

SUNBEAM TORQUE



Official Newsletter
of the
SUNBEAM CAR CLUB OF VICTORIA INC.
Established 1973

May
2026



Sunbeam Car Club of Victoria Inc.

Reg No A0003752G
ABN 32 446 103 408

CLUB CONTACT INFORMATION

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CLUB POSTAL ADDRESS	P O Box 38, Ferntree Gully VIC 3156
CLUB REGISTERED ADDRESS	C/- Secretary: Ross Nye Unit 193, 15 Fulham Road, Rowville 3178

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*Club Meetings are held on the 4th Wednesday of each month at 8 PM (except December)
At Box Hill RSL Club, 26-28 Nelson Road, Box Hill
Members meet for dinner from 6.00 pm*

Affiliated with The Association of Motoring Clubs Inc.



OPINIONS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE SUNBEAM CAR CLUB OF VICTORIA INC.

President's Message

May 2026

Hi to members and friends of SCCV and thank you for taking the time to open the May edition of Sunbeam Torque. I hope you enjoy the read. We strive to include something for everyone in each edition, so please read on.

Thanks must go to the Sunbeam and Talbot Car Club for inviting us to join them and a number of other clubs to visit the Dowel Motor Museum in Upper Beaconsfield on 6 May. After meeting in the outer eastern suburbs, our group from SCCV took a delightful drive through the Dandenong Ranges to a museum that is astonishing, both in its size and quality of historic vehicles on display. With over 80 vehicles and plans afoot for extensions that will see the number of exhibits double, this museum must surely become one of the highlights for classic motoring enthusiasts in this State. We were introduced to a number of exhibits by dedicated volunteer curators and were then free to peruse the collection. Way too much to mention; however, I couldn't resist being photographed next to Brockie's Austin 7 paddock bomb, in the driver's seat of Paul Newman's very own Lincoln Continental, and in front of Johnny O'Keefe's Ford Thunderbird. There were six Cords, a 1913 Sunbeam Torpedo, and so much more. We followed up with lunch at the nearby Pine Grove Hotel, where it was great to catch up with old friends and make some new ones too. All in all, a wonderful day. Will there be more midweek outings for SCCV? Based on the response to this event, I see no reason why not, noting your Committee's strong desire to remain inclusive for all members.

On 17 May, we ventured out for the annual National Motoring Heritage Day, an important day in the classic motoring calendar where all Clubs are encouraged to hit the road and show the community the size and enthusiasm of the classic car movement. Regrettably, it was less than an ideal day, with continual rain, mist and chilly temperatures. Many opted to leave their Sunbeams at home and just enjoy a social day. Starting in Christmas Hills and finishing in Yea, we found some delightful roads, that would have been much more fun in the dry, and enjoyed lunch in a cosy pub. It was nice to be joined by our friend, John Howell, from the Rootes Group CC, in a very handsome early Ford.

Please don't despair that winter is nearly upon us. The Committee will continue to deliver and would love for you to join us to celebrate Christmas in July with other Clubs at the Panton Hill Hotel on 19 July, and our (now annual) Mornington Peninsula run on 22 August. Then it will be the Technical Day, which is more of a social and fun day, followed by preparations for the 48th Sunbeam National in Forster NSW from 11 to 13 September.

That's enough. I hope to see you at our General Meeting this Wednesday, 27 May. As always, keep an eye on the Website and Whatsapp for all things Sunbeam.

Ian



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After Hours: Adrian: 0479 041 942

Denis: 0407 533 342





2026 Calendar of Events

MONTH	DATE	DAY	EVENT
May	27	Wednesday	General Club Meeting at Box Hill RSL 6:00 pm Dinner in the RSL Bistro 8.00 pm <i>Club Meeting will be held in the RSL Sports Bar downstairs</i>
May	30 31	Saturday Sunday	49th HISTORIC WINTON Winton Motor Raceway, Benalla Presented by The Austin Seven Club & AMARV www.historicwinton.org
June	8	Monday	 KING'S BIRTHDAY HOLIDAY
June	24	Wednesday	General Club Meeting at Box Hill RSL 6:00 pm Dinner in the RSL Bistro 8.00 pm <i>Club Meeting will be held in the RSL Sports Bar downstairs</i>
July	19	Sunday	Invitation to Join the Singer Car Club's "CHRISTMAS LUNCH in JULY" VENUE: Panton Hill Hotel 633 Kangaroo Ground - St Andrews Road Panton Hill TIME: 12-00 Noon RSVP: 24 June 2026 (June Club Meeting) E-MAIL: sunbeamclubvictoria.secretary@gmail.com
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



2026 Calendar of Events

MONTH	DATE	DAY	EVENT
July	22	Wednesday	General Club Meeting at Box Hill RSL 6:00 pm Dinner in the RSL Bistro 8.00 pm <i>Club Meeting will be held in the RSL Sports Bar downstairs</i>
August	02	Sunday	*** Club Event *** Technical Assistance Day BUY <> SWAP <> SELL ➤ Hoist Available ➤ Free Sausage Sizzle Learn about the maintenance of your Sunbeam TIME 10.00 am - 2.30 pm VENUE Factory 3 - 6 / 7 Nicole Close Bayswater North RSVP Prior to 22nd July (required for catering) sunbeamclubvictoria.secretary@gmail.com
August	22	Saturday	*** Club Event *** Saturday MORNING RUN To the Mornington Peninsula TIME: 9.30 am MEET: Hobe Landreth 9 Chetwyn Court Frankston South
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



2026 Calendar of Events

MONTH	DATE	DAY	EVENT
August	26	Wednesday	Club Annual General Meeting at Box Hill RSL 6:00 pm Dinner in the RSL Bistro 8.00 pm <i>Club Meeting will be held in the RSL Sports Bar downstairs</i>
September	11 12 13 14	Friday Saturday Sunday Monday	 * * * Club Event * * * 48th Sunbeam National Meeting Forster NSW HOST CLUB Sunbeam Owners' Club of NSW Inc.
September	23	Wednesday	General Club Meeting at Box Hill RSL 6:00 pm Dinner in the RSL Bistro 8.00 pm <i>Club Meeting will be held in the RSL Sports Bar downstairs</i>
October	18	Sunday	* * * Club Event * * * Rootes Group "GT" Day HOST CLUB Sunbeam Car Club of VIC Inc. <i>Event details to be listed in June TORQUE</i>
	DIARY COLOUR CODE	BLUE GREEN RED	CLUB EVENTS NON - CLUB EVENTS CLUB MEETINGS



