

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



THE OFFICIAL PUBLICATION  
of THE BRITISH MOTOR CLUB  
of SOUTHERN NEW JERSEY

May / June 2023  
VOL. 33 ISSUE 03



The spectacular new

# SUNBEAM *Alpine*

**Also In This Issue :** *Other British Car Evnts Calendar of the Northeast*

*RESCUE Squad --- Rick Lentz's Alpines --- TIGERS --- Matchbox Museum  
When the Fire Goes OUT --- Swap Meet --- BMC of SNJ Events*



BRITISH MOTOR CLUB  
of  
SOUTHERN NEW JERSEY



**"Offside/Nearside"** is the bi-monthly newsletter of the British Motor Club of Southern New Jersey (BMC), which was founded in 1992 to encourage the ownership, operation and preservation of British cars.

Membership is open to all owners of automobiles manufactured in Great Britain prior to 1996 and all owners of motorcycles manufactured in Great Britain prior to 1979.

The dues of \$15.00 per year, includes a subscription to "Offside/Nearside". BMC is affiliated with the following organizations: MG Owners Club (MGOC); North American MGB Register (NAMGBR); North American MGA Register (NAMGAR); Vintage Triumph Register (VTR); Triumph Register of America (TRA).

**BMC Meetings** are generally held on the third Wednesday of each month in alternating locations to best reach our membership base.

Odd numbered months (January, March, May, July, September):  
Seven Stars Diner 1890 Hurffville Rd, Sewell, NJ 08080

Even numbered months (February, April, June, August, October)  
Uno Pizzeria & Grill, 2803 NJ 73, Maple Shade NJ 08052

Meetings are not planned for November or December due to holiday scheduling conflicts. Meetings typically begin at 7pm, with food service beginning at 6pm. Dates and times are subject to change, which will be communicated by email to club members.

### NEWSLETTER CONTRIBUTIONS

**OFF SIDE / NEAR SIDE is YOUR Newsletter.**

The Editors are always looking for new material.

No material / No Newsletter. Simple as that. Please submit British car related copy and especially personal experiences in your LBC for us to use in one of our six annual Newsletters. Project articles with pictures are really good.

**PLEASE SEND NEWSLETTER CONTRIBUTIONS TO THE EDITOR :**

**Joe Marchione:** [editor@bmcsnj.org](mailto:editor@bmcsnj.org)

**Note:** *If you are emailing please leave a message on 609-272-9743 phone number so I'm sure to get it.*  
**Thanks—Joe Marchione**

**PLEASE SEND FOR SALE, WANTED or FREE REQUESTS TO :**

**Ed Gaubert:** [mgarage@comcast.net](mailto:mgarage@comcast.net)

**Although we hope that these things are common sense, BMCSNJ has adopted the following policies and practices with respect to club sponsored events.**

Membership meetings are sometimes held in restaurants that serve alcoholic beverages. We expect that members who choose to consume alcohol at these meetings will do so responsibly.

BMCSNJ supports safe and responsible enjoyment of British automobiles and motorcycles. All events sponsored by BMCSNJ are alcohol and drug free. Consumption or distribution of alcohol or controlled substances is expressly prohibited. All driving events are conducted in accordance with motor vehicle laws at all times.

This does not really represent a change to our prior policy or practice, it just documents it. If you have not been to one of our events before, come out and join us. You will be glad that you did.

#### **>>>> DISCLAIMER!!! <<<<**

Readers are warned that any attempt at mechanical or other modifications described herein is at their own risk. Good car mechanics results in pleasure; poor car mechanics results in, at best, a personal rebuild. The opinions expressed in the articles of this newsletter are not necessarily those of BMC, the editors or advertisers.

The editors take responsibility for any editorial mistakes or errors.

**PRESIDENT / CHAIRMAN**

Steve Ferrante  
90 Strawberry Drive  
Shamong, NJ 08088  
[president@bmcsnj.org](mailto:president@bmcsnj.org)

**BOARD OF DIRECTORS**

Tom Evans  
[secretary@bmcsnj.org](mailto:secretary@bmcsnj.org)

Brian Deam  
[members@bmcsnj.org](mailto:members@bmcsnj.org)

Ed Gaubert  
[mgggarage@comcast.net](mailto:mgggarage@comcast.net)

Gary Warren  
[garswb@yahoo.com](mailto:garswb@yahoo.com)

Pete Cosmides  
[tundramgb@hotmail.com](mailto:tundramgb@hotmail.com)

Mike Eck  
[eckmichael@comcast.net](mailto:eckmichael@comcast.net)

**SUPPORT STAFF**

TREASURER / REGISTRAR -  
Brian Deam  
900 Riverton Road, Moorestown, NJ  
08057  
856-296-9531  
[members@bmcsnj.org](mailto:members@bmcsnj.org)

SECRETARY / WEBSITE -  
Tom Evans  
177 Grant Ave.  
Cherry Hill, NJ 08002  
609- 923-9298  
[secretary@bmcsnj.org](mailto:secretary@bmcsnj.org)

EDITOR -  
Joe Marchione  
921 Shelburne Ave  
Absecon, NJ 08201  
609- 272-9743  
[editor@bmcsnj.org](mailto:editor@bmcsnj.org)

EVENT COORDINATOR - South  
Tracy Westergard  
Gloucester, Salem, Cumberland and  
Cape May Counties  
[events@bmcsnj.org](mailto:events@bmcsnj.org)

EVENT COORDINATOR - North  
John Stern  
Camden, Burlington, Atlantic and  
Ocean Counties  
[eventsnorth@bmcsnj.org](mailto:eventsnorth@bmcsnj.org)

BMCSNJ RESCUE SQUAD  
COORDINATOR  
Pete Cosmides  
[tundramgb@hotmail.com](mailto:tundramgb@hotmail.com)

May / June 2023  
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The official BMCSNJ website can be

<b>Pg. 4</b>	<b>President's Message</b>
<b>5</b>	<b>Secretary's Satchel</b>
<b>6</b>	<b>Treasurer's / Registrar's Report Money Is No Object</b>
<b>8</b>	<b>The Editor Writes</b>
<b>10, 11</b>	<b><i>RESCUE Squad</i></b>
<b>12 - 17</b>	<b><i>The Sunbeam Alpine</i></b>
<b>18, 19</b>	<b><i>Rick Lentz's Alpine World</i></b>
<b>20</b>	<b>Cars and Coffee</b>
<b>21 - 26</b>	<b><i>Sunbeam TIGER</i></b>
<b>27, 28</b>	<b>THE MATCHBOX MUSEUM</b>
<b>29, 30</b>	<b>Bond, James Bond and his Tiger</b>
<b>31 - 32</b>	<b><i>Get Smart / Get a TIGER</i></b>
<b>33 - 36</b>	<b>The Harrington Alpine</b>
<b>36 - 38</b>	<b>Harrington TIGER</b>
<b>40</b>	<b>Cam Tail Alpine</b>
<b>41</b>	<b><i>Chrysler takes the wheel</i></b>
<b>42 - 45</b>	<b><i>When the Fire goes out</i></b>
<b>46 - 47</b>	<b>Swap Shop</b>
<b>49 - 52</b>	<b><i>Event Calendar</i></b>
<b>53</b>	<b>VendorAds</b>

## May / June 2023

Get ready to read another fantastic newsletter by our esteemed editor, Joe Marchione! With contributions from your officers and members, this newsletter is a great example of what our members are capable of. Keep the articles and ideas flowing! As I have said and written many times, my goal when I took over a few years ago was to make the club more accessible to all of our current members, more inviting to new members, and to encourage overall participation in the club. Thanks to all of you, I think that we have succeeded.

Last year when we created the Rescue Squad, I was excited to see what kind of response we would get. While it was not as much as I expected, it became clear that the benefit to the member was only a part of overall value of the exercise. Having Pete Cosmides at the helm and very knowledgeable people like Ed Doody and others involved, transformed the "house calls" that we did into quite a learning experience for the rest of us. So far, this has been a great experience for me personally and a big benefit to our club members. I look forward to its continued success.

Having the February meeting at the Simeone Museum was such a success, that we set our sights on a museum with thousands more cars than the Simeone. About thirty of us made the trip to Newfield for a tour of the Matchbox Road Museum that you can read about a little later. A collection of tens of thousands of Matchbox cars meant that for every member present, there were at least 1,000 Matchbox cars. Amazing.

Our next event will be on May 20<sup>th</sup> when BMC of SNJ will host a picnic for all members at Pakim Pond Picnic Area in the Brendan Byrne State Forest. This will be a bring what you want to eat and drink (no alcohol due to state park rules) and please keep in mind that there are no trash cans in the parks. You must carry out what you carried in. There is a pavilion with picnic tables and charcoal grills if you would like to cook. I am looking forward to a nice turnout for the picnic. The location is at the end of a nice country

ride on Route 70 and 72 from the east or west or up 206 from points south.

Keep an eye on your email for the polo shirts that we are going to make available to members. In the next week or so, you will see the details and be able to place your order. We will order polo shirts in light blue, light grey or white with an embroidered club logo. Sizing and pricing will be in the email.

Stay in touch with the Events Calendar on the website as it always has the most up to date information.

Unfortunately, once again I have to caution you about the amount of spam that is invading all email systems. As a rule, we send out a message about every week. If you haven't heard from BMC of SNJ for a while, please reach out to us so that we can check what is going on. The programs that we use can automatically drop you from the list if your email program classifies our message as spam.

I'm looking forward to the great weather this summer and hope to see many of you out and about. Happy Motoring!

BTW, since this newsletter is focused on the Sunbeam Alpine, I should tell you that a Sunbeam Alpine was the first British car that I ever sat in when I was about 10. The car belonged to an older brother of a friend and sat in the backyard of his parent's house with four flat tires and hadn't moved in a long time. At that time, it was cool for us kids to "play Army" and we pretended that it was a tank. There were holes in the convertible top that were perfect for pointing guns out to eliminate the enemy!

Steve Ferrante  
President, BMC of SNJ



# SECRETARY'S SATCHEL

May / June 2023

by Tom Evans

May 1, 2023

Having ascended the throne on September 8, 2022, King Charles III's coronation will occur on May 6, 2023. The celebration at our house will not be as great as Will and Kate's wedding but we will enjoy some bangers and mash with Welsh Cakes. All of the Six Nations fixtures will be done by this weekend, so we won't have any other program to watch ... maybe there will be something on BritBox or Acorn.


If you are not already a subscriber, I recommend obtaining a copy of the May 2023 issue of Hemmings Motor News. There are two articles celebrating the 100 years of MG with a recap of the Cecil Kimber models from '29 to '32 M Type through the 2002 TF until bankruptcy and the takeover by Shanghai Motors. My buddy Mark in Wales has a newer MG and really enjoys it. Perhaps they will come back to the US. Maybe not, considering the aversion of the EPA and politicians to the use of a better fuel in diesel. I won't go there, for now. There is also a second article about the 250,000th MGB to roll off the line in 1971 and the search for it since. Interestingly, that MGB was a GT, my favorite body style. Nice to see some dedication of print to LBCs amongst the American iron. Keep the faith!

We have several great events coming up, some of the usual and some new. We are looking forward to the Membership Meetings on May 17th and June 21st, but most of all the BMCSNJ picnic at Pakim Pond Picnic Area, in the Brendon Byrne State Park, on May 20th organized by our Events North Coordinator, John Stern, and then our Annual Memorial Gathering at Smithville on June 24th. See all of the details for these events and upcoming opportunities in the calendar in this issue of Off Side/Near Side and on the website, [bmcsnj.org](http://bmcsnj.org)

Enjoy this great issue, once again composed by our energetic editor, highlighting Alpine. Volunteer with the "Rescue Squad" and help other members, organize a Pop-Up Cruise and get on the road.

Happy Motoring  
See you on the road.  
Happy Motoring

Tom Evans



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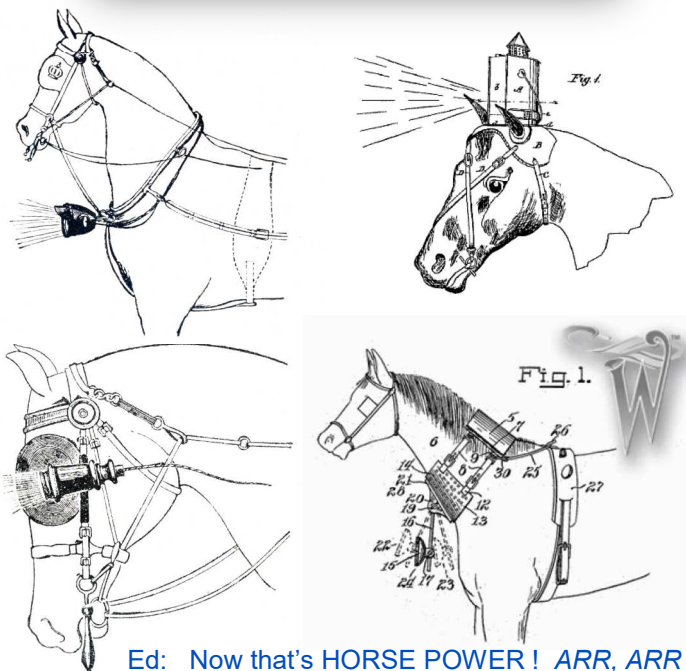
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## Did horse carriages have headlights?



Ed: Now that's HORSE POWER! ARR, ARR

Treasurer/Registrar's Report  
May / June 2023



*Money Is No Object*

by Brian Deam

Dear Members,

I hope you are taking advantage of this beautiful spring weather, especially for some top down driving.

Financially, the club remains very strong and solvent. We are well positioned to fund all the club expenses, which include events, newsletter, postage, insurance, website, email system, and charitable causes.

