic, now retired into another line of work. He felt that removing the pin at its base could loosen the distributor drive, rotated the problematic180 degrees, and re-pinned. Then the distributor could be installed in a factory configuration. If the oil pump drive could not be turned, then the distributor drive could be turned instead. This was done but did not produce joy. Taking some time to study the situation, I noticed that the fuel tanks crossover tube was leaking fuel.

Putting a Driver Back on The Road cont.

Finding that a weakened-by-age wire clamp had given way, I replaced it but still no joy. The fuel leak was solved but the known good engine would not fire. A check revealed that fuel was not reaching the carburettors, and a search for air leaks was conducted. Finally I discovered the fuel line to the fuel pump was not proper due to a slightly cross-threaded fuel pump inlet. Using a line wrench, the situation was carefully corrected, re-establishing fuel flow to the carburettors.

Additional testing revealed that the sparking plugs had been soaked by fuel. They were replaced, the distributor and plug wires were reset and, finally, the engine fired!

The newly rebuilt carburettors leaked fuel in great quantities though, so they went back to the shop for review. While the carburettors were away, a fuel pressure test indicated that a fuel pressure regulator was needed, and one was installed set to 1.5 psi.

Along the way, many other repairs were necessary, too many to list, but here are several: It was necessary to replace the car's brake and clutch hydraulics. Brake callipers were rebuilt. Rotors and rear drums were turned. On the first engine, the water pump, shelved as too rusty, was replaced. The water thermostat cover was so corroded it broke when new radiator hoses were installed, and a replacement was fitted. As each repair led to another, any surface rust discovered was cleaned then rattle-can painted white over a coat of Rustoleum primer, in keeping with the car's factory Moonstone colour. This will have to do until such time as the car goes to be painted.

Also along the way, SAOCA member Andrew Masse offered a hard top for sale at a good price and, with Ian Spencer's permission, agreed to leave it at the recent Invasion site for me to pick up as time permitted. Using frequent flyer points I flew to Ohio and thoroughly enjoyed my trip to Sunbeam Headquarters. As my Sunbeam is currently outdoors, the hardtop provides invaluable protection from the weather.

I've all but lost track now of the work completed, but suffice it to say that everything in the engine bay has been replaced or repaired, up to and including the engine, excepting only the dynamo. The gearbox and clutch assembly also is new to my Sunbeam, having been trekked down South from Indiana with the engine. New universal joints are in place, and the prop shaft has been cleaned and reinstalled.

A few things remain to prepare the car for driving, but the list has grown shorter and shorter.

Hmmmm, bleed the brakes, get the fuel flow and restored Zeniths to work together properly and…

GO FOR A DRIVE!

To: Delta Cam

We would like to thank you for supporting Invasion VII

Delta provided us with:

Pads of paper
Stickers
One free cam grind certificate
"T"-Sirts

http://www.deltacam.com

To: British Wiring

We would like to thank you for supporting Invasion VII

British wiring provided us with:

1 logo golf shirt
Business cards

http://www.britishwiring.com/

To: British Wire Wheel

We would like to thank you for supporting Invasion VII

British wiring provided us with:

Catalogues
Spanners
Tire pressure gauges

www.britishwirewheel.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 VII

HARRINGTON MOTORWORKS

The Magnificent Sunbeam Alpine Series V

ROOTES MOTORS INC

THE SUNBEAM ALPINE OWNERS CLUB OF AMERICA

Thanks to everyone who made Invasion VII a success.

The Case of the Missing Stud

by Paul Almjeld

It was a beautiful late August day in South Dakota with sunny skies and comfortable temperatures a near perfect day to begin the nearly 1000 mile drive to the SAOCA Invasion in Tipp City, Ohio. I had spent the previous day going over my 1967 Series V Alpine and attending to last minute maintenance details. I changed the oil, serviced the air cleaner, installed new plugs, checked all the fluid levels, tire pressures, lug nuts, etc. Following the service routine I washed and waxed the car and loaded my luggage and personal items. I was ready!

I find it incredibly exciting to attend the annual Invasion events and this year was no exception. I was traveling in Ol' Blue, my '67 Alpine. It has a stock 1725 engine, a 5 speed transmission, and a few other modifications to enhance both economy and reliability. I had previously driven the car to several other Invasions and was quick to share with other Alpine owners my confidence in the car and its reliability. I was meeting George Farrell along the way and, for the first time, had someone to "caravan" with on the trip.