Marysville Meander



*Great weekend
for Sunbeams*



*And Marysville Meander
was a great weekend for Sunbeamers*



Singer Car Club Of Australia

Invitation to Rootes Group Car Clubs



We welcome all members from the Rootes Group Car Club, Humber Car Club of Victoria & Sunbeam Car Club of Victoria to join us again for 'Christmas in July' lunch & a fun Trivia session at the Panton Hill Hotel.

The perfect excuse for another get-together.

Panton Hill Hotel

**633 Kangaroo Ground-St Andrews Rd,
Panton Hill**

Sunday 19 July 2026 at 12.00

This is a SCCA event. Lunch & drinks will be at hotel prices. Parking is adjacent both sides of the hotel. Please advise if you are able to join us. **RSVP : 20 June 2026**

Graeme Martin, Club Captain. Singer Car Club of Australia Inc. Vic Branch. Ph: 0418 579 662 Email: sccagm@proton.me

ROOTES GAZETTE

INCORPORATING ROOTES EXPORT GAZETTE

No. 54

A ROOTES ARCHIVE CENTRE TRUST PUBLICATION

April 2026



The Rootes Archive Centre Boardroom



Below is the link to the April 2026 edition of the **Rootes Gazette**

- Just need to click on the link below and you will be taken directly to the newsletter.
- Once there you can turn the pages by clicking on the bottom righthand corner of each page or by using the directional arrow at the top right.
- If you prefer you can still view it as a pdf (as before) by clicking on the word “pdf” in the top righthand corner above the newsletter image.

Here is the link: <https://tinyurl.com/mr33nxjx>



Sunbeam Car Club of Victoria Inc.

INVITATION

to attend the

Technical Assistance Day

&

BUY <> SWAP <> SELL

Learn about the maintenance of YOUR Sunbeam



- Come along for technical advice and a chat
- With or without your Sunbeam
- Hoist available
- Sausage Sizzle provided
- BYO seats



DATE : Sunday 2nd August 2026

TIME : 10.00 am - 2.30 pm

VENUE : Factory 3
6 / 7 Nicole Close
Bayswater North



RSVP : By Wednesday 22nd July 2026

(Numbers required for catering)

E-MAIL : sunbeamclubvictoria.secretary@gmail.com



SPECIAL THANK YOU

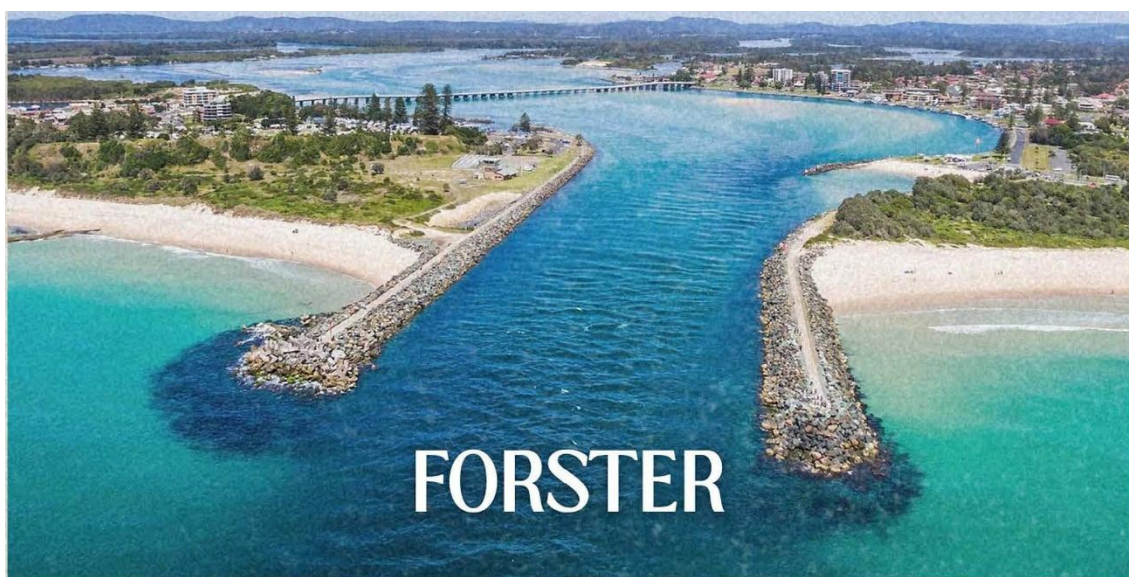
To *Theo Miritis* for providing his facilities