Presently we have 168 members, up 2 from March. I've included below our updated club demographics, which provide the breakdown of our members by county, and their cars by make. Keep spreading the word about the club and the activities we have planned for 2023.

Club dues remain at \$15/year (free if you volunteer to host an event) for which you receive six newsletters per year, access to our Facebook page and unlimited use of club supplied resources! Just a reminder that the Facebook page is for paying members and spouses only.

If you want to renew or if your membership has inadvertently lapsed, please send your payment using one of two methods:

PayPal: sign on to [www.PayPal.com](http://www.PayPal.com) and send your dues to "members@bmcsnj.org".

Check: made payable to "British Motor Club of Southern NJ" and mailed to:

Brian Deam  
900 Riverton Road  
Moorestown, NJ 08057

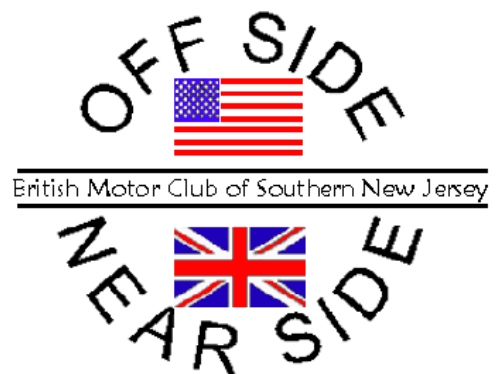


Thanks for your ongoing support!

Brian

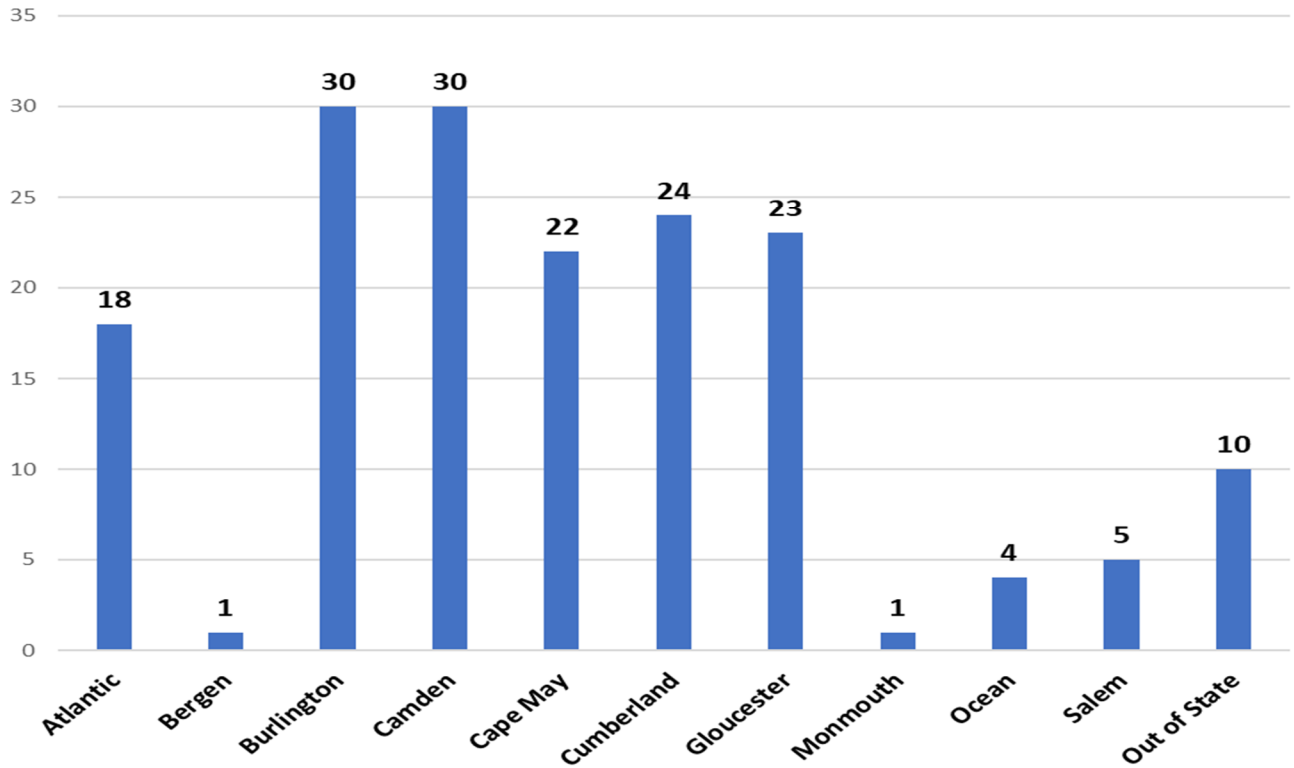
*Welcome to our new and returning members:*

Name	Town	Car
Bruce Burgess	Vineland	1967 MGB

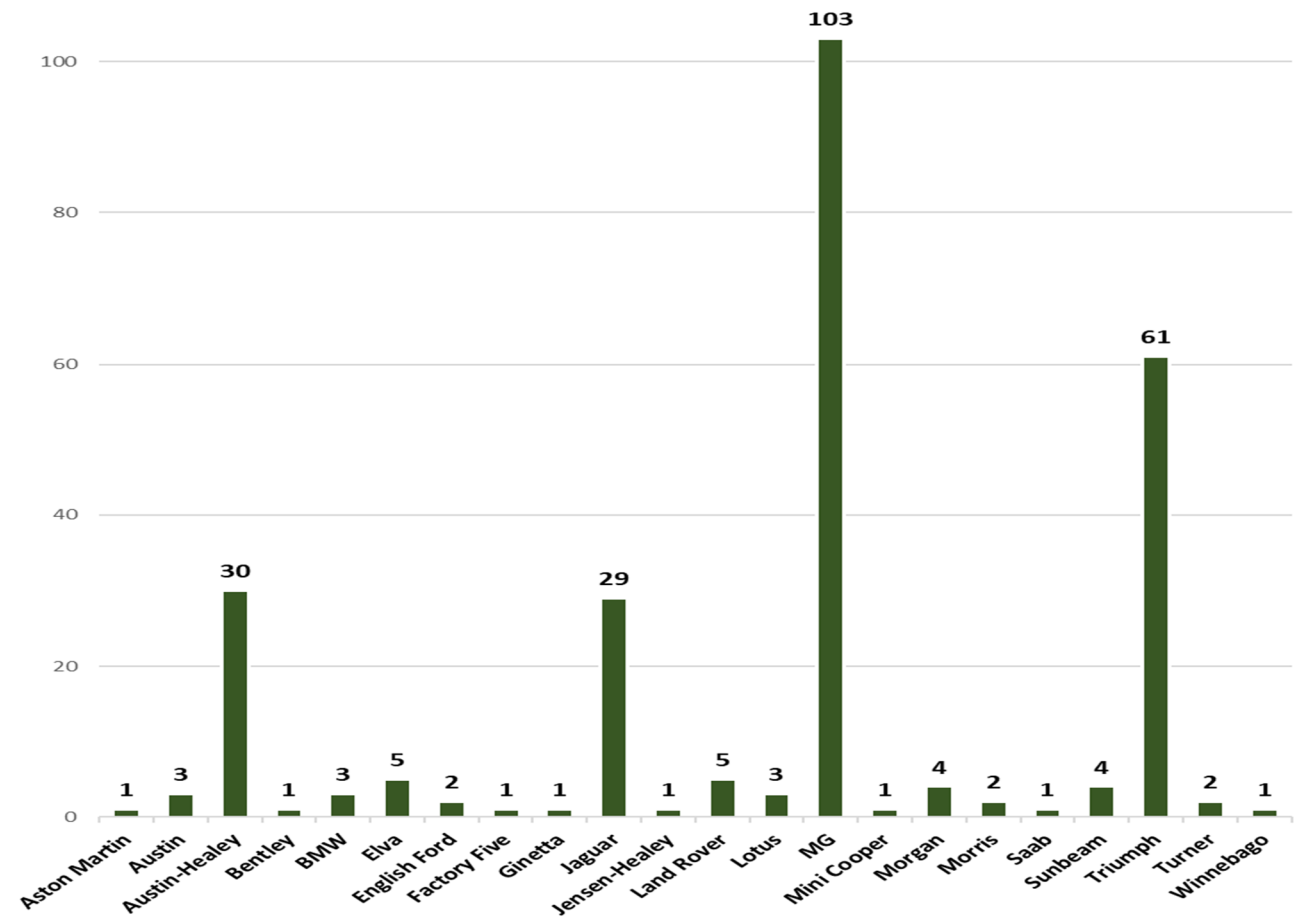


*Treasurer Graphs showing # Members per county  
and # cars by make in club pg. 7*

## Members by County



## Cars by Make



# The Editor Writes



Hello all from your editor.

If you haven't noticed, this is one big "letter" (?) this quarter. All I can say is that little Alpine turned out to be more than I imagined when I got into researching all the models, variations, V8s, variations of the variations?! And then .... Alpines in the movies, on TV, on the track, and even at Le Mans. Man, that little British car got around.

And then there were great contributions from a "real" Alpine owning club member, Rick Lentz, who, when it comes to Alpines is the "Real Deal" with TWO Alpines! One on the road and one getting ready to be. Way to go Rick. Then add tails from the Rescue Squad, buy / sell / swap, and what to check when your LBC decides not to start. So I hope this wasn't over the top and that you enjoy.

Joe Marchione

So all that brings me back to:

***SEEKING MEMBER CONTRIBUTIONS !!!!!***

***I am soliciting member articles for the  
July / August 2023 newsletter (and beyond).***

***LOOKING FOR ARTICLES ABOUT***

***Everything About You and Your Cars. Projects, Rides,  
or just what's going on in that garage.***

***And you can't hide because I know members who are doing stuff.***

***I expect some Action !!***

***It's great for the club***

So, if you are an owner, present or past, or have a story about one of those wonderful British cars, or are even just an admirer, **please** consider sending in something about your car and you and your car's experiences together.

Could be how you found it, how you brought it back from the dead, how you love it, how you lost it — anything will do. Or just send a picture of you and your car! Doesn't have to be a big deal.

If you're interested please send any material to your Editor, at "[editor@bmcsnj.org](mailto:editor@bmcsnj.org)".

I'm asking now because our cutoff date for member articles is at least one month before the month of the newsletter. Meaning that to have your piece published in the July / August 2023

newsletter please get anything to me no later than **June 10th. 2023.**

**Although if I get it later I could still publish it in another later newsletter**

***so please don't hesitate !***

***\*\* Also please consider contributing a member or project profile....Anytime !!***

**A member profile lets our members know a little bit about you and your car.**

**Some excellent examples are John and Joyce with their 1950 MGY in January 2020's newsletter. Or Eric Sundberg and his MGA restoration and, our very own Club President, Steve Ferrante and his cars, both in July 2019's newsletter.**

**And there are many more member contributors in these newsletters.**

**You can find all these and more on our BMCSNJ website at [bmcsnj.org](http://bmcsnj.org).**



**So please consider putting together one about you and your car (cars?). All I need is some pictures of you and your car and some text telling our club members a little about yourself. Doesn't have to be much.**



Attention BMC of SNJ Members!  
I am happy to announce a new benefit available to the club!

## **The BMC of SNJ RESCUE SQUAD**



Perhaps your British car is languishing in your garage due to a mechanical roadblock that you have encountered that has prevented you from enjoying your car.

We have harnessed the collective talent of several club members and are instituting a program that we call "BMC of SNJ Rescue Squad." Our goal is to provide volunteers to help you get your car back on the road. Short of routine maintenance and full restorations, we can help if you have a problem you can't overcome by sending a group of volunteers to your home garage and help you through the process.

Maybe you have a clutch or brake system that needs to be bled and you're struggling with the process. Or, perhaps your turn signals stopped working and you can't wind your way through the electrical diagram to make the repair. Maybe your car ran when parked and doesn't want to start now. Let us know and we will do all we can to arrange for the help you need.

This will provide some fun, social interaction and productive garage time for all parties involved. Refreshments are optional!

One of our original BMC members, Pete Cosmides has offered to get this program off the ground.

So, if you need some help, please contact Pete and he will determine if we can be of assistance. Pete can be reached by email at [tundramgb@hotmail.com](mailto:tundramgb@hotmail.com)

By the way, if you want to get involved with the Rescue Squad, you can let Pete know that as well. You don't need to be an expert, but perhaps you have mastered certain mechanical aspects that will come in handy to others under the right circumstances.

Steve Ferrante  
President, BMC of SNJ  
[president@bmcsnj.org](mailto:president@bmcsnj.org)



# BMC of SNJ

# Rescue Squad



*BMC of SNJ*



## BMC of SNJ Rescue Squad report; May-June 2023

By Pete Cosmides

On a nice Saturday morning in March we had several club members come out to lend a hand on our latest Rescue. This time at the Hammonton home of long time member and former club president Chris Bethman. After decades of using his nice, early MGB for almost daily use Chris decided it was time for some refurbishment and he wanted to start with the engine. He asked the Squad to come lend a helping hand to muscle the engine/gearbox combo out, the more hands the merrier.



The job was made all that more simple as Chris had most all ancillaries removed/disconnected leaving only the engine mounts, gearbox mounts and driveshaft that needed our attention. This hardy crew made quick work



of the job and I am told the engine is already stripped down and at the appropriate machine shop for evaluation. Before the work commenced, we were treated to some hot coffee and donuts in the Bethman home, which can best be described as museum-like.