I left my home in Mitchell, South Dakota, and got on Interstate 90. Traveling east at about 70 miles an hour I expected to meet George in about 3 and a half hours.
About two hours and 125 miles later I felt a miss in the engine a single miss, like a spark plug misfiring. But it was a single event and, while puzzled about what it could be, I did not stop to investigate. The engine was running smoothly again at about 3250 rpms and everything seemed OK. Then it happened again.
And again. And again. And soon the engine was running on only three cylinders while the 4th cylinder was clattering and chattering. I cut the power and let the car coast to the nearest exit. As it turned out, the exit was about a mile from the home of my cousin Ron in Worthington, Minnesota. Thanks to a gentle tailwind and a mild downward slope I was able to get almost all the way to his home. I parked the car, got out and kicked the driver's side front tire (it just felt good to do that). I was really irked. Ol' Blue had let me down. Mr. Dependability had let me down! I didn't attempt too much analyzing of the problem. From the sounds of the chattering and clattering I knew it was either the #1 or #2 cylinder. I knew it was a complete failure and that I wasn't going to be able to repair it and continue my trip. I called George to let him know that I would have to find a rental car so I could continue the trip to the Invasion. George told me to wait that he'd swing by and pick me up so my cousin Ron and I enjoyed a couple of beers while sitting on his deck. A few hours later George arrived and we left for Ohio. The Invasion was the best ever and the travel time with George was completely enjoyable.

So what happened to the engine? After returning from the Invasion and hauling the car home never sell your pickup and car hauler trailer! I pulled the head to inspect the damage and see what had caused the problem. I could hardly believe my eyes when I saw the top of the #1 piston. It was beaten and pounded and had what appeared to be screw threads imbedded into the top of the piston. Turning the head over, I saw similar marks on the head. I also saw the stud that caused all the damage. So where did the stud come from? And how did it get into the #1 cylinder? It was going to take some serious looking to find an answer.

The next day my searching revealed that a stud was missing on the carburetor. On the Weber 32/36 there are four studs that are used to secure the base of the Weber air cleaner to the carburetor and one of them was gone. When I had serviced the air cleaner prior to leaving on the trip all the studs were in place. Seeing them in place, I did not check any of them for tightness. After all, for more than ten years they had been there, holding the air cleaner base in place. But, since the remnants of the stud that I removed from the cylinder head were the same size and thread design as the studs for the carburetor, it had to be the missing one.

So how did it get into the #1 cylinder? I don't know for sure. I can only speculate that somehow it had become loose, fell onto the air cleaner base and eventually made its way into the intake manifold via the carburetor throat. From there it was inhaled into the #1 cylinder and began its reign of terror. The damage to the head was significant, but repairable. The #1 piston, however, had to be replaced. The

The Case of the Missing Stud cont.

piston top was battered and cracked, and the top ring was broken. Fortunately the cylinder wall was not damaged and showed no evidence of the event that broke the piston and damaged the head.

The head has been repaired and is back on the engine. The #1 piston was replaced along with a complete set of bearings. The engine is running and appears to have suffered no effects beyond those already indicated. The $300 dollar lesson in all this is the following: If you have a Weber 32/36 carburetor installed on your Alpine, be sure to use Locktite or some similar chemical fastening solution to securely hold the air cleaner studs in place. Doing so will help you avoid the expense and frustration I encountered because of a simple maintenance oversight. The Alpine engine is sturdy and reliable and can give thousands of miles of trouble free driving with a minimum of maintenance. Be sure to include the air cleaner studs as part of your servicing routine!

Keep 'em on the road!

From a Dallas Boatshed to Invasion 7
by Steven Kirk

This story starts In April of 2006 when I was attending the annual British Car Show in Dallas, Texas with my 1962 Series 2 Sunbeam Alpine. I was approached by a Charles Whittaker who informed me he had a series 5 Sunbeam Alpine for sale. Charles purchased the car new in 1967 from Precision Motors in Dallas and used the car up until 1990 when it was put into storage. I agreed to look at the car the following weekend.

The Alpine was in a boatshed north of Dallas where it had obviously sat for many years as it was covered in

dust and Hornets nests. I examined the car very closely and found the body to be one of the most solid original Alpine bodies I have ever seen. The car was complete without modifications and was pretty much a factory correct car. On the bad side the car needed a lot of mechanical work as it had not run in years. The hydraulics were history plus the rubber seals, interior and softop were all destroyed by the Texas heat. I struck a deal and a week later the car was in my garage.

I started working on the fuel system by cleaning and re-sealing the fuel tanks, plus replacing all the rubber connecting hoses. I found the twin Stromberg carburetors to be badly gummed up with fuel deposits; these were cleaned and rebuilt with repair kits. A new fuel pump was fitted.

The ignition system was re-built with new leads, plugs, distributor cap, points and condenser plus a high tension lead.

The exhaust system was falling off the car and was probably the reason the car was originally put into storage. A new exhaust system was sourced and fitted to the car.

Moving onto the cooling system the radiator was removed, and taken to a radiator shop for repair as it appeared to have a leak. The radiator was fitted along with a new thermostat, plus all new hoses and coolant.