48TH SUNBEAM NATIONAL MEETING

September
11-14th 2026



Sevan Apartments
Forster NSW



REGISTRATION PACKAGE

<https://www.sunbeamcarsnw.org.au/>





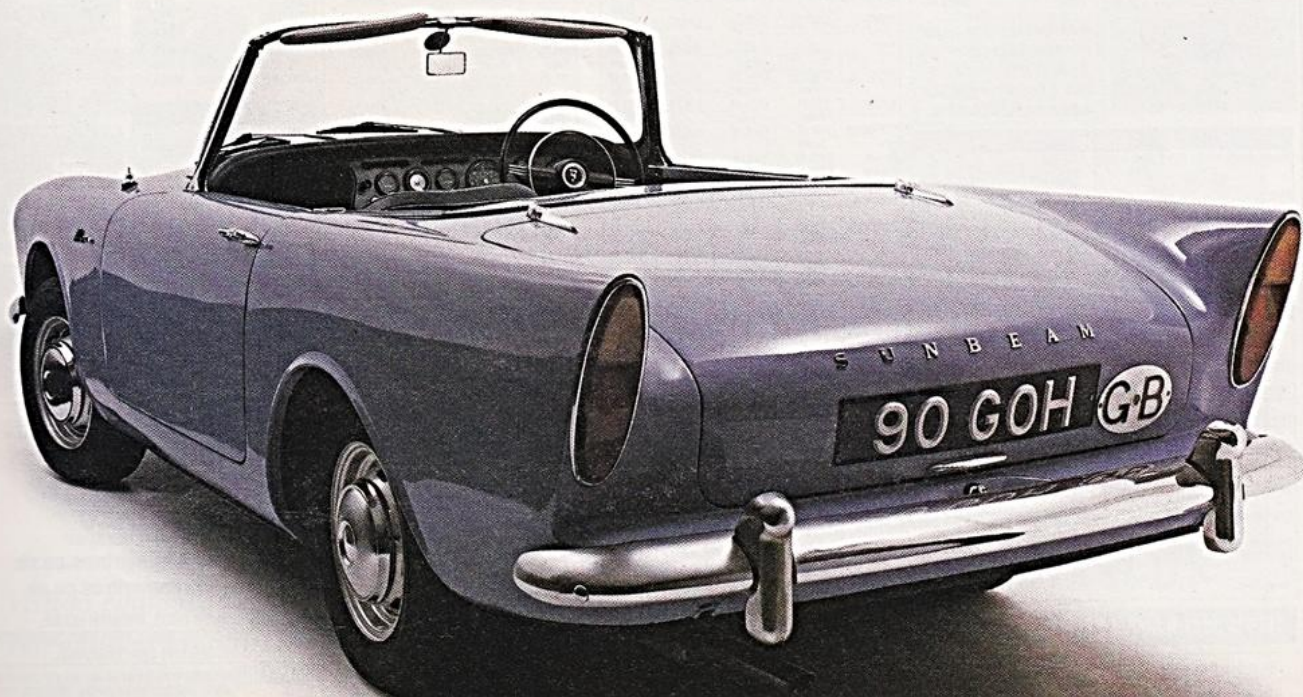
Sunbeam Alpine

Series I-V: 1959-1968

Badged Sabre as a prototype, the lack of popularity for Sunbeam's highly affordable Alpine has become a double-edged sword

PRICE CHECK CONDITION 1: £5500-£6500 CONDITION 2: £3000-£3400 CONDITION 3: £1200-£1500

WORDS: RICHARD DREDGE PHOTOGRAPHY: JOHN COLLEY ILLUSTRATIONS: JAMES RUPPERT



TRY TO think of an affordable two-seater roadster from the Sixties and you'll invariably end up with images of an octagon-badged drop-top in your mind. But look beyond the obvious and there's an even more affordable mass-market convertible that for some reason has always been overlooked – Sunbeam's Alpine series I-V.

First on sale in July 1959, the Series I Alpine was no road-rocket with just 78bhp on offer from its 1494cc four-cylinder powerplant. Based on nothing more sexy than a Hillman Husky floorpan, the Alpine's engine was much the same as the ones found nestling under the bonnet of a Rapier, but with a four-branch manifold and an alloy cylinder head. The car's top speed was just 101mph, which was as fast as any production Alpine ever got, although at least it's easy to tune them if performance is your priority. The transmission was also the same as that found in the Rapier, but with closer gear ratios and the option of a Laycock overdrive.

By October 1960, after 11,904 Series Is had been built, it was time for the next step. With a larger, 80bhp 1592cc engine, the Series II kept the fins and detachable aluminium hard-top of its predecessor but the seating was made more comfortable. By the time it gave way to the Series III in March 1963, 19,956 had rolled off the production lines.

The third-generation Alpine brought with it a new option – the GT. The special thing about the GT – which actually isn't that special at all – was the lack of a folding hood to keep weight and costs down, although the interior was much nicer with wood trim for the dash and a wood-rim steering wheel. The GT is now the least sought after Alpine unless it's been converted to have a folding roof – in which case it's one of the most desirable thanks to the wooden bits inside. The optional detachable hard top on the Series III onwards was steel instead of aluminium (and was more angular) and twin fuel tanks replaced the single item fitted to earlier cars, which meant the boot space was far more usable as there was much more of it. Just 5863 Series IIIs were made, making it the rarest Alpine by quite a margin (except for the Harrington fixed-roof Alpines), and one of the most desirable too as it's the most refined of the big-finned models.

When the Series IV was launched in January 1964 it had almost lost its tailfins and the grille had become a single chrome bar in place of the previous four-bar unit. Before production gave way to the final version of the Alpine, the Series V, in September 1965, 12,406 Series IVs had been built. With a five-bearing engine for the first time, the Series V sported a 1724cc engine and a pair of Stromberg carbs to give 92bhp – still only enough to push it to 100mph. By the time the Alpine went out of production in January 1968 a total of 19,122 Series Vs had been built.

By the time the Alpine bit the dust, the rather fruitier Tiger, which had promised great things, had gone the same way. Spurred on by the instant success of AC's Ace (which became a Cobra), Rootes tried the same formula with the Alpine by slotting a 4261cc Ford V8 in the engine bay while the export-only Series II got a 4727cc V8. The car was

assembled at Jensen's West Bromwich plant and styling changes over the Alpine were restricted to a chrome strip along the car's flanks, different wheel trims and a pair of exhausts instead of just the one. A tie-up with Chrysler in June 1964, just as the project was getting going, didn't help things and by the middle of 1967 the whole episode was history after 6495 Series I cars and 571 Series IIs had been built – including just 12 righthand-drive cars.

BODYWORK

UNTIL A decade or so ago there was a surprisingly large number of Alpines being used every day. But despite the car's practicality, such use will take its toll on the bodyshell, which doesn't soldier on like the mechanicals can. That means repairs on a shoestring are commonplace so you've got to have your wits about you if you're not to be done up like a kipper. It's easy to miss the signs of a bodged restoration and sometimes even a trained eye can skip over things.