( Rescue continued from page # 9 )

Chris and his wife have amassed some very interesting art work, decorations, antiques, along with Chris' extensive automotive book collection. After the work was finished we all admired Chris's replacement daily driver, and lovely Volvo P1800 and couldn't help but notice the many similarities to the MGB. Chris has good taste in cars.

Thanks to Ed Gaubert, Ed Doody, Hank Lipson, Steve Ferrante for coming out and helping out. And thanks to the Bethmans for the coffee, donuts, and hospitality.

Pete Cosmides



# SUNBEAM

*Alpine*



*Sleek . . . . Swift . . . . Spectacular !*

Many of you who are familiar with the stylish and sweptback Sunbeam Alpine sports car of the 1960s and 70s era may not know, as I didn't that in the early 1950s there was a British car called the Talbot Alpine, subsequently named the Sunbeam Alpine. This earlier Sunbeam Alpine was totally unlike what most of us consider the car's appearance in 1959 as a swept back tail finned little 2 seat sports car. Much different. It's kind of like, the 1960s Alpine I knew had a Grandma. But contrary to this old lady look, grandma had originally been conceived as a competition car.

Derived from the Sunbeam-Talbot 90 Saloon, the car dates back to 1953. It was a two-seater sports roadster initially developed in 1952 by Sunbeam-Talbot dealer George Hartwell in Bournemouth, as a one-off rally car. The Sunbeam-Talbot two seat drophead coupé, was supposedly named by Norman Garrad of the works Competition Department, who was heavily involved in Sunbeam-Talbot's successes in the Alpine Rally during the early 1950s using the saloon models.



A Sunbeam-Talbot 90 won the Monte Carlo Rally in 1955. During the 1950s, Rootes's promotion included a strategy of participation in major UK and European car rallies. Stirling Moss and Sheila van Damme were their top drivers, and the Sunbeam-Talbot 90's win in the 1955 Monte Carlo Rally was the most significant victory. ( Not bad Grandma ! )



It had a four-cylinder 2267cc engine from the saloon, but with a raised compression ratio. However, since it was developed from the saloon platform, it suffered from rigidity compromises despite extra side members in the chassis. The gearbox ratios were changed, and from 1954 an overdrive unit became standard. The gearchange lever was column-mounted.

(Ed: Really? A rally competition car with three on the tree ? )



The original 1953 Sunbeam-Talbot / Alpine would have two series, although numbered in the peculiar ranking of Alpine Mark I and Alpine Mark III (no Mark II). 1,582 of these cars were hand-built at Thrupp &

Maberly coachbuilders from 1953 to 1955, of which 90 were Drophead Coupes, and remained in production for only two years. Of these 1,582, 961 were able to cross the pond to the United States, while 445 remained in the UK, and 175 went to other world markets. It has been estimated that perhaps as few as 200 have survived.

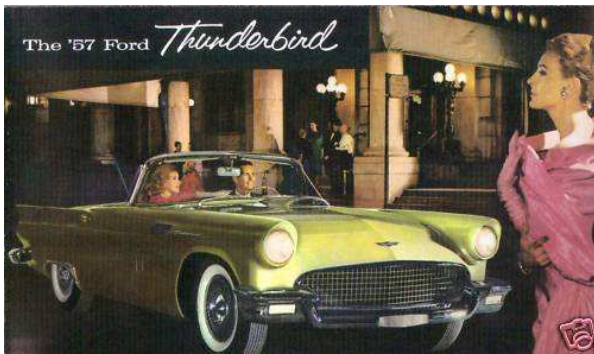
### A Dedicated Sports Car

The Sunbeam Alpine as most of us British sports car fans know, made its debut in 1959 following several prototypes, of which one is still known to exist.



Pre production prototype

After the original 1953 Alpine wrapped up in 1955, Kenneth Howes and Jeff Crompton were tasked with doing a complete redesign in 1956, with the goal of producing a dedicated sports car aimed principally at the US market. Although the styling work for the Sunbeam Alpine was entrusted to the internationally renowned American industrial design house of Raymond Loewy, the bulk of the design work was done by Ken Howes who had previously worked for Studebaker. Raymond Loewy and Ken Howes had done previous design work for Rootes having been responsible for the very pretty Sunbeam Rapier. The resulting design was a superb blending of the American *avant garde* with British classic style. The design called for prominent American style fins at the rear of the car which, when contrasted with the car's low front end gave it an almost wedge shaped style that made it look fast even when standing still on the showroom floor. Ken Howes contributed some 80% of the overall design work, which bears more than incidental resemblance to the early Ford Thunderbird, being based largely on Howes' previous employment with Ford.



The car made extensive use of components from other Rootes Group vehicles and was built on a modified floorpan from the Hillman Husky estate car. The car was powered by a 1,494cc engine with dual downdraft carburetors, and styling was carried out by Loewy Studios on commission from **Rootes Group\*** (see more about the Roots Group on next page).

The car's main claim to civility was that it was the first British sports car to feature roll-up side windows, while up until then British sports cars such as the TR 2/3, Austin Healey MGA, Elva I-3 just dealt with inclement weather with those quaint side curtains. (What animals !)

When Sunbeam launched the Alpine sports car in 1959, it was a 2+2-seater roadster. However, the rear seats were more useful as additional luggage racks. From Series 2 onwards, an optional hardtop was introduced to meet customers' wishes for more everyday practicality and protection from the weather.



This wasn't enough for some potential buyers. So it was decided by the British coachbuilder Thomas Harrington Coach Builders Ltd. to develop the Alpine into a fully-fledged coupé.



**More on that later.**



\* The **Rootes Group** or **Rootes Motors Limited** was a British automobile manufacturer and, separately, a major motor distributors and dealers business. In the 1930s Rootes bought some well-known British motor manufacturers, including Hillman, Humber, Singer, Sunbeam, Talbot, Commer and Karrier.

Hillman when purchased had been making large cars. They introduced a straight-eight soon after Hillman became a subsidiary, but it was withdrawn as the Depression deepened. Their 2-1/2 and 3-litre cars were re-styled in the mid-1930s and renamed Humber Snipe and their small Minx was made the mainstay "bread and butter" member of the Rootes range. Sunbeam had produced what was considered sporty car for the time and augmented its sports appeal in the postwar with their small to medium-sized Salon cars.

At its height in 1960, Rootes had manufacturing plants in the Midlands at Coventry and Birmingham, in southern England at Acton, Luton and Dunstable, and a brand-new plant in the west of Scotland at Linwood, but the Rootes Group was under-capitalized and unable to survive industrial relations problems and losses from the 1963 introduction of a new aluminum-engined small car, the Hillman Imp.

By mutual agreement, from mid-1964, Rootes Motors was taken over in stages by Chrysler Corporation, which bought control from the Rootes family in 1967. But by the end of 1978 Chrysler was faltering and the last of the various elements of Chrysler UK had been sold to Peugeot and Renault.

## Sunbeam Alpine - 2nd Gen (1959 to 1968)

### At Last. The Little finned Alpine we know and love today.

The second generation is known as the "Series" Alpine due to the naming of the car's evolutions. Five 'Series' were made: Series I (1959-1960), Series II (1960-1963), Series III (1963-1964), Series IV (1964-1965), and Series V (1965-1968). Each of these series featured improvements and updates, with the most notable being the engine. Series I cars featured a 1.5L inline four, Series II, III, IV featured a 1.6L inline four, and the Series V was fitted with a 1.7L inline four. A little under 70,000 examples of the second generation Alpine were built, before production ended in 1968. Sunbeam introduced a line of Alpine Fastbacks from 1969-1975, but these were markedly different from the previous roadsters, with its greatest similarity being the name.

### Series I (1959-1960)

The Series I, as Sunbeam Alpines built between October 1959 and October 1960 are commonly referred, offered adequately sporty performance, courtesy of a 1,494cc overhead-valve four-cylinder with three main bearings and a cast-aluminum head. Additionally two Zenith 36 WIP2 downdraft carburetors, 9.2:1 compression and free-flowing tubular exhaust headers allowed it to make (gross) 83.5hp at 5,300 RPM and 89-lbs.ft. of torque at 3,400 RPM. This engine was mated to a close-ratio four-speed manual with optional Laycock overdrive, and Girling front disc brakes were standard equipment. Underpinning the Alpine were coil springs, wishbones, tubular shocks and an anti-roll bar up front, and in the rear, a live axle, half-elliptic leaf springs and lever arm shocks. Like the Series II through V that followed, the first Alpines were nicely trimmed with vinyl seats, a combination of carpeting and rubber mats, safety-minded padded dash tops and bottoms, adjustable foot pedals and ample instrumentation. Options included 13-inch wire wheels, an aluminum hard top, a rear jump seat and the aforementioned overdrive. Series I production totaled 11,904 examples.



### The Series I cars have some details unique to themselves as follows:

- >At the leading edge of each door is a three inch high chrome post that serves as a wind up window guide.
- >The center console is side opening.

- > The original steering wheel is of comparatively larger diameter than that of later cars, although the original wheel may have been replaced at some point in the car's history.
- > The original pedals are quite small.
- > The dashboard was originally painted silver grey and there was no map light fitted above the cubby box.

## Series II (1960)

The outward changes to the Alpine Series II, built between October 1960 and February 1963 were few. Full-length steel side window glass channels and an altered steering wheel rake and seat position for more interior comfort--but changes under the bonnet were what counted for sports car aficionados. The handsome aluminum-topped engine was bored to 1,592cc, and its 85.5hp and 94-lbs.ft. of torque made it more responsive to the throttle.

The Rootes Group put their money where their mouth was, supporting SCCA G- and F-Class Production racing, and even developing cars that ran with distinction at Sebring and Le Mans. Forty-four Series IIs shy of 20,000 were built.



**The Series II cars look almost identical to the Series I but the following details can be used to identify one:**

- >Serial number begins with "B91"
- >The side window posts were steel and extend to the top of the windscreen.
- > Smaller original steering wheel.
- > Wider rear springs
- > Cant rails as stiffeners for the edge of the convertible soft top around the side windows.
- > Rain gutter on the inside of the door tops.

## Series III (1963-1964) Both Roadster, Hard Top, and Scarce

With just 5,863 examples built in the short (March 1963 to January 1964) production run, the Series III was the most refined of the tailfin Alpines, incorporating a surprising number of changes both visible and under the skin. A different windshield design and doors with fixed quarter windows were obvious, while a new steel hard top sported opening rear quarter windows. Under a redesigned soft top were supportive, adjustable new Microcell bucket seats, a telescoping steering wheel and two-speed windshield wipers. Big news was the redesigned gas tank, which was actually two inter-connected 6.75-gallon tanks mounted in each rear



fender, allowing the spare tire to stand up in the trunk and leave (a comparably huge) 9.25-cubic feet of luggage space. Larger discs and telescopic shocks up front and closer gear ratio spacing were other changes.

The Alpine range was doubled with the Series III, when the convertible gained the moniker, "Sports Tourer," and a new "Grand Tourer" model debuted; this car wore a standard removable hardtop, but didn't have a folding soft top. Taking up the space where the folded top would be was an upholstered jump seat, and up front, a burlled walnut dash, wood-rim steering wheel and full carpeting

made the ambiance more deluxe. A switch to Zenith W1A3 carburetors with a single air cleaner and a cast-iron exhaust manifold meant a bit less power (80.3hp and 91-lbs.ft. of torque), but more refinement.

Only 5,863 of the Series III cars were made making these cars more scarce and therefore more valuable to collectors.

**The Series III cars have the following identifying features:**

- >Serial numbers begin "B92"
- > Fuel tank split into two interconnected 6.75 gallon tanks mounted in the rear wings. This was done to greatly improve the boot space. The spare tire is stored vertically and boot space was now 9.25 cubic feet.
- > Quarter vents added to front of doors. The Series III are the only Sunbeam Alpines to have the original large rear fins with quarter vents on the leading edge of the doors.
- > Produced in two models; the Gran Turismo (GT) with fixed hard top, and the Sports Tourer (ST).
- > New style hard top option.
- > GT style interior with wood dashboard and wood rimmed steering wheel. Steering column adjustable.
- > Two speed windscreen wipers.
- > Adjustable Microcell seats.
- > Bonnet badge is a chrome boss with plastic insert.



**Series IV (1964-1965) Chrysler Takes the Wheel**



Production of the Series IV Alpines began in January 1964, and American Sunbeam buyers could now find Alpines in some of their local Chrysler dealerships, thanks to this company purchasing part of the Rootes Group; Chrysler would absorb all of Rootes in 1967. The Series IV Alpine looked noticeably different from its predecessors because its tailfins were trimmed, and a simple one-bar grille, rubber-tipped bumper overriders and a vinyl-covered dash fascia for Sports Tourers brought the cars up to date. During production a full synchromesh gearbox replaced the older one with no synchromesh on first gear and an automatic transmission was made available as an option with the view to this potentially being popular with US buyers. The automatic turned out not to be popular on either side of the Atlantic.

There was a new engine setup, in which a single two-barrel Solex replaced the two Zenith carburetors for 87.5hp, was shared between Sports Tourers and GTs. When the Series V cars arrived in September 1965, 12,406 IVs had been built.

With Chrysler Corporation buying a significant share of the Rootes Group the Sunbeam Alpine became available in US Chrysler dealerships and was thus able to benefit from the Chrysler dealer network support.



( Note: TIGER INTRODUCED in '64 - more later )



**The Series IV cars have the following identifying features:**

- > Borg Warner Type 35 automatic transmission offered as an option although it was not popular and very few cars were fitted with it. Cars that were originally fitted with the automatic gearbox have the suffix “B.W.” at the end of the serial number.
- > Rear fins reduced in size and rear of car given a more conservative squared off look.
- > Front side lights changed to a two bulb type clear white parking light & amber flashing turn indicator.
- > New bumper over-riders with rubber tips.
- > Hinged fuel cap.
- > Single bar grille with Rootes medallion.
- > Series IV badge under the “Alpine” on the right side of the boot.