A new battery was fitted, the oil and filter were changed, and then the key was inserted into the ignition. After turning the engine over many times it eventually fired and ran. The timing was checked, the fuel mixture was adjusted and carburetors were synchronized. The Alpine was now running very nicely with 40psi oil pressure. A compression test was done with on each cylinder with the results being low 162 and high 172. I now had a good running Alpine and encouraged by this decided to make the car roadworthy.

The brake and clutch hydraulic systems were subjected to a complete rebuild. The front brake calipers were fitted with new stainless steel pistons, seals and pads. The brake master cylinder and rear brake cylinders were replaced with NOS items. The brake pipes plus brake hoses were replaced. The system was filled with brake fluid and bled to remove air bubbles. The clutch hydraulics were rebuilt with a NOS master cylinder plus Slave cylinder.

The front suspension was rebuilt with new bushings in the upper and lower “A” arms plus new shock absorbers and springs. The rear shock absorbers were replaced.

The steering box was cleaned and filled with Lithium grease. The upper and lower ball joints were in a very poor condition and were replaced. The tie rods ends were also in a poor condition and new ones were fitted.

The car came with wire wheels which look very nice but can a pain to deal with so I sourced a nice set of aftermarket wheels. I changed the hubs and fitted the wheels to the car with new tires.

PATHFINDER
Fog Lamp — penetrating, wide, kerb-to-cats-eyes flat topped beam with no back glare. **89/6**

PROJECTOR
Long Range Lamp—powerful, long range beam for safe night driving. **89/6**

Matched pair **170/-**

- ★ All glass Sealed Beam Light Units.
- ★ 50 watt 90,000 Candle Power Beam.
- ★ Easy fitting—upright, pendant or back mounting.
- ★ Specially designed mounting brackets for easy fitting.
- ★ All lamps complete with cable and switch.
- ★ 12 months Guarantee.

Lucas Fog and Long Range Lamps with their outstanding performance, attractive styling and high quality chromium finish are specially designed to make motoring easier and safer. Extensive range from **75/-** to **99/6** each.

ALL PRICES RECOMMENDED

ANTI-CRASH **FOG REARGUARD LAMP**
Drive with the confidence of knowing that in conditions of bad visibility, the brilliant red light gives following vehicles ample warning and time to avoid a nose-tail collision, thereby considerably reducing the risks of accident and injury.

69/6

LUCAS
FOG & LONG RANGE LAMPS

JOSEPH LUCAS LTD · BIRMINGHAM 19

MOTOR SHOW • EARLS COURT • STAND NO. 232

From a Dallas Boatshed to Invasion 7 cont.

From a Dallas Boatshed to Invasion 7 cont.

Cosmetically the car needed a lot of work and still does. The dash was removed, cleaned and re-fitted. The top crash pad had been destroyed by the Texas sun and was replaced. The rubber seals around the windshield and doors were replaced. The seats are in a poor condition; my solution to this was to install seat covers. The car was then given a through cleaning from end to end.

A great day had now arrived I fitted the new Texas license plates and drove the Alpine to the test station. Half an hour later the car had a new inspection sticker its first since 1986. Leaving the test station I set off to put some miles on the car. Half an hour later it rained which normally would not be a problem but I had yet to replace the soft top, so I arrived home very wet.

My thoughts were now firmly set on the Invasion which at this point was only two months away. Over the next several weeks I set about putting some miles on the car to see it would make it. After 600 miles my only problem was a brake fluid lead which was easily fixed.

To ready the car for the Invasion a new softop was fitted with new seals, the car was cleaned and loaded with tools and spares.

Tuesday August 29th I leave work and I am on my way to the Invasion from Dallas. My first nights stop was in Arkansas. On Wednesday I completed most of the journeys leaving only a two hour drive left for Thursday. Then I hit my first problem I left my wallet at a gas station 50 miles back. I raced back to the gas station and luckily my wallet was still there having been left on the counter. Thursday morning the car was hard to start and was leaking clutch fluid but made it to the Invasion around lunchtime.

The clutch fluid leak was traced to the fitting at the master cylinder. With help from Ian providing a clutch pipe and Mike Phillips who assisted me in fitting the pipe the clutch was soon again operational.

The problem starting gradually got worse through the Invasion. This was eventually traced to a sticking choke mechanism which was easily fixed.

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

From a Dallas Boatshed to Invasion 7 cont.

My future plans for this car are to keep driving and enjoying the car and to gradually make improvements as time and money allow.

Sunday morning came too quickly and it was time to set off for home. The return journey was happily uneventful I drove the 1000 miles home with no problems.

I am very pleased with my Alpine so far it has proved to be a very good car considering it sat for a very long time. The car provides me great enjoyment and always puts a smile on my face. The car is far from perfect it would benefit from a repaint having been painted once in the past and although presentable the finish is not all that great. The car also needs a lot of cosmetic attention the seats and some of the interior being in poor condition.

THE SUNBEAM ALPINE

TOTAL
9

33

TOTAL
33

150

32

Get Ready for the unveiling of Invasion VIII