The lack of factory-applied rust protection invites rust, although the monocoque is very strong as long as the tin worm hasn't got to it. The most important place to check, and the first place that's likely to rot, is along the length of the sills. These are essential to the car's strength, so make sure that all three layers of the sill are present. Without taking the car to pieces that's not possible, so if work has been done make sure you look at photographic evidence. Unrestored cars in good condition are pretty much extinct – if the vendor claims the car you're looking at is original it's wise to check that the sills are curved to match the convex profile of the door. Cheap replacement panels are straight and won't look quite right, and once water has got into the leading edge of the sills it works its way to the back wreaking havoc along the way. The problem starts when the caulk seal that should bridge the gap between the front wing and the inner wheelarch drops out, allowing the water in. Another thing to check is that there's a step in the splash panel at the back of the front inner wheelarch. If the panel's smooth it's just a cover panel that's almost certainly masking something nasty.

OUR EXPERT

CHRIS DRAYCOTT runs Sunbeam Classic Spares, has worked on Alpines for more than 20 years and currently races one. Having owned upwards of 50 (and a trio of Tigers) he's done just about everything – including buying the last one made.



SPOT THE GROT



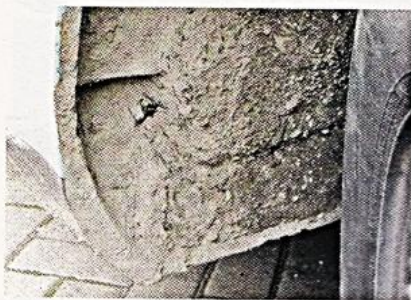
Area around headlamp is normally one of the first things to go – also check panel seams.



Sills are essential to Alpine's strength; they're also rot-prone and costly to fix.



Doors rarely give problems except for the bottom edges, which can rot badly.

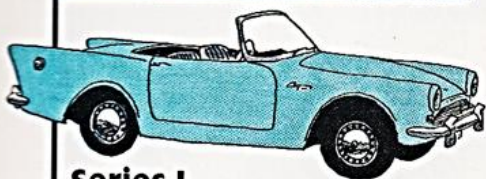


Splash panels behind the front wheels should be stepped – be wary if they're not.



Seam between inner and outer wing tends to harbour rust – new panels are pricey.

1959-1968



Series I

❖ Alpine, 1959-60: based on Hillman Husky floorpan and Sunbeam Rapier running gear with 1494cc, 78bhp.



Series II

Alpine II, 1960-63: 1592cc, 80bhp with uprated suspension, door glass support and smaller steering wheel.



Series III

❖ Alpine III, 1963-64: reinforced chassis, stiffer suspension, adjustable steering column, fixed quarter lights, reclining seats, twin fuel tanks, reclining seats. GT: 77bhp detachable hard-top, plus-two seating. Tourer: 82bhp.



Series IV & V

❖ Alpine IV, 1964-65: cropped tail fins, new rear lights, single bar front grille, rectangular indicators. Single Solex replaces twin Zenith carb. Optional three-speed automatic and all synchromesh manual.

❖ Alpine V, 1965-68: 1725cc engine producing 92bhp with soft cover for hood. Discontinued in 1968 when 19,122 had been built. Total Alpine production 69,251.



Tiger I & II

❖ Tiger, 1964: based on Alpine IV with chrome strip and Ford 4.2 V8, 164bhp.
❖ Tiger II, 1967: based on Alpine V, 4.7 V8, 200bhp, larger rear axle casing and wider gear ratios. Egg-crate grille.

Unless the car has been properly restored you can bank on having to have the sills rebuilt on pretty much any car you look at – expect to pay £800 to have each side fixed, including blending the paint in. If possible, to check the integrity of the sills jack the car up both front and rear to see if the rear door gap closes up – if you can no longer open the door you know the structure of the car has been weakened. But you can expect to see 1-2mm movement of the door in its aperture and you have to make sure that the jacking points themselves aren't just a memory.

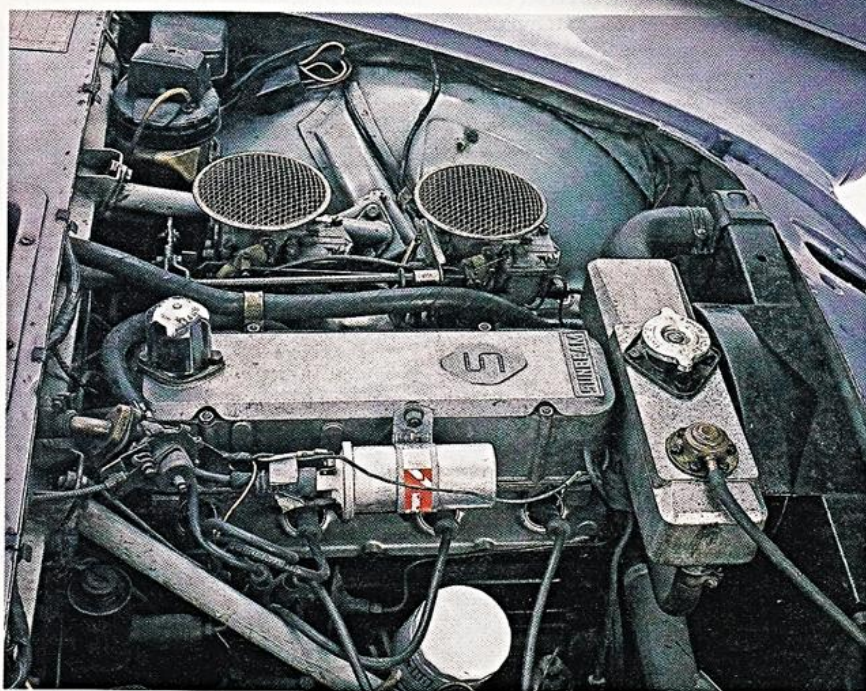
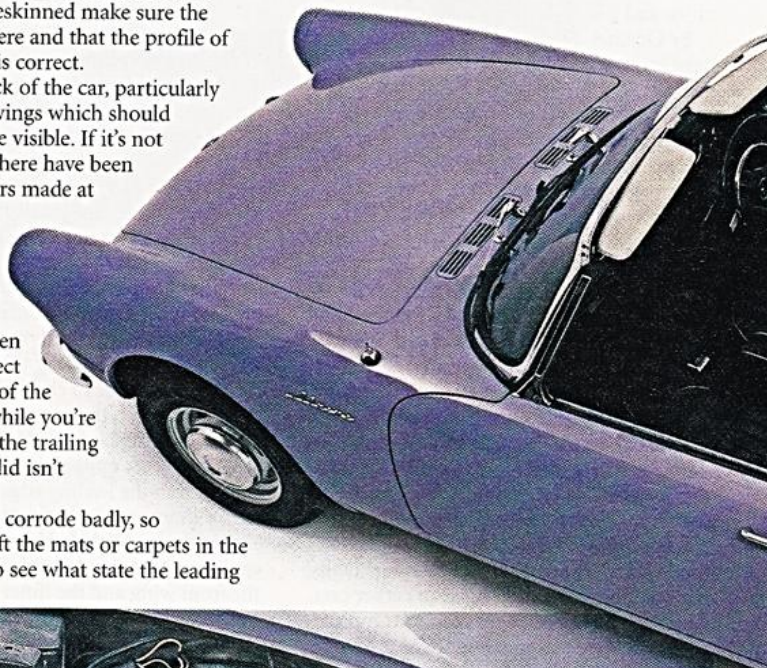
You'll probably find rust around the headlamps, along the base of the windscreen and at the back of the engine bay under the master cylinders, so lift the bonnet (which rarely rots) and inspect closely. The doors aren't especially rot-prone, but the hinges wear allowing the door to drop. The front edge and the underside are the most likely places that rot will be lurking, and if the door has been reskinned make sure the rubber seal is there and that the profile of the whole door is correct.