The Series IV “A” variant appears about mid way through the Series IV production. An extra digit is added to the serial number and Series IV A cars begin with serial number B94100000. These cars have a fully synchromesh four speed manual gearbox and were also available with the Borg Warner Type 35 automatic transmission as an option.



**Series V (1965-1968)**

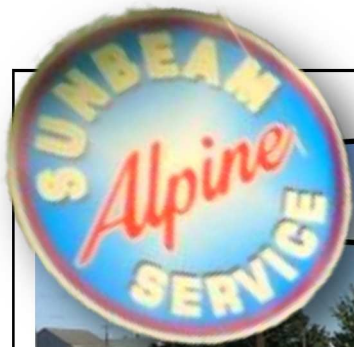
The final Series of Sunbeam Alpines provided even more of what enthusiasts want: power. The car's four-cylinder now displaced 1,725cc and made 92.5hp, courtesy of a longer stroke, and five (versus three) main bearings made for a sturdier engine, although the power for some markets was up to 99bhp. The unpopular automatic transmission option was dropped. The Series V Sunbeam Alpine with overdrive became a 100mph capable sports car.

Twin Stromberg 150C.D. carburetors, a tubular exhaust manifold, a standard oil cooler, self-adjusting rear drum brakes and a negative earth electrical system were other mechanical improvements. The "SUNBEAM" lettering on the car's nose was deleted and the folding top lost its metal boot for a snap-on vinyl replacement, but footwell air vents improved creature comforts. When the Series V was fitted with overdrive, it became a true 100 MPH car and a real competitor to the 1.8-liter MGB; 19,122 were built before production ended in January 1968.

**The Series V cars have the following identifying features:**

- > The serial number is of nine digits and begins “B395”.
- > 1,724cc engine breathing through twin Zenith-Stromberg carburetors.
- > 35amp alternator replaces the generator and the car’s electrical system is now negative earth.
- > No “Sunbeam” lettering or badge on the bonnet.
- > Chrysler “Pentastar” logo on the lower front fender with a fender badge “1725”.
- > Rubber floor mats.
- > The hard metal cover for the soft top on previous roadster models replaced with a soft vinyl cover that clips in place.
- > Late Series V cars have non peaked headlight rims and rear license plate lights mounted on the bumper.
- > Only the ST version exported to the United States market. GT and ST available in other markets.





# Rick's Garage



By Rick Lentz

I obtained my first Sunbeam Alpine in the fall of 2011, but my Alpine story actually goes back to my childhood years, growing up in the mid-1960s. A neighbor of my best friend that lived across the street from me had a light blue early series finned Alpine. When it was not out in the yard, it was parked in a garage that had a side window that we could peek into without being seen from the owner's house. To me it was the coolest thing. It was something that I never could get out of my mind in the years that followed. I took a multi decade diversion with an interest in an English Ford, a vehicle that is still in the family. When that turned into a stalled project, I needed something to light the fire under my little British car interest again. In 2011 when the timing was right and the opportunity to obtain a 1966 Alpine Series 5 arose, it wasn't a finned Alpine but a later model where the fins had been phased out and instead squared off. This opportunity came through fellow BMCSNJ club member Rob Walsh, who had facilitated the transfer of this car previously between two other owners. This more modern look had to grow on me before I committed to purchase the car. I convinced myself that the later model would have many refinement advantages that would justify my decision, so I took the leap.

As most collector car owners know, old cars can have a history of work performed on the vehicle by any number of previous owners that may not have been in line with what the new owner would have chosen to do. Throughout my early years of ownership, I was challenged, in my limited knowledge of this particular vehicle and in trying to understand what previous owners did or had done to the car. I didn't check for matching numbers of the chassis to the en-



gine. In hindsight, it wouldn't have changed my decision to buy the car, but it would have helped me in my investigation process.

What I discovered I had was a Series 5 Alpine with a Series 4 engine and transmission combined with carburetors from a later Alpine GT. Since those early discoveries, I've redone the fuel system, brakes, wheels, tires, U-Joints, exhaust, portions of the wiring, replaced the soft top and window winders along with addressing many other smaller issues. Motorcar Garage did a fair amount of work on the front end as that fell out of my comfort zone. All this resulted in bringing it up to the driver quality car it is today. Plans to take it to the next level, body work and paint, are pending. For now I am just enjoying dropping into a car gathering here and there and taking the wife on an outing for ice cream.

In 2018, the opportunity arrived to obtain a finned 1963 Series 3 Alpine on eBay. I was able to view the car in person in Baltimore before bidding. After checking it out I concluded at the very least it was worth the asking price in parts alone. I was the only bidder. Hmm. It just happened to be light blue, so basically the car that was my inspiration in the 1960s. The Series 3 is a transitional model between the early Series 1 & 2 and the later Series 4 & 5. As a result, the car is the rarest of the Alpines with the lowest production numbers and fewest months of production. It is a long way from road worthiness, but I've committed to get it there as this one needs to be saved. It has been a slow project that I hope to devote more time to in 2023.

Rick Lentz



**SUNBEAM'S CROWNING ACHIEVEMENT IN  
SPORTS CAR PERFECTION**



# Cars and Coffee at Auto Bella Detailing Southampton, NJ April 16<sup>th</sup>



Several club members made it out to the recent Cars and Coffee event hosted by one of our newsletter advertisers, *Auto Bella Detailing in Southampton, NJ*

Approx 45-50 cars were in attendance and among the usual Mustangs and Corvettes were a few more interesting cars including a bright orange McLaren, several Porsches, a very interesting Rat Rod, a super clean early VW GTI and a



beautiful Kaiser Darrin. Also there were several “kids” in a variety of what are their favorites, Japanese tuners.



Club members who made the trip were club president Steve Ferrante in his classic Mini, Ira Eckstein in his 1967 MGB, Joe Pilato in his 1969 MGB GT and me in my 1974 MGB GT.

Auto Bella hosts these gatherings several times throughout the year and provide the coffee and donuts.

Kudos to them



If you missed this one and would like an excuse to get your car out of the garage and share it with the car community, there is a weekly Cars and Coffee each Saturday morning from around 8:AM to 11:AM.

It is held in the parking lot of Millers Ale House (next to a Starbucks) on the corner of Rt 73 and Fellowship Road in Mt Laurel.

This location is a stones throw from exits off both the NJ Turnpike and I-295, so access is easy from anywhere.

If you are aware of other Cars and Coffee locations, please share the details with the club. It would be nice to see more vintage British cars out at these events. Maybe we will entice some of “those kids” away from their Japanese tuners 😊

Pete Cosmides





***SOMEWHERE BETWEEN A BALLERINA AND A KICKBOXER***

Like the AC Ace before it, the Sunbeam Alpine was a sleek British sports car with an obvious problem. In a grand British tradition, it was every bit as fun and interesting as a convertible sports car should be. It was not, however, very fast.

AC found their solution in 1962, contracting Carroll Shelby to put Ford V8s in their relatively sluggish Aces to produce the beastly Cobra. The car was an immediate on-track success, as the story goes. The custom-bodied Cobra Daytona variant produced in-house at Shelby American was even more successful, and the pairing of Ford and Shelby American found an even higher level of success when they abandoned the potential of the AC Ace platform to develop the purpose-built Ford GT40.



Shelby Cobra Daytona



Ken Miles

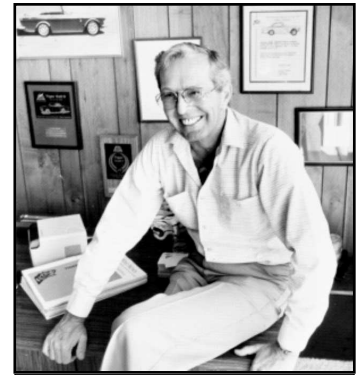
In the middle of all this, Sunbeam still had no solution to the struggles of their Alpine. Negotiations for engine improvements through Ferrari fell flat, so a tip from the legendary Formula 1 owner-driver-constructor Jack Brabham led Sunbeam leadership to seek out the next-best thing, Ken Miles and Shelby American. Ian Garrad’s plan for the Alpine was as simple as their plan for the ace: put a Ford V8 in it, add the other components necessary for the car to handle the new power, and build as many as the market will allow.

The Shelby and Miles story received the silver screen treatment for the pair’s history-making efforts at Le Mans in 1966; as with any Hollywood story, there’s a bit of artistic license taken, and a few inconvenient facts left on the cutting room floor. However, with the Sunbeam Tiger we can find the genuine roots of the partnership between these two larger-than-life characters. Miles wouldn’t just build the first proof-of-concept Tiger—he’d also be involved with developing the breed as he became increasingly involved with Shelby American and its racing efforts.



Ken Miles / Carol Shelby

According to journalist William Carroll, after measuring the Alpine's engine bay with "a 'precision' instrument of questionable antecedents" – a wooden yardstick – Ian Garrad, a rising star in the Rootes Group organization, recently appointed the manager of West Coast sales, had a plan. He dispatched his service manager, Walter McKenzie, to visit the local new-car dealerships, looking for a V8 engine that might fit the diminutive Alpine. McKenzie returned with the news that the Ford 260 V8 engine appeared to be suitable, which apart from its size advantage was relatively light at 440 lbs. (200 kg).



Ian Garrad

So, in the spring of 1963, two Englishmen met in a small back room at Shelby American. One was Ian Garrad. The other was Ken Miles, one of the best-known racing drivers in southern California. Both looked over the little British car sitting before them, a white Sunbeam Alpine like the one Miles had just campaigned in the previous SCCA season. When they exited the room, it was with a plan to unleash an animal.



\* Not the prototype engine

Days later, the two hurtled down a rainy Los Angeles highway in a Frankenstein's monster of a machine. Their creation was something of a deathtrap—the 260-cubic-inch Ford V-8 barely crammed into a roadster that was only ever supposed to come with half that cylinder count. The V-8 was mated to a two-speed automatic transmission. According to Garrad, Miles had only managed to stuff in the Ford V-8 using a modified crossmember and flat distributor from a marine application.

This was the first Sunbeam Tiger, and it was a bit of an *Island of Dr. Moreau* monstrosity. The weight was too far forward, and the torque stripped the hubs right out of the delicate wire wheels. But it *worked*. Miles swapped in a set of Minilite alloy wheels, and Garrad paid \$400 to have the car sprayed bright red. That prototype now resides in Calgary, Alberta, in the Fred Phillips collection. Phillips reports that it drives a bit crudely compared to a well-sorted production Tiger but works perfectly well as a proof of concept. After it was sold, the prototype Tiger would go on to have a long career as a competitive drag racer in the hands of its second owner.



This was the first Sunbeam Tiger

Elegant and muscular, the diminutive Tiger is somewhere between a ballerina and a kickboxer. The early production version is exactly what Garrad had in mind when he initially contracted Carroll Shelby to build a V-8-powered Sunbeam sometime in March of 1963.

Ian Garrad asked Shelby for an idea of the timescale and cost to build a prototype, which Shelby estimated to be eight weeks and \$10,000. He then approached Brian Rootes, head of sales for the Rootes Group and son of the company's owner Sir William Rootes, for funding and authorization to build a prototype, to which Brian Rootes agreed. Brian told Garrad, "Well all right, at that price when can we start? But for God's sake keep it quiet from Dad [Lord Rootes] until you hear from me. I'll work the \$10,000 (£3,571) out some way, possibly from the advertising account."

Rootes Group Purchase Order for 289 Install by Shelby American, in April, 1964

Rootes Group  
1062 Robinson Dr.  
Venice, Calif.

NO. 3569

DATE: April 16, 1964

ITEM	QUANTITY	UNIT PRICE	TOTAL
289 cu. in. V-8 engine	1	463.45	
NOTE: 260 cu. in. engine traded in, in lieu of labor to remove and replace.			

NOTE: 260 cu. in. to be traded in, in lieu of labor to remove and replace.

Shelby Note Stippled to Rootes Group Purchase Order for 289 Install by Shelby American, in April, 1964

TO: *Mr. Rootes*

PLEASE:

- Sign
- Approve
- Comment
- Handle
- See me
- Phone me
- Reply - my signature
- Reply - copy to me
- Type

NOTE and:

- File
- Discard
- Forward
- Return

ACTION REQUIRED BY (DATE)

*Please bill Rootes, engine installed when old engine is sold it will be credited against labor on the 10/10.*

FROM: *Payton* DATE: *4/27*

Ford 31 TRANSMITTAL

So Garrad agreed to pay Shelby the \$10,000 to come up with a V-8-powered version of the Sunbeam Alpine. The money had been scrounged out of the advertising funds as promised with the help of Brian Rootes. Sir William was kept in the dark during development and was allegedly quite grumpy when he found out what his employees had been scheming.

Secrecy wasn't the main problem, however. The principal issue was that Shelby American was stretched thin working on larger projects. That \$10K from Rootes was essentially chicken feed compared to selling both road and race-going Cobras, and Carroll Shelby wasn't in the chicken ranching business anymore.

Shelby suggested it would take eight weeks to three months to complete the project, and Garrad knew a feasibility prototype needed to come sooner. That Miles had raced an Alpine was a happy coincidence, but his past skill in building successful MG-based specials like the "Flying Shingle" showed that he wasn't just a racing driver. He was a skilled engineer and fabricator, too. He would work cheap, as well—Garrad paid Miles just \$800 for the V8 power swap.