Check the back of the car, particularly the base of the wings which should have a drain hole visible. If it's not there, it's likely there have been some poor repairs made at some point and while you're sniffing around this area analyse the inner rear wheelarches. Open the boot to inspect the rear corners of the boot floor and while you're there make sure the trailing edge of the bootlid isn't riddled with rot.

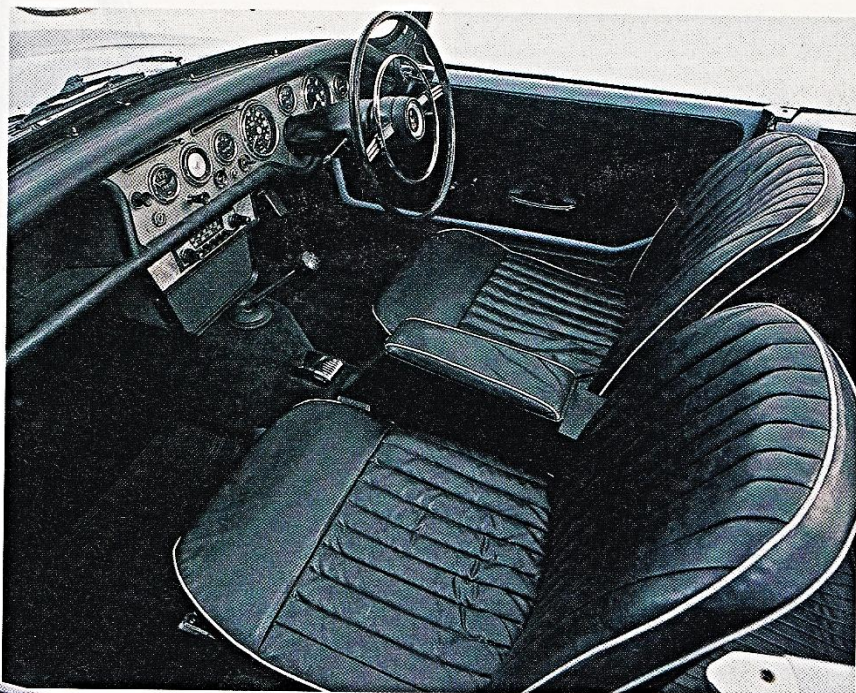
Floorpans can corrode badly, so make sure you lift the mats or carpets in the front footwells to see what state the leading

edges are in. The area around the accelerator is especially rot-prone and try rocking the seats – they may be mounted on crumbling metal, just like the handbrake which is mounted to the right of the driver's seat. While you're inside the car take a look at the mountings for the rear spring hangers. Located behind the front seats on an angled panel, signs of rust may be only the start of the story. The spring hangers are a real pain to repair properly and you won't want to buy a car on which they're rotten, but just because the floor above them has rotted it doesn't mean the hangers themselves need any work. But make sure you check the rear spring hangers from underneath anyway, and while you're there also examine the jacking points closely because they may have dissolved.

The final rot-spot to check is the rear corners of the hardtop, if it's one of the steel items



Simple Roots engine isn't especially refined but plenty of torque makes for an easy drive.



Seats lack support so you can't get too enthusiastic behind the wheel.



fitted to Series III cars onwards. The earlier aluminium roofs don't give problems, but the steel ones invariably rot and the perspex windows craze.

ENGINES

THE POWERPLANTS fitted to Rootes cars are generally famed for their durability thanks to straightforward engineering, although none of them turns the Alpine into a fast car. Tweaked versions of engines found in Rootes' contemporary saloons – and fitted to the Alpine – shouldn't give many problems, but the most likely one is overheating due to previous neglect. The alloy cylinder heads are prone to warping if they haven't been torqued down properly after replacement, and if the anti-freeze level has been allowed

to drop in the coolant there's probably some corrosion within the system. If you're tempted by a Tiger, be doubly sure that all's in order as cooling is marginal on these V8 beasts. One of the common bodes which afflicts Alpines is that of fitting an engine from a Minx or Sceptre and passing it off as a genuine Alpine unit. Outwardly there's little difference but put your foot down and there's a noticeable lack of power.