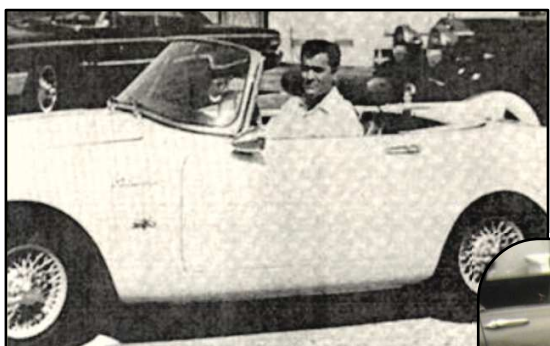
Shelby began work on his prototype, the "white car" as it came to be known, in April 1963, and by the end of the month it was ready for trial runs around Los Angeles. Ian Garrad and John Panks, director of Rootes Motors Inc. of North America, tested an early version of the car and were so impressed that Panks wrote a glowing report to Brian Rootes: "we have a tremendously exciting sports car which handles extremely well and has a performance equivalent to an XX-K Jaguar ... it is quite apparent that we have a most successful experiment that can now be developed into a production car."



This is the Shelby Prototype Sunbeam Tiger Originally constructed in the Shelby American shop on Princeton



Stills from BUTterfield 8, where Liz's Tylor's character drove a 1960 Sunbeam Alpine Series 1 to its sad demise in one of the best big screen car crashes of its day.



Tony Curtis having a go with the "White" car. Notice the wire wheels. The 260 badge and three red stripes are visible on the top boot cover.



Model Valerie Samuels outside Carroll Shelby's Venice workshop 1964) in the Ken Miles Prototype.



The Ken Miles Prototype

Jo Collins, Playmate of the Year 1964 wins a pink 1965 Tiger.



Provisionally known as the Thunderbolt, the Shelby prototype was more polished than the Miles version, and used a Ford 4-speed manual transmission. The Ford V8 was only 3.5 inches longer than the Alpine's 4-cylinder engine it replaced, so the primary concern was the engine's width. Like Miles, Shelby found that the Ford V8 would only just fit into the Alpine engine bay: "I think that if the figure of speech about the shoehorn ever applied to anything, it surely did to the tight squeak in getting that 260 Ford mill into the Sunbeam engine compartment. There was a place for everything and a space for everything, but positively not an inch to spare."



Any crudeness in that first Tiger was due to haste, rather than lack of ability. The second prototype, built in-house at Shelby American, was a more finished effort. It featured rack-and-pinion steering, an engine that sat farther back in the chassis, and a host of other adaptations. Shelby American's total bill came to \$8700.



Soon, each Thunderbolt (as the first Tigers were known) was lapping at Riverside with Ken Miles at the wheel to sort out the suspension. Unlike production Tigers, the Shelby prototype had a single exhaust pipe to fool onlookers. The team was also careful never to open the hood around strangers.



**"You don't just start it...you unleash it!"**

—says Carroll Shelby

Carroll Shelby describes a run in the new V-8 powered Sunbeam Tiger: "Turning the key is like cracking a whip —she roars into life like her tail's on fire. The best of both worlds is here—British sports car knack and American engine know-how. It's one of the hottest, fastest machines I've ever driven. Yet for all the power, and zip the big V-8 pours on, the Tiger sticks close to the road, low, snug, safe. You get the feeling there's a lot held in reserve,

too. It's a great package for the money." Want to know what "go" feels like? Test a Tiger. It's packed to the teeth with a roaring Ford Fairlane V-8. And this 8-fisted powerplant moves! We engineered the chassis, brakes and suspension especially to handle all this action. Beats many cars costing \$1500 more. Grab a Tiger by the wheel for just \$3499\* and hold on—it's alive!



V-8 powered **SUNBEAM TIGER** by Rootes of England

\*Excl. PGE. Vehicle weight optional extra. For information write to Rootes Motors, 525 Park Avenue, New York, N.Y., or 9830 West Footh Blvd., Los Angeles, California.

OCTOBER 1964

As said previously, Shelby had carried out a similar V8 conversion on the AC Cobra, and hoped to be offered the contract to produce the Tiger at his facility in the United States, but company owner Sir William Rootes approved of the car, but did not approve of a long-term relationship with Carroll Shelby and his company. Rootes was uneasy about the closeness of Shelby's relationship with Ford, so it was decided to build the car in England. The Rootes factory at Ryton did not have the capacity to build the Tiger, so the company contracted the job to Jensen in West Bromwich. Jensen was able to assume production of the Tiger because its assembly contract for the Volvo P1800 had recently been cancelled. An additional factor in the decision was that Jensen's chief engineer Kevin Beattie and his assistant Mike Jones had previously worked for Rootes and understood how the company operated. The first of 14 Jensen-built prototypes were based on the Series IV body shell, which became available at the end of 1963.

Any disappointment Shelby may have felt was tempered by an offer from Rootes to pay him an undisclosed royalty on every Tiger built. After a reported 5000 miles of testing, Shelby's Tiger was shipped to England in the hold of a Japanese fruit freighter.



The Tiger's arrival at the somewhat repressed Rootes corporate offices set the cat amongst the pigeons. When the Shelby prototype shipped from America in July 1963 for Rootes and his team to assess, executive after executive had a go at the V-8-powered roadster, returning with fixed grins and tousled hair. Eventually, Lord Rootes emerged to have a go. The best-known story has Lord Rootes accidentally driving the car with the handbrake on, and still being impressed by the power and acceleration. A better version of the tale has the old boy instructing his chauffeur to follow in a Humber limousine should this American-engineered hodgepodge break down, and then promptly barreling off across the landscape with such speed that the chauffeur lost him.



Whatever the case, the Tiger made an impression. Rootes was so impressed that shortly after returning from his test drive he contacted Henry Ford II directly to negotiate a deal for the supply of Ford V8 engines. Rootes placed an initial order for 3000, the number of Tigers it expected to sell in the first year, the largest single order Ford had ever received for its engines from an automobile manufacturer. V-8 engines and transmissions from Ford, Pressed Steel to provide the bodies, and Jensen for assembly: the Tiger would have an American heart, but it would be built in Britain.



Lord Rootes agreed that the car would go into production, but he decided that it should be launched at the *1964 New York Motor Show*, only eight months away, despite the company's normal development cycle from "good idea" to delivery of the final product being three to four years. Shortly before its public unveiling in New York the car was re-named from Thunderbolt to Tiger, inspired by Sunbeam's 1925 land-speed-record holder.

The Tiger went into production in June 1964, less than a year after completion of the Shelby prototype. Painted and trimmed bodies were supplied by Pressed Steel in Oxfordshire, and the engines and gearboxes directly from Ford in America. Installing the engine required some unusual manufacturing methods, including using a sledgehammer to bash in part of the already primed and painted bulkhead to allow the engine to be slid into place. Jensen was soon able to assemble up to 300 Tigers a month, which were initially offered for sale only in North America. The first few Tigers assembled had to be fitted with a Borg-Warner 4-speed all-synchromesh manual gearbox, until Ford resolved its supply problems and was able to provide an equivalent unit as used in the Ford Mustang.

Two major versions of the Tiger were built: the Mark I (1964–1967) was fitted with the 260 cu in (4.3 L) Ford V8; the Mark II, of which only 633 were built in the final year of Tiger production, was fitted with the larger displacement Ford 289 cu in (4.7 L) engine. Two prototype and extensively modified versions of the Mark I competed in the 1964 24 Hours of Le Mans, but neither completed the race. Rootes also entered the Tiger in European rallies with some success, and for two years it was the American Hot Rod Association's national record holder over a quarter-mile drag strip.

Several performance modifications were available from dealers. The original 260 CID engine was considered only mildly tuned at 164 hp (122 kW), and some dealers offered modified versions with up to 245 hp (183 kW) for an additional \$250. These modifications were particularly noticeable to the driver



above 60 mph (97 km/h), although they proved problematic for the standard suspension and tires, which were perfectly tuned for the stock engine. A 1965 report in the British magazine *Motor Sport* concluded that "No combination of an American V8 and a British chassis could be happier."

Tiger production started in 1964 and lasted three years, ending when Chrysler purchased Sunbeam as part of a group of automotive properties from the Rootes. Chrysler discontinued the Tiger as it saw an issue with the continued sale of a Ford-powered car.

### **A timeless, untamed delight**

September of 1964 witnessed Miles at the wheel of a Tiger again, this time racing in an SCCA event at Road America. Normally, he'd have run under the number 50, but this time there was a 74 on the Tiger's door for co-driver Don Sessler. Since he was injured in a crash during practice, Sessler had to sit out, and Miles drove the whole race. He won his B-production class and finished second overall to a Shelby Cobra. That's how many people view the Sunbeam Tiger: as a runner-up to the better-known Cobra. Likewise, the *Ford vs Ferrari* movie is the first time many in mainstream culture will hear the name Ken Miles. The truth is that both are worthy of even greater widespread spotlight.

*Ken Miles was a legend.*

*The Tiger he helped create remains a timeless, untamed delight !!*



### **TIGER VIDEO**

1966 Sunbeam Tiger Mark 1A. What do you do when you drive past a guy in the car that got away? Well if you're Jay Leno, you invite him and his car to visit your garage. Not only does Mike Michels put Jay behind the wheel, but he's got a wealth of knowledge on the 'il roadster with Cobra DNA. **CLICK HERE TO FIND OUT**

THIS IS A "YOUTUBE" VIDEO SO THERE MAY BE ADS WHICH ARE NOT SANCTIONED NOR CONDONED BY BMC of SNJ !  
USE "SKIP AD" Lower Right



# ANYBODY GOT A MATCHBOX ?

**Matchbox Road Museum Tour – March 18, 2023**



I really like museums and especially car museums. Like many of you, I have had the pleasure of viewing the Simeone on more than a few occasions. I have also seen the Petersen Museum in Los Angeles and the Blackhawk Collection in Danville, California. On a business trip, many years ago, I saw the “old” Henry Ford Museum in Detroit and the Auburn-Cord-Duesenberg Museum in Auburn, Indiana on back to back days. While all incredible collections, none of these could prepare me for what I saw at the Matchbox Road Museum a few short weeks ago in March when BMC of SNJ had the opportunity to tour the collection.

Over the years, I had heard about a Matchbox Car museum in Newfield, but never made it there.

The collection of 50,000 Matchbox cars, planes and models of many types are neatly organized by series and number displayed from floor to ceiling in a simple, unassuming building hidden in plain view on a side street in Newfield, NJ.



The sheer number of cars collected and displayed by owner, Everett Marshall over the past 30 years is nothing short of amazing. On the day we visited, we were hosted by and led around the collection by Charlie Van Neuen who shared stories of the museum and the collection.

A big thank you goes out to Bob Sabota for arranging this visit and to the 30 or so members and guests who took part. The club supported the museum with a generous donation to help insure that others would be able to view the collection going forward.



**Bond ..... 'James' Bond.**  
**drives an *Alpine* ..... 'Sunbeam' Alpine.**  
**Shaken, not ... well ... you know.**

Before Daniel Craig played James Bond, and Aston Martin became a fixture in the franchise, there was the legendary Sean Connery and a rented two-seater sports car, the Sunbeam Alpine. Not too fancy, right? To make things even more intriguing, the Sunbeam Alpine wasn't even a product placement, but a car borrowed from Syd Hirst, Lord Rootes' representative in the then-British West Indies and Central America, via Kingston motor dealer HE Robinson & Co, according to *Classic & Sports Car*.



Back then, Bond wasn't this multi-million dollar product placement machine that it is today. In fact, the entire budget for *Dr. No* was less than \$1 million. We can only assume Q didn't have the funding for some fancy spy gadgets, so Bond got left to secure the tech-savvy gear by himself. By contrast, production raised \$100 million in product placement for the more modern day *Die Another Day*, with Ford paying more than \$35 million to see Bond drive an Aston Martin.

Although the first 007 car that most people think of is the iconic Aston Martin DB5, it wasn't the first car that Connery drove on screen as Bond. That would be a **1957 Chevy**, believe it or not, which he used as a getaway car in the early moments of the 1962 Bond debut film *Dr. No*.

**Lake Blue Alpine in the Blue Mountains of Jamaica.**

The Sunbeam Alpine featured in *Dr. No* is significant to Bond aficionados because it is the first time audiences see Bond driving his "own" (although portrayed as a hire-car) vehicle, as opposed to a car commandeered from a foe.

The first real Bond car—one the British Secret Service agent didn't commandeer—was a powder blue 1961 Sunbeam Alpine II. Bond drives the car to meet Miss Taro at her villa in the Blue Mountains above Kingston, Jamaica. Of course, Bond must elude Dr. No's henchman in order to reach her, and his slick driving skills result in a fiery death for his pursuers. "I think they were on their way to a funeral," he tells a road worker as the two stare at burning hearse in the ravine below.

Unlike more curvaceous British cars that came before it, the Sunbeam Alpine featured a more straight-line, square-body design, similar to later '60s models from MG and Triumph.



Painted Lake Blue with wide whitewall tires, Bond's Series II was powered by a peppy 1.6-liter four-cylinder engine—although in retrospect it was a quite tame version of 007 cars to come.

Coincidentally, the Alpine's high performance brother, the V8-powered Sunbeam Tiger was the vehicle of choice for TV secret agent Maxwell Smart. ( [Ed: Would you believe, more on that later.](#) )

Production used an open car because it was easier to film and get good shots of Sean Connery. Furthermore, back then, filming scenes inside the car was more problematic than today. Fans didn't mind that the Sunbeam was a cabriolet version, but we doubt the Alpine's lack of outrageous espionage gear thrilled them. In fact, *Carmoola* reports, this was one of the "few cars to feature in a James Bond movie that doesn't have any alterations from Q." To make thing even more tragic, Syd Hirst's son Michael recalls the Alpine as being "absolutely standard," as per *Classic & Sports Car*. However, the Sunbeam, which has a top speed of roughly 100 miles per hour, worked just well because there weren't many expensive sports cars in Jamaica that production could rent for the Bond movie. At least the Alpine Sunbeam ensured speed for the car chase scenes.

In retrospect, producers could have spent more \$\$ on some flashy red Italian chick magnet other than a little powder blue Sunbeam, but at least **this** automobile shared Bond's British heritage, creating that very British connection between super-spy and super (?) car !!



**SEE THE CHASE SCENE-**

**THIS IS A "YOUTUBE" VIDEO SO THERE MAY BE ADS WHICH ARE NOT SANCTIONED NOR CONDONED BY BMC of SNJ !**

**USE "SKIP AD" Lower Right**

**The only time you'll hear tires squealing on GRAVEL !**



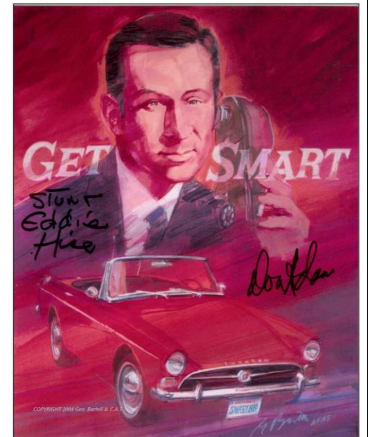
*That's gotta hurt*



**GET A TIGER !!!**

Just in case you weren't a kid watching sitcoms in the '60's and 70's and a "Get Smart" fan I may have to remind you that Get Smart was an American comedy television series parodying the secret agent genre that had become widely popular in the first half of the 1960s, with the release of the James Bond films.

It was created by Mel Brooks and Buck Henry, and had its television premiere on NBC on September 18, 1965. It starred Don Adams (who was also a director on the series) as agent Maxwell Smart (Agent 86), Barbara Feldon as Agent 99, and Edward Platt as The Chief. Henry said that they created the show at the request of Daniel Melnick to capitalize on James Bond and Inspector Clouseau of The Pink Panther movie, the two biggest things in the movie entertainment world then. Brooks described it as "an insane combination of James Bond and a Mel Brooks comedy". ( Blazing Saddles, History of the World, Space Balls as examples).



The series centers on bumbling secret agent Maxwell Smart (Adams) or Agent 86, and his unnamed female partner, Agent 99 (Feldon). They work for CONTROL, a secret U.S. government counterintelligence agency based in Washington, DC, fighting against KAOS, "the international organization of evil". While Smart always succeeds in thwarting KAOS, his incompetent nature and insistence on doing things "by the book" invariably cause complications.

The enemies, world-takeover plots, and gadgets seen in Get Smart were a parody of the James Bond film franchise. "Do what they did except just stretch it half an inch", Mel Brooks said of the methods of this TV series.

The show generated a number of popular catchphrases during its run, including "would you believe...", "missed it by that much", "sorry about that, Chief", "...and loving it".

The main thing we're interested in as British car enthusiasts is the hot little car chosen as Maxwell Smart's "Spy Car" full of crazy gadgets that again parodied the gadgets used in the Aston Martin DB5 Driven by James Bond in the movie, Dr.No.

That car that Smart is seen driving most frequently is a red 1965 Sunbeam Tiger two-seat roadster. Like Bond's custom equipped DB5, Max's Sunbeam Tiger had various custom features, such as a machine gun, smoke screen, radar tracking, and an ejection seat.

Of course the actual Tiger used in the show didn't really have all that stuff and even the AMT plastic model car kit of the "Get Smart Sunbeam Tiger" was in truth a four cylinder Sunbeam Alpine kit upon which the V8 Tiger was based. This was used by AMT customizer Gene Winfield to make the kit for AMT instead of a V8 because the Alpine's four-cylinder engine afforded more room under the hood for Winfield's model tricks than the V8 in the Tiger. AMT, Winfield's employer, made a model kit of the Tiger, complete with hidden weapons. It is the only kit of the Tiger,

and has been reissued multiple times as a stock Tiger.



Adams received the Sunbeam and drove it for 10 years after the end of the show. It was wrecked and repaired several times during the show.



Would you believe a big V8 in the Get Smart AMT kit? Would you believe a 6 - a 5?, how about a Little plastic 4 banger !

Once in an episode where the car is blown up by an exploding gas pedal Max forgot to tell a gas station mechanic about and in another episode where KAOS agents machine gun the car (and MAX - Max survives of course. The car ...? Well, not so much.)



The show switched networks in 1969 to CBS. It ended its five-season run on May 15, 1970, with a total of 138 episodes.

The Museum of Broadcast Communications finds the show notable for "broadening the parameters for the presentation of comedy on television".





THE 1.6 LITRE **SUNBEAM**



# The Harrington Alpine



When Sunbeam launched the Alpine sports car in 1959, it was a 2+2-seater roadster. However, the rear seats were more useful as additional luggage racks. From Series 2 onwards, an optional hardtop was introduced to meet customers' wishes for more everyday practicality and protection from the weather. This wasn't enough for some potential buyers. So it was decided by the British coachbuilder, Thomas Harrington Coach Builders Ltd. to develop the Alpine into a fully-fledged coupé. Actually, the company was known for the production of *buses* !! Starting in the 1950s, the company expanded to include a car dealership with vehicles from the Rootes Group, which included the Sunbeam brand. The Harrington and Rootes families were good friends.



## Plastic roof with hatchback

Through the Robins & Day group of car dealers, the Rootes Group gained indirect influence over the Harrington company beginning in 1961. Although Robins & Day wasn't part of the Rootes Group, it was owned by members of the Rootes family. Because of this indirect takeover, it isn't



surprising that the Sunbeam Harrington Alpine was officially offered through Rootes dealers. The plastic roof developed by Harrington not only simply spanned the passenger compartment, but transformed the Sunbeam Alpine into a hatchback coupé. While the first prototypes were based on the roadster's Series 1, later production was based on the Series 2 presented in the summer of 1960, which received an 80 hp four-cylinder engine enlarged from 1.5 to 1.6 liters. Harrington offered four tuning variants from Hartwell Engines with 86, 89, 93 or 100 SAE-hp. Two Sunbeam Harrington Alpines competed in the 1961 Le Mans 24-hour race.

### Three other Harrington coupé series



Series D Type

The introduction of the Alpine Series 3 in January of 1963 meant that an entirely new top would need to be created for the Harrington Alpine Series 'D'. This new top was needed to fit the new windshield design, which had an entirely different slope than the Alpine Series II. Still sporting the tail fins and rear hatch, the Series 'D' production was somewhere around 12 units produced on both the Alpine Series 3 and Alpine Series IV chassis. It's believed that

the Alpine Series 3 based cars were still assembled by the Harrington craftsmen and the Alpine Series IV based cars were assembled by the Robins and Day employees. The Harrington Series 'D' is identified by fins, hatch back rear window and either a Alpine Series 3 or IV chassis.



On basis of the Sunbeam Alpine Series 3 and Series 4 finally still about twelve vehicles of the Harrington Alpine Series D were built. Whether there were also Harrington conversions on basis of the Sunbeam Tiger, can unfortunately no longer be said with certainty. All production records were destroyed in 1966 after the closure of Thomas Harrington Coach Builders Ltd. Due to their rarity, the Harrington coupés belong today to the circle of sought-after collector vehicles. Only 110 examples of the original Sunbeam Harrington Alpine were ever built. RM Sotheby's is offering one of them at Amelia Island on May 22, 2023. It has been extensively restored and retrofitted with a 1.7-liter Alpine Series 5 engine. The hammer price at an auction can expected to be between US\$ 75,000 and US\$ 100,000.

## Sunbeam Harrington Le Mans



Although Harrington set up an assembly line to convert the Sunbeam Alpine to a coupé, many customizations could be made. As a result, essentially every example is unique. After only about one year Harrington modified the coupé to the **Sunbeam Harrington Le Mans**. Thereby the name part 'Alpine' was dropped. At the same time, the tail fins disappeared in favor of a more curved side line with a wide chrome strip. In addition, the rear window was integrated into the trunk lid and only a 105 hp engine was fitted.



After around 240 examples, a combination of the original model and the Le Mans was released in the form of the Harrington Alpine Series C. Thus one used again the unchanged rear fenders of the Sunbeam Alpine, however with the changed roof with smaller side windows and larger tailgate. Since production of the Alpine Series 2 ended in December 1962, only about 20 examples of the Harrington Series C were built.



Le Mans Series C Type



Harrington offered four tuning variants from Hartwell Engines with 86, 89, 93 or 100 SAE-hp. Two Sunbeam Harrington Alpine competed in the 1961 Le Mans 24-hour race.





## *The Phantom ....* **FACTORY HARRINGTON TIGER**

- The only Harrington Coupe built on a Tiger chassis
- Mechanical restoration by the legendary Doane Spencer
- Pebble Beach Concours d'Elegance class award winner
- 

The only “Shelby Daytona Coupe of Sunbeam Tigers”

164 bhp, 260 cu. in. OHV V-8 engine with a four-barrel carburetor, four-speed manual transmission, independent front suspension with coil springs, live axle rear suspension with semi-elliptic leaf springs, and front disc and rear drum hydraulic brakes. Wheelbase: 86 in.

British coachbuilders Thomas Harrington Ltd. built only a handful of beautifully crafted fastback Le Mans Coupe bodies for Sunbeam Alpine chassis during the early 1960s. Exactly one of those bodies was built for the Sunbeam Tiger, the potent Ford V-8-powered “pocket rocket” developed with the assistance of Carroll Shelby and Ken Miles.

*This is that car, which is known to Sunbeam enthusiasts as, simply, Harry.*

Not long ago many thought that this car didn't exist, even well-known authors in the subject. Many thought that it was a “home made” Harrington Tiger like some others. But now we know better. So here is the story about the true Sunbeam Harrington Tiger.

Harry was reportedly a factory developmental prototype that had been built based on future safety concerns about open-top models and with potential competition use in mind. Unfortunately, the end of Tiger production put an end to those lofty aspirations, and the Tiger Le Mans Coupe remained a one-off.

But in 1964 there was a body shell which left the Pressed Steel Co. at Cowley. The body shell was meant to be a Tiger. It was fully assembled and painted, but without engine, drivetrain and dashboard and some more details. Before it was painted it got its JAL number (Jensen Alpine Line) 561748. The almost ready body shell was then brought to Jensen Motors in West Bromwich, where it was almost completed except some body parts and weather equipment. The car was going to be converted by Harrington Ltd into a Harrington Tiger. This happened in autumn 1964. But before that the car went to Hartwell Ltd in Bournemouth to be slightly tuned up, it got another carburetor and air filter and because of that a scoop was put on the bonnet. Shortly after New Year in 1965 the car was back at Jensens to be completely finished. It got a VIN plate

which showed the chassis number B 9472164 HROFE, engine number and paint code (58) Midnight blue. The car left Jensen in 1965 Jan 21.

Some months later in May 18th it was registered and licensed as DUU 550C. The only Sunbeam Harrington Tiger was born. "UU" in the license number means that the car was registered in Greater London, most likely at a Rootes agency. So who became its first owner? Probably Mr Paul Hickey whose name is the first one in the documents. P. Hickey was also employed by Harrington Ltd.



**SUNBEAM**

**WILSONS RACING DIVISION.** All models, prompt delivery.—Acre Lane, London, S.W.2. 01-274 4011.

**64 ALPINE MK. IV,** 24,000. New hood, Alexander conversion, radio, reclining seats, servo brakes. Immaculate. £495. Exchange considered, preferably Cooper or Elan.—01-764 4211. (25)

**1965 LE MANS TIGER FAST-BACK.** Converted by Harringtons of Shoreham. Cost new was over £2,000. Finished in indigo blue with a light blue interior. 17,000 miles only with a new set of Pirelli Cinturatos fitted. Only three of these cars were ever converted. £1,075.—Tel.: Brighton 63632. (25)

**1961 ALPINE Series II.** White. Overdrive, seat belts, hard and soft tops, Cinturatos, air horns. Overhauled 15,000 miles ago. £359.—01-472 4743. (25)

DUU 550C was now on the street. And then, Sometimes in the late sixties an advertisement from a car magazine was seen. Somebody driven it only 1700 miles and wanted to sell !! The price was just £1075 and the ad came from Brighton where also P. Hickey lived. The advertiser somehow mixed up the car with the Lister made. Telephone number was a *private one* not belonging to any Hickeys. So who originally owned the Harrington Tiger ? Humm .... ?? Why, elementary my dear Sir William !

In 1978 ten years later the 20th. of March, John Benton of Comfield Carriage Company in Eastbourne bought the car and owned it just a short while until Mr Steven Strong bought it the same year in November 15th. The car was still in rather good condition but after a while S. Strong had the engine restored and it was repainted. The scoop and the big air filter were also taken away.



From 1982 through 1989 the car was carefully maintained in its original condition and was a prizewinner in Tiger club events. Before it went to SUNI in 1989, the original 500cfm Holley carburetor that was installed

when the car was new was replaced by Norman Miller at the Rootes Group Depot to a Ford C.4DF, more appropriate to the displacement of its 260 cubic inch Ford V8. The car had also a tow bar mounted. He kept it for four years before he put an ad in STOC club magazine.



Below: the car is loaded in the container for destination Sacramento, USA, where it got the license number HARNGTN.



It was then that Mr Bill van Velkinburg (USA) saw the ad. The car was said to be in running and driving condition and he immediately flew to England to see it. He then discussed its history with Ian Garrad, Sunbeam competition director Noman Garrad's son, who had been Rootes' competition director on the U.S. West Coast during the Tiger's development, before buying it and carefully shipping it to Sacramento.