Another potential problem is that of a cracked block due to a fault line that's given way along the water jacket, although this is only really an issue if the coolant within the engine has been allowed to freeze. Spotting whether or not the block has cracked isn't necessarily that easy (water seepage is the most likely symptom), but repairing such damage is economically feasible.

Oil leaks are also common as the engines use a scroll-type oil seal. That also means that the crank pulleys wear and eventually you'll need a new one, at £80 plus fitting.

Although Alpine engines are inherently durable, they're sometimes thrashed to get the most out of them. Any of the engines fitted to the Alpine should take 130,000 miles quite happily, but they don't like neglect very much. The most likely cause of problems with the 1725 engine fitted to the Series V

SPOT THE GROT



Base of each rear wing should have a drain hole – this one has been boded.



Boot floor is pretty resilient except for rearmost corners, so look under carpet.



Rear wings are structural and corrode readily, so be sure to inspect them closely.



Check rigidity of structure by jacking up the car and looking at how the door shuts.



Footwells are rot-prone, especially the area around the accelerator pedal.

PRACTICAL CLASSIC?

WHAT ARE THEY LIKE TO DRIVE? There's quite a difference in performance and refinement between a Series I and a Series V. The later cars are comfortable, but the recirculating ball steering isn't as precise as a good rack and pinion set-up and the brakes, although servoed, require quite a shove. Torquey engines are flexible and the Alpine will keep up with moderns quite happily.

WILL I FIT BEHIND THE WHEEL? As long as the Alpine is viewed as a two-seater with a decent amount of luggage space you won't go far wrong. That or reserve the rear space for midgets with short legs. The adjustable steering column makes it easier to get comfy.

WHAT BODGES SHOULD I LOOK FOR?

- ♦ Minx and Hunter engines
- ♦ Filled sills ♦ Filled rear wings

WHAT SHOULD I PAY? A Sport is more saleable and slightly more valuable than a GT but there's little difference in values between the five versions of the Alpine Sport. Expect to buy a shed with an MoT but needing work for around £1700. A usable car that doesn't need anything but is tatty will set you back £3500; a really nice example can cost up to £6000. Something that's close to concours will command an asking price of £9500.

WHAT WILL INSURANCE COST ME?

Comprehensive cover for a £4000 1963 Sunbeam Alpine Series III in Peterborough: ♦ £280.35 for 25yo, two years' NCB, clean licence, 10,000 miles, only car, kept on driveway, club member.

♦ £106.84 for 42yo, full NCB, clean licence, 3000 miles, second car, garaged, club member. Quotes from Firebond (08704 440 556)

WHO ARE THE SPECIALISTS?

Parts, restoration, servicing

- ♦ Sunbeam Sports Cars, Southport (01704 548573); specialises in rust-free cars from the USA
- ♦ Sunbeam Classic Spares, Derby (01332 850 856)
- ♦ Sunbeam Spares Company (0121 313 1668 / 01207 581 025)
- ♦ Sunbeam Supreme, Leics (01162 742 525, www.sunbeamsupreme.co.uk)

Parts only

- ♦ Alpine West Midlands, Solihull (01564 783 222, www.sunbeam-alpine.co.uk)
- ♦ Sunbeam Alpine Centre, Berks (01488 686 773)



WHAT ABOUT SPARES PRICES?

- ♦ Full rebuilt engine: £725 ♦ Carpet set: £90

CHEAP

- ♦ Brake parts ♦ Service items

STEEP

- ♦ Front wings: £440 each
- ♦ Repro chrome trim: eg boot hinges £68/pair
- ♦ Steering box: £175

ARE ANY PARTS HARD TO GET?

- ♦ Gearbox parts (especially baulk rings)
- ♦ Series I-III front suspension parts
- ♦ Grille surround (soon to be remade)

CAN THEY COPE WITH UNLEADED?

Hardened valve seats need to be fitted, but unless the waterways and combustion chambers are modified you'll end up with an engine that runs on and overheats. Expect to pay £250-450 to get it done properly.

WHERE ARE THE IDENTIFYING MARKS?

There are two chassis plates on the offside bulkhead on Series III-IV cars while earlier cars had their plates on the nearside bulkhead. All Alpines (but not Tigers) had engine numbers that matched their chassis numbers.

WHICH OWNERS CLUB SHOULD I JOIN?

- ♦ Alpine OC: 1000 members, £20pa. Bi-monthly A5 magazine. Insurance scheme, technical help, regional & national meetings.
- ♦ Tiger OC: 335 members, £25pa. Bi-monthly A5 magazine. Insurance scheme, technical help, regional & national meetings.

WHICH IS THE BEST BOOK?

- ♦ Tiger, Alpine, Rapier by Richard Langworth, Osprey, ISBN 0-85045-443-3

is using an incorrect procedure for changing the oil and filter. Whatever you do, don't change the oil while hot or remove the oil filter when the sump is empty as this will allow the remote oil pump to drain, leading to seized big end bearings.

When you test drive the car take a look at the oil pressure when it's up to temperature. At least 15psi should be showing at idle on a three-bearing engine (pre-Series V cars), with 50-55psi showing over 2000rpm. The 1725 engine will give 25psi at idle quite happily, with 45psi or more showing at 2000rpm.