When the car was examined by Ian Garrad, the son of one time Sunbeam West Coast Competition Director Norman Garrad, it was con-



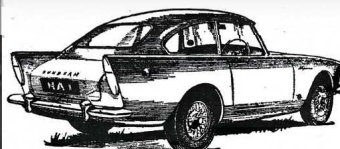
firmed as the authentic and original, one and only Harrington Coupe!

It was brought to California, shown in its original condition for seven years, and then fully restored over a two-year period, with much of the mechanical work being performed by Hollywood Sports Cars' legendary Doane Spencer, who had built the original Tiger prototype decades earlier.

At Pebble Beach the car faced daunting competition in the Post-war European Custom Coachwork class: a Delahaye, a Talbot-Lago and a 1947 Bentley Mark VI by Figoni and Falaschi. The extravagant Bentley won the class but the Harrington left the Delahaye and Talbot Lago in its dust and took second in class. Later in 1990 at the Palm Springs Concours, an event honoring Carroll Shelby and featuring Shelybs and Tigers, it took Best in Class and Best Sunbeam Tiger.

This Tiger since has been the winner of numerous other concours prizes in the years since, and it remains much as it was originally, with only a few modern modifications. These modifications, made at the suggestion of Doane Spencer, included upgrading the high volume/high-pressure oil pump, modifying the heads for unleaded fuel, converting the original distributor to electronic switching, and adding a larger radiator with a five-blade fan and a 350-CFM Holley carburetor.

This one-of-a-kind car is the most unique and special of all Tigers, and it represents the "holy grail" to enthusiasts of these potent cats.



# THE SUNBEAM “CAM TAIL” ALPINES



Were you aware that Harrington Ltd undertook the bodywork modifications for the Alpines that ran at Le Mans in 1962 and 1963? Most people think of a coupe conversion when the word Harrington is mentioned, but those who really understand Harrington Ltd know that they facilitated many other types of coach modifications and didn't just put the coupe tops on Alpines. These Le Mans race cars are a great example of the different type of work Harrington Ltd was capable of. The Kamm-tailed design is the most obvious alteration to the appearance of these cars, but a closer inspection will reveal quite extensive aluminum body modifications making these cars very special indeed. Only three of these rare cars were built and they carry the license numbers; 9201RW, 9202RW and 9203RW.



9201RW is owned today by Brooklands Motor Company and can often be seen racing in UK and Le Mans Memorials.

9202RW is missing, last seen in a rally in 1972. Picture is sent by the son of the co-driver, Jonathan Hawkins. There are anecdotal reports of it being recovered in France and hopefully it will re-appear in the Sunbeam community.



9203RW at the 79th Members Meeting at Goodwood 2022



**HEY ALPINE. YOUR UNCLE'S HERE.**

# **UNCLE SAM !!!!!**

**FOR 1969 !**



**CHRYSLER**

**SUNBEAM ALPINE FASTBACK**

Rootes introduced the "Arrow" range in 1966, and by 1968 the saloons and estates (such as the Hillman Hunter) had been joined by a Sunbeam Rapier Fastback coupé model. In 1969, a cheaper, slightly slower and more economical version of the Rapier (still sold as a sporty model) was badged as .....

**The *NEW* Sunbeam Alpine. Wa .... WHAT ?!! Where's that quick, sporty, wind in your hair, little Alpine Sports Car we knew and loved?**

All models featured the group's strong five-bearing 1,725 cc (105.3 cu in) engine, with the Alpine featuring a single Zenith-Stromberg CD150 carburetor to the Rapier's twins, and the Rapier H120's twin 40DCOE Weber carburetors.

Although drawing many parts from the group's "parts bin", including the rear lights of the estate Arrow models, the fastbacks nevertheless offered a number of unique features, including their pillar-less doors and rear side windows which combined to open up the car much like a cabriolet with a hardtop fitted. Extensive wooden dashboards were fitted to some models, and sports seats were available for a time. ( Ed: "Sports Seats". That's It ? For a time ? )



# **WHEN THE FIRE GOES OUT:**

## **9 EASY STEPS TO DIAGNOSING IGNITION PROBLEMS**

### **PROBLEMS**

If there is any ignition component that gets an unfairly bad rap, it's the coil. Coils are very quickly blamed for ignition problems, yet almost universally they are not at fault.

Coil manufacturers must love this, however, as it sells a lot of coils.

We discussed the theory behind an ignition system in our last issue, and now it's time to troubleshoot common problems. Ignition problems generally fall into two categories: Things that cause the car to not run at all, and things that make the car run poorly.

A 12-volt test light is your best friend when diagnosing ignition problems that keep a car from running. If your car still has points, a tach/dwell meter and a timing light—preferably a dial-back type—are pretty important cousins to your test light when it comes to figuring out why it's running poorly.

A little common sense will also go a long way. Always keep your fingers and other appendages clear of a spinning cooling fan—if it's thermostatically controlled, remember that it can turn on when the engine is off—and don't forget that a coil can pack a wallop.

Let's start with a diagnosis plan that should uncover most ignition problems found.



### **IF THE CAR WON'T RUN...**

#### **1. IS THERE SPARK AT THE PLUGS?**



When looking for troubles, it's usually best to start at the spark plug end of the ignition path and work backward. The first thing to do is to pull a spark plug wire while an assistant cranks the engine and check for spark. Before having the assistant crank the engine, insert a spare spark plug or screwdriver into the plug boot and then position the plug wire near a ground source.

If you see a strong spark, keep trying this with all the plug wires. If there's a good spark at each wire, you've either got a fuel problem—remember that 5 percent of all carburetor problems are actually carburetor problems, after all—or you've got your timing set way off. There's also a chance that you've got your plug wires on in the wrong order.

#### **2. IS THERE SPARK FROM THE COIL?**



If you don't have spark at the plug lead, the next thing to check is whether you're getting spark from the coil to the distributor. Pull the coil wire from the distributor and hold it near a ground. Again, have your assistant crank the engine and look for spark from the coil lead.

If you have spark, you likely have a problem with your distributor rotor or cap, so you may want to replace them. In recent years, rotor problems have been much more common than cap problems, so you probably want to start with a rotor.

### **3. IS THERE POWER TO THE COIL?**



If you don't have spark from the coil lead, you'll need your 12-volt test light for the next test. Attach the ground clip of the light to a good ground, and then touch the point to the positive side of the coil while the ignition switch is turned on. (This is assuming a negative-ground car.)

The light should glow. If not, you'll need to trace this part of the ignition circuit to determine why the coil isn't getting power. (Note: For positive-ground cars, switch the polarity on this test procedure.)

### **4. DOES THE SWITCHING MECHANISM WORK?**



If you have power to the coil, hold the pointer of your light to the negative side of the coil while your assistant cranks the engine. Your light should flash on and off as the engine spins over, telling you that the switching mechanism in the distributor is working. (This is true whether the car has points or an electronic ignition.)

If the light glows steady or not at all, it's time to get into the distributor. If working with a positive-ground car, don't forget to switch the polarity on this test procedure as well.

To determine why your distributor isn't providing the switching for the coil, you'll need to get out the manual for your car or ignition system (if it's an aftermarket system) to go through the testing procedure for your points or electronic switching mechanism.

## **IF THE CAR RUNS POORLY...**

### **1. HOW ARE THE PLUGS?**



As obvious as this sounds, pull the plugs and make sure they're the right ones for your engine. Also make sure they're not wet, oil-soaked, or just plain gunked-up.

If they look bad, don't worry about it just yet, but either replace them or thoroughly clean them. Rarely will plugs be bad, but they need to be the correct ones and in good condition for many of our subsequent tests.

### **2. IS THERE A STRONG SPARK?**

If your car is hard to start or runs poorly when it is starting, the first thing to check is spark quality. Using an assistant, repeat the previous test for spark at the plug wire. Do you see a sharp spark that will jump a gap of at least a quarter inch? Can you see it in broad daylight? Can you hear it crackle? If not, it's probably too weak as the result of electrical losses along the spark food chain.



The easiest way to start looking for these losses is to reconnect all the plug wires and start the engine. Ground your 12-volt test light and then use the pointer to follow each plug wire from the distributor cap to the plug—and don't forget to check out the ends of the plug wires, too.

If at any time you get a spark from the plug wire to the test light, you have a bad or dirty plug wire that is giving the spark a second path to follow to ground. Make sure to test the coil lead as well. (If the test light briefly illuminates while following the plug wires, that's also a sign that the wires aren't doing their job to contain the electricity.) If the plug wires pass the test, move the pointer of the test light around the distributor cap and see if you can catch any stray sparks. Then repeat the test around the coil, especially at the top, where the terminals are located. If everything still passes this test, take a spray bottle filled with water and mist the plug wires, the distributor cap and the coil. Then repeat the test. The water may help bring out some stray sparks—in fact, you may not even need the test light once things are a bit damp.

### **3. IS THE DISTRIBUTOR SHAFT WORN?**



Remove the distributor cap and rotor and wiggle the distributor shaft. If you can feel any slop at all, the shaft or bushings in the distributor are worn.

If you're still using points, this will result in inconsistent point gaps and timing

issues as a result. Worn distributor shafts cause fewer problems for electronic ignitions, but either way you should rebuild or replace the distributor if you want the best drivability and performance out of your car

### **4. GOOD CONDITION AND SET CORRECTLY?**



Points are the switching mechanism for the spark, and if they are worn, corroded or not set correctly, poor running will follow.

If your car is still using points, visually inspect them and look for a clean, smooth surface. If you see corrosion or pitting, replace them. Set them to the gap or dwell angle specified for your car and then set the timing again.

### **5. IS THE TIMING PROPERLY SET AND CONSISTENT?**



Make sure you're properly setting the distributor's timing and that the advance mechanism is working. When checking the timing at idle, are you disconnecting the vacuum advance as the manual says?

Are you using the right timing marks on the timing tab? Is the advance going through its curve properly and achieving the proper amount of advance at high engine speeds?

Make sure you check all of these things before getting more drastic and blaming the carburetor. We discussed how to properly set a distributor's timing in our last issue.

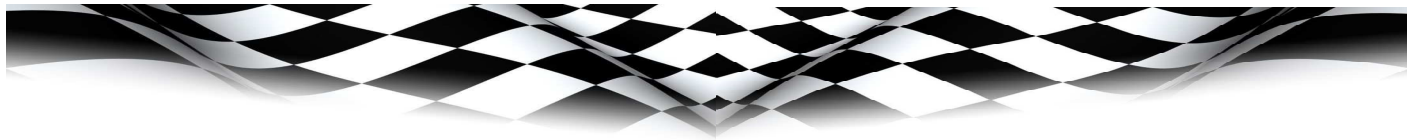
When you set the timing, whether at idle or higher engine speeds, you should see a very steady, consistent reading at the timing mark. On engines with worn distributors, you may see a variance of as much as 10 degrees. If the timing is bouncing all over the place, it's time to rebuild or replace the distributor before the engine runs well.

Continued from previous page.

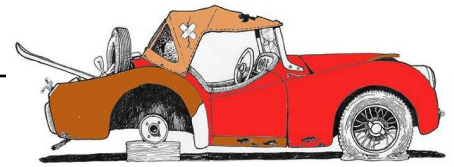
### ***PROBLEM FIXED ?***

Even though there's a lot going on regarding a car's ignition system, some detective work can usually solve the problem. Before blaming the carburetor for a poor running engine or replacing a bunch of hardware, first check all of the basics.

A methodical approach should uncover the problem.



# SWAP MEET



**YOUR AD COULD APPEAR HERE** Find a home for those extra parts or that car that you will never get around to restoring. Raise some cash to buy more extra parts or projects that you do not need!!

Contact Ed Gaubert: [mggarage@comcast.net](mailto:mggarage@comcast.net)

Ads will appear for two (2) issues , as space allows

**FOR SALE. Bundle of TR3 parts. One price for all:**

- 1 black tonneau. Serviceable, but has a 6 inch split on the passenger side. Repaired but ugly.
- 1 pair of original TR3 Lucas horns. Dirty but they work.
- 1 pair of very nice wind wings

All for \$100. [Bruce Aydelotte 609-705-4753](mailto:Bruce Aydelotte 609-705-4753) or [cuznbrucie@comcast.net](mailto:cuznbrucie@comcast.net)

**FOR SALE: TR3 starter handle \$100.** Bruce Aydelotte 609-705-4753 or [cuznbrucie@comcast.net](mailto:cuznbrucie@comcast.net)

**FOR SALE:**

- 1963 Mini 1000 Transmission \$50
- 1956-60 MGA 1500/1600 parts, all used. Call with needs.
- 1956-58 MGA new cam and 1500 standard pistons. New in box. \$100
- 1955 MG-TF bucket seat frame \$20
- 1959 Morris Minor 14" rims, set of 4. \$80
- 1972-74 BMW 2002 steel 13" rims, set of 4. \$80
- 1975? TVR bucket seats, narrow high back would work in almost any LBC. \$40/pr
- 1979-2000 Road and Track magazines. Large lot. Sorry, will not cherry pick.
- Marque specific coffee table books. Jaguar, Healey, Porsche, BMC, Mini, MG, American classics.

Call with your interests.

All prices are OBO. Also open to trades and barter. Looking for a lawn tractor, mini lift, air compressor, MIG welder, construction work/assistance, brush removal, MG-TD bonnet, MG-TD gas tank, Buick/Rover 215 V-8. Call to discuss trades.