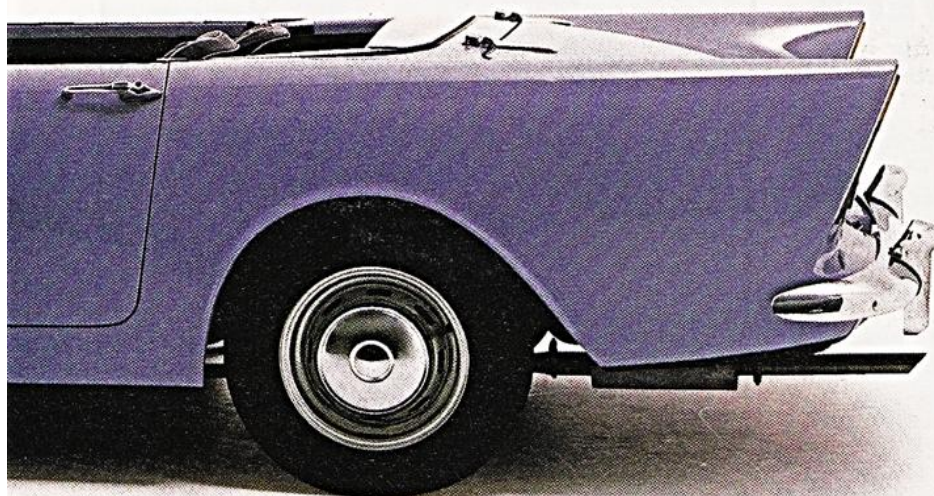
TRANSMISSION

FROM THE outset overdrive was available on the Alpine, but it wasn't always fitted. That's a shame because cars without it aren't nearly as nice to use and finding a unit to retro fit isn't that easy as overdrive units are getting increasingly scarce. In fact they're so hard to find that for a reconditioned overdrive gearbox you can now expect to pay up to £500, and you can't beat the system by trying to use a Hunter unit as it won't fit.

The four-speed manual gearbox fitted to all Alpines is nice enough to use, but it wasn't until the Series IV that synchromesh was fitted to all gears. Earlier cars did without first-gear synchro but if you don't like swapping gears at all you could always buy an auto Alpine – as long as you're happy with a series IV. Not fitted to any of the other derivatives, the Borg-Warner type 35 autobox is a reliable unit that was fitted to all sorts of classics throughout the Sixties.

SPECIFICATIONS

	Series I 1959-1960	Series II 1960-1963	Series III 1963-1964	Series IV 1964-1965	Series V 1965-1968
ENGINE	1494cc/4-cyl	1592cc/4-cyl	1592cc/4-cyl	1592cc/4-cyl	1724cc/4-cyl
POWER	78bhp@5300rpm	80bhp@5000rpm	82bhp@5200rpm	87bhp@5000rpm	92bhp@5500rpm
TORQUE	89lb ft@3400rpm	94lb ft@3800rpm	94lb ft@3800rpm	93lb ft@3500rpm	103lb ft@3700rpm
TOP SPEED	101mph	97mph	98mph	92mph	100mph
0-60MPH	14.0sec	14.8sec	14.9sec	18.8sec	13.6sec
CONSUMPTION	26mpg	22mpg	25mpg	22mpg	26mpg
GEARBOX	4-spd man/opt od	4-spd manual/opt od	4-spd manual/opt od	4-spd/opt od/3-sp auto	4-spd/opt od
LENGTH	12ft 11in (3.94m)	12ft 11in (3.94m)	12ft 11in (3.94m)	12ft 11in (3.94m)	12ft 11in (3.94m)
WIDTH	5ft 0.5in (1.54m)	5ft 0.5in (1.54m)	5ft 0.5in (1.54m)	5ft 0.5in (1.54m)	5ft 0.5in (1.54m)
WEIGHT	2200lb (998kg)	2150lb (975kg)	2185lb (991kg)	2246lb (1019kg)	2644lb (1199kg)



Autos are traditionally frowned upon by 'those who know' but the self-shifting 'box in the Alpine isn't a bad unit at all. The problem is that only 87 were made and some of those have been converted to manual transmission. If you wanted to turn a manual into an auto you can do it, as long as you can track down the relevant parts from a suitable Rootes Group car (such as a Sceptre or Minx).

STEERING & SUSPENSION

ALL ALPINES were fitted with the same basic semi-trailing wishbone suspension layout, but there were detail changes along the way. Series I-III cars were fitted with a front suspension that used a lower trunnion and kingpin set-up which needs regular greasing to stay sharp. Many cars don't get the regular TLC they need, leading to sloppy handling through worn or seized kingpins – and finding new bits for the front suspension of a Series I-III car isn't easy.

Series IV and V cars used Metalastik bushes instead, to reduce maintenance and give a more comfortable ride. And although you don't have to grease kingpins frequently, the chances are that the bushes will need replacing by now, especially as they're probably soaked in engine oil. Polyurethane items are available, at £10 each for the lower units and £7 for the upper ones.

At the rear, lever arm dampers were replaced by telescopic items from the introduction of the Series III. But apart from checking for the usual leaks there are no inherent problems with either type of suspension.

The steering boxes fitted throughout production have a habit of leaking, while the idler assembly also likes to wear or seize. But everything is available to keep the steering sharp, although replacing a steering box isn't the easiest task to perform unless you know what you're doing.

WHEELS & BRAKES

WIRE WHEELS are very popular with Alpine owners, especially if the car doesn't get used very much. As a result you have to check the wheels carefully, as broken spokes and worn splines are almost a given if the car has seen a lot of use.

There aren't any problems associated with the braking system on the Alpine, although

the self-adjusting rear brakes that were initially fitted to the Series V didn't last long – by November 1967 they reverted to the manually adjustable system fitted to Series I-IV cars.

TRIM

JUST ABOUT everything is available either new or reconditioned, although much of the interior trim has been remanufactured rather than being new-old-stock. Rubber mats are no longer available, but most people want carpet sets anyway and even the exterior trim is available (except for bumpers), having been reproduced.

ELECTRICS

FROM SEPTEMBER 1965 an alternator was fitted in place of a dynamo and these fed a regulator and warning lamp relay on the inner wing. If the unit is overcharging these ancillaries will get fried (and cost you £50 to replace) so it's worth checking the alternator's output to make sure it's working correctly.

CONCLUSION

IF YOU'RE looking for a car to use regularly you're better off with a Series V as its larger five-bearing engine makes the car more usable. But if you want an Alpine with fins your best bet is to look for a Series III car as it has a much larger boot and more comfortable seats.

Probably the nicest Alpine is one that wasn't made officially, which is the GT (complete with wood trim) but with a soft-top and Series V engine and suspension.

None of the cars is very quick, but if you want some serious power in an Alpine shell you could always look at buying a Tiger. If there isn't enough power there you're probably beyond help.