Pick up in Bridgeton NJ. Mention BMC in your message and the best time to call you back.  
Gary Cossaboon. 856-455-eight three 49



63 Mini trans only



MGA 1500 crank and heads



TF red bucket seats

**FOR SALE: I have sold my TR6,** and I have 13 years' worth of accumulated parts, some NOS hard to find items. Too much to list. Please email for details. [Stuart drshonick@gofeet.com](mailto:Stuart drshonick@gofeet.com)

**FOR SALE: Indoor car cover for MGB** or other car of similar size. Cover is new. \$30  
Call Guido 856-220-0074

**FOR SALE. Bugeye Sprite radiator.** Needs work. \$50. Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)





**FOR SALE. MGTD body parts**, fenders, running boards, bonnets, wheels and other body parts as well as a few engine parts. Gerald Colucci 856 264-4581 or [gbc555@aol.com](mailto:gbc555@aol.com)

**FOR SALE. TR6 parts.** Set of gauges \$150. Various other parts including heater, wheel trim rings, steering wheel. Text or email John 609-425-0878 or [jarmand1@comcast.net](mailto:jarmand1@comcast.net)

**FOR SALE. I have a 1954 MGTF project** for sale for the right offer. If you have any interest, please call, there is too much to describe in a short ad. Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

**FOR SALE. MGB parts.** Engine and transmission in parts car \$500 or Best Offer. Rust free doors complete, 2 four speed transmissions, other various parts from complete car. Text or email John 609-425-0878 or [jarmand1@comcast.net](mailto:jarmand1@comcast.net)

**FOR SALE. MGB parts:**

2 black driver quality top covers. Not certain of year. \$50 each  
Early MGB head. Taken from my running 68 MGB 40 years ago. \$50  
MGB aftermarket accessory grille guard. Make offer  
MGB ANSA headers #MG0281. New \$125  
Reggie Harris 856-264-6032 or [reggie630@hotmail.com](mailto:reggie630@hotmail.com)

**FOR SALE. 1962 AH Sprite Mark 2.**

Project with amazing mechanicals. Car was running strong until 2<sup>nd</sup> gear went out in 1980. I have an almost new ribbed case transmission and many new parts including heritage jacking tubes (interchangeable with Bugeye). All parts are bagged and tagged, stored indoors for over 25 years. Engine turns well and is a beauty on the outside. New but older tires mounted on correct wheels with AH hubcaps. Needs a few exterior patches, but no structural repair. All original and new parts are included. No top but includes the original frame. Car was pure driving fun. Title included for \$2,500. Engine and transmission alone are worth this much. D. Michael Scott 609-792-6943

**Wanted: TR4A/250 Front and rear fenders**, in good to repairable condition.

Contact: Paul at [pis9@yahoo.com](mailto:pis9@yahoo.com) or 609-462-3593

**Wanted: Triumph TR4A/TR6 overdrive transmission.**

Contact: Paul at [pis9@yahoo.com](mailto:pis9@yahoo.com) or 609-462-3593

**WANTED. Classic Mini.**

I am looking for a solid, presentable driver quality classic mini. I am flexible regarding specifications. If you know of one for sale, I am also appreciative of any solid leads. Willing to travel a reasonable distance from South Jersey, but I am not interested in long distance sight unseen deals. Thanks for any information or leads. Ed Doody 609-706-9246 or [collbark@hotmail.com](mailto:collbark@hotmail.com)

**FREE: Free to a good home.** Black TR6 seat covers both back and seat surface. Still in the bag, given to me as a gift, and I cannot use them on my Spitfire. Lance Landgraf [lblandgraf@gmail.com](mailto:lblandgraf@gmail.com) or 609-432-9024



May 20<sup>th</sup>, 2023

British Motor Club of Southern NJ Picnic

Pakim Pond Picnic Area- Brendan Byrne Forest

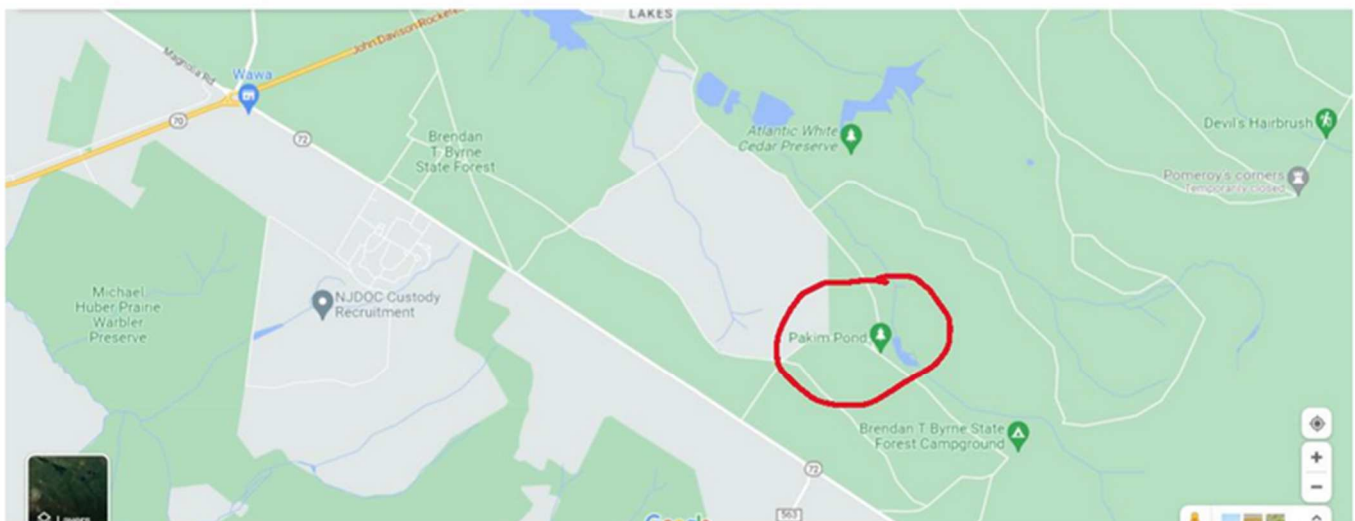
Woodland/Vincentown, NJ 08088



Please join us for a fun day at Pakim Pond Picnic Area from 10am to 2pm on May 20<sup>th</sup>. We have reserved a Pavilion with picnic tables, so bring your lunch and drinks. Bug spray...just in case. The pavilion is located next to the pond in Brendan Byrne Forest off Route 72. Gary Patterson will conduct an environmental walk and talk around the pond and Chris Bethmann (former superintendent of Brendan Byrne Forest) will have a discussion on the history of the area including the glass factory previously on site. There are rest room facilities.

Pakim Pond Picnic Area does come up on Google Maps. Link below


We will use the Buzzard Hill Road entrance into the park off Route 72. The entrance is 3 miles South of Route 70 on the left hand (Northbound side) of Route 72. We will mark the entrance with our BMCSNJ sign.





# CALENDAR OF EVENTS

BMCSNJ supports safe and responsible enjoyment of British automobiles and motorcycles.  
 All events sponsored by BMCSNJ are alcohol and drug free.  
 Consumption or distribution of alcohol or controlled substances is expressly prohibited.  
 All driving events are conducted in accordance with motor vehicle laws at all times.

DATE	BMC EVENT	LOCATION / STATUS
January 1/18	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	7 Stars Diner, Sewell  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
February 2/15	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
March 3/15	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	7 Stars Diner, Sewell  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
March 3/18	Matchbox Museum Tour 	Meet 10am  16 Pearl St. Newfield, NJ 08344  CONTACT: Bob Sabota-856-629-9480
April 4/19	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
May 5/17	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	7 Stars Diner, Sewell  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>



# Events Continued



DATE	BMC EVENT	LOCATION / STATUS
May 5/20	<p style="text-align: center;"><i>Picnic</i></p> <p><i>Brendan T. Byrne</i> <i>State Forest</i></p> 	<p style="text-align: center;">10am Pakim Pond Picnic Area Coopers Road Woodland Twp., NJ 08088 CONTACT: John Stern: <a href="mailto:eventsnorth@bmcsnj.org">eventsnorth@bmcsnj.org</a></p>
June 6/21	<p style="text-align: center;"><b>Membership Meeting</b> Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.</p>	<p style="text-align: center;">Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052</p> <p style="text-align: center;">6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
June 6/24	<p style="text-align: center;"><b>Members Memorial Gathering</b> at Smithville to benefit Samaritan Life Enhancing Care</p>	<p>For Directions: <a href="http://www.historicsmithville.com/directions">www.historicsmithville.com/directions</a></p> <p>CONTACT: Ed Gaubert <a href="mailto:mgarage@comcast.net">mgarage@comcast.net</a></p>
July 7/15 6pm - 8:30pm	<p style="text-align: center;"><b>British Car Owners Ice Cream Social</b></p> 	<p style="text-align: center;">5 Points Custard E. Landis Ave (Rt 540) &amp; Tuckahoe Rd. (Rt 557) E. Vineland, NJ Contact Rob Walsh: <a href="mailto:robgt71@verizon.net">robgt71@verizon.net</a> Bill Remster: <a href="mailto:wbrjpn@verizon.net">wbrjpn@verizon.net</a></p>
July 7/19	<p style="text-align: center;"><b>Membership Meeting</b> Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.</p>	<p style="text-align: center;">7 Stars Diner, Sewell</p> <p style="text-align: center;">6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a></p>
August 8/5	<p style="text-align: center;"><i>Summer Tour</i></p> 	<p style="text-align: center;"><u>Meeting Point</u> Woodstown Diner 16 East Ave. (Rt. 40) Woodstown, NJ 08098</p> <p style="text-align: center;"><u>Destination</u> Wheaton Arts (Formerly Wheaton Village) 1000 Village Drive Millville, NJ 08332</p> <p style="text-align: center;">CONTACT: Tracy Westergard: <a href="mailto:events@bmcsnj.org">events@bmcsnj.org</a></p>

# Events Continued



DATE	BMC EVENT	LOCATION / STATUS
August 8/16	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
September 9/20	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	7 Stars Diner, Sewell  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
September 9/23 10 AM until 2 PM	<b>BMC of SNJ End of Year Show at Greenwich Artisans Faire</b> Admission is \$5 per car - all occupants can visit the Artisans Faire for the cost of a single admission.	On the grounds of the Gibbon House, located at 960 Ye Greate Street, Greenwich, NJ 08323 Show hours from 10 AM until 2 PM Contact - Gary Warren, <a href="mailto:garswc@yahoo.com">garswc@yahoo.com</a> or 609 247 3499 ( cell )
October 10 / 7 (No Rain Date)	<b>The 25th Annual Elmer Harvest Day Festival and Car Show</b> 	<b>DETAILS COMING SOON</b>
October 10/18	Membership Meeting Dinner at 6:00pm ( member expense ) Meeting at 7:00PM.	Uno, Maple Shade 2803 NJ-73 S, Maple Shade, NJ 08052  6 - 8:30 Steve Ferrante <a href="mailto:president@bmcsnj.org">president@bmcsnj.org</a>
October 10 / 21	<b>FALL TOUR</b>	<b>DETAILS COMING SOON</b>  CONTACT: Joe Marchione: <a href="mailto:editor@bmcsnj.org">editor@bmcsnj.org</a>
November / December	No Membership Meeting in recognition of the holiday season	





## ***British Car Event Calendar of the Northeast***

With the kind permission of one of our neighboring clubs, Keystone British Car Club based in the Lehigh Valley I present to you their very comprehensive calendar of events featuring many British Car Shows and events of interest in the PA/NJ/DE region.

I know many of you have never attended a British Car Show and perhaps you don't quite know what to expect. If your car is not "show quality" that should not preclude you from attending. Not all attendees are trophy hunters and many folks just attend for the camaraderie and knowledge sharing that comes with a gathering of like minded British car enthusiasts. It's nice to attend these shows, enter your car and support the surrounding clubs of their efforts. If nothing else, it may garner some reciprocity for attendance at our clubs shows/events.

However, I think one important aspect of regularly attending these events is that it gets your car out on the road and away from your local neighborhood comfort zone.

It will push you to clean and maintain your car and engage you with the hobby. I have found that it is the cars that are used most regularly that often give the owner the most pleasure because it gets you to sort out any niggling issues with your car and makes it roadworthy. The more and further you travel, the more confidence you will have in the car for longer trips. In my case, I enjoy the drive to and from some of these events as I will usually choose a scenic route.

So, let's get out there and I hope to see you at some of these area events this season.

Peter Cosmides

**Below is a link to a list British car events in the greater Northeast. (And beyond, for national meets and other large events of unique interest.) Also included are; classic car events and community car shows of interest to our members.**

**[TO ACCESS THE CALENDAR CLICK ON THE LINK BELOW](#)**

[British Car Calendar | Keystone British Car Club](#)



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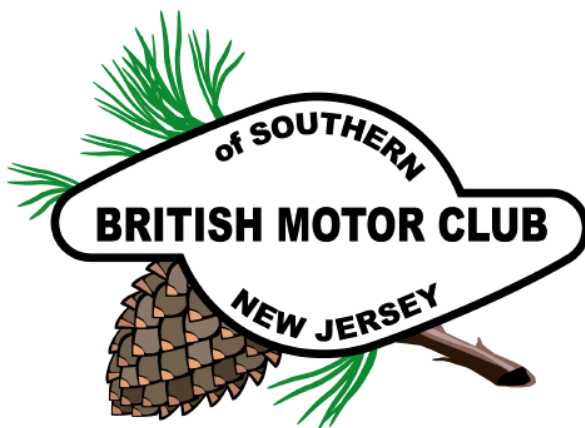
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*The BMCSNJ Web Site can be found at*  
**WWW.BMCSNJ.ORG**



British Motor Club of Southern New Jersey