THANKS TO

CHRIS Draycott of Sunbeam Classic Spares, Wyatt Jamie of Alpine West Midlands and Mark Dixon for the use of his Series II Alpine for the studio photographs.

HOTLINKS

- www.sunbeamalpine.org
- www.sunbeam-alpine.co.uk

SPOT THE GROT



Door hinge pins are prone to wear as the doors are quite heavy, so check them.



Rot develops where A-pillar meets screen surround inside. It's complicated to put right.



Check for worn splines and broken spokes if wire wheels are fitted on a well-used car.



Brightwork is generally available; bumpers and grille surrounds are less easy to find.



Wooden dash and steering wheel of the GT are prized – but lack of a soft-top isn't.



NOTICE
TO ALL MEMBERS
Note Club General Meeting Minutes

Sunbeam Car Club of Victoria Inc.

Registration No A0003752G

ABN 32 446 103 408

DRAFT MINUTES OF THE GENERAL MEETING

Held at the Box Hill RSL

- will NOT be published in SUNBEAM TORQUE but
- will NOW be published in the Members' Section
of the

Sunbeam Car Club of Victoria Inc.

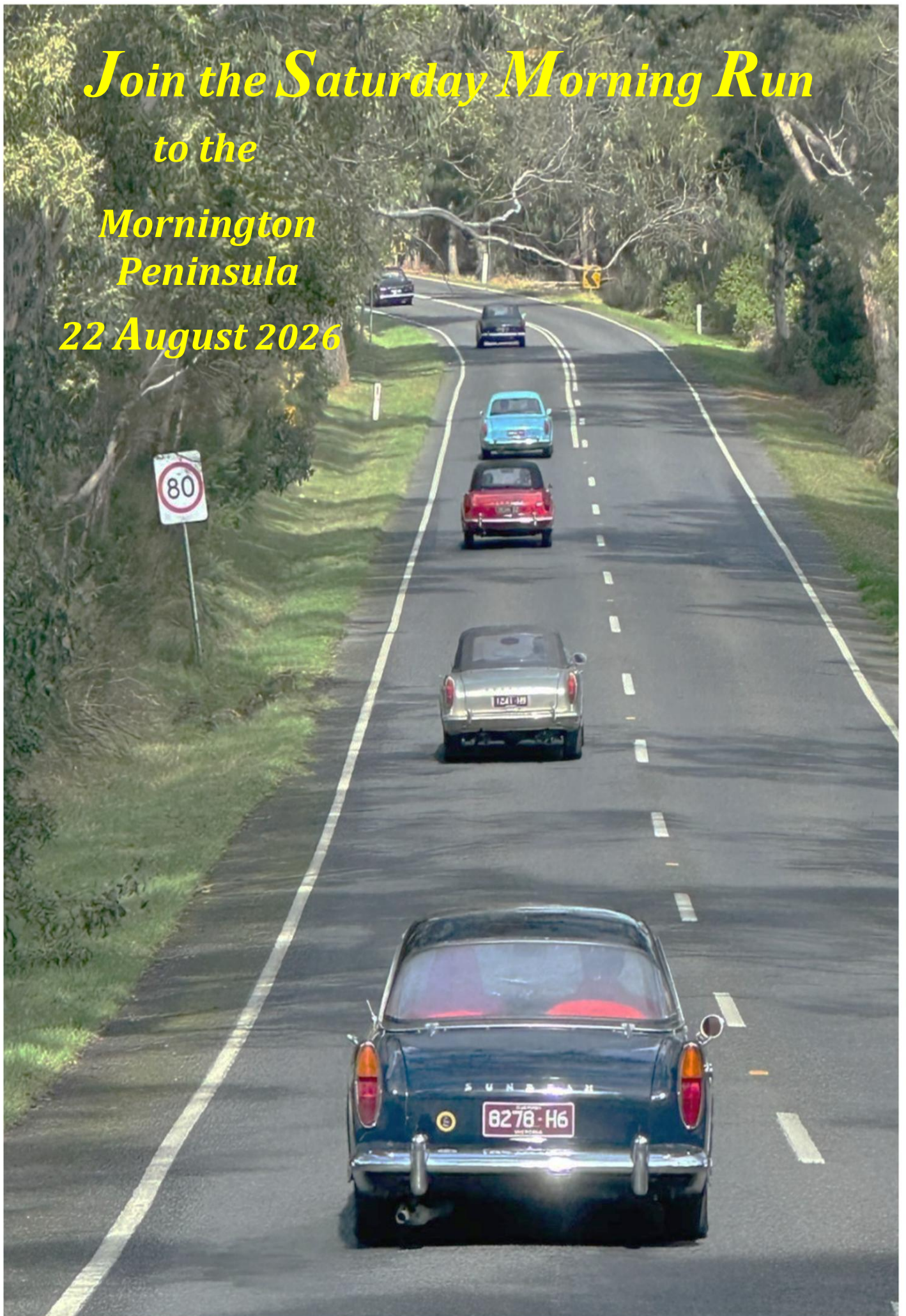
CLUB WEBSITE

www.sunbeamcarclubvictoria.com.au

- Select Minutes
- Enter Password
- Click Draft General Meeting Minutes

All Draft Minutes will be moved & seconded at Club Meetings

*Join the Saturday Morning Run
to the
Mornington
Peninsula
22 August 2026*



SUNBEAM TIGER LAT ACCESSORIES



Small Patch: \$15

Large Patch: \$25

Logo Cap: \$25

Package: \$60

PREFERRED PAYMENT: ELECTRONIC TRANSFER
BSB 083-125 Account No. 51-517-0199

Please note your name on the payment instructions

E-mail Club Stock order and date of your payment to:

Treasurer: Brett Ritchie: babrahw@bigpond.net.au

POSTAGE / PACKAGE / HANDLING FEE - \$16.00

CLUB REGALIA OFFICER Dean Stewart MOBILE: 0434 349 766

E-MAIL: deansuestew@gmail.com



**Sunbeam
Stubby
Holders**



\$6 each

OR

2 x \$10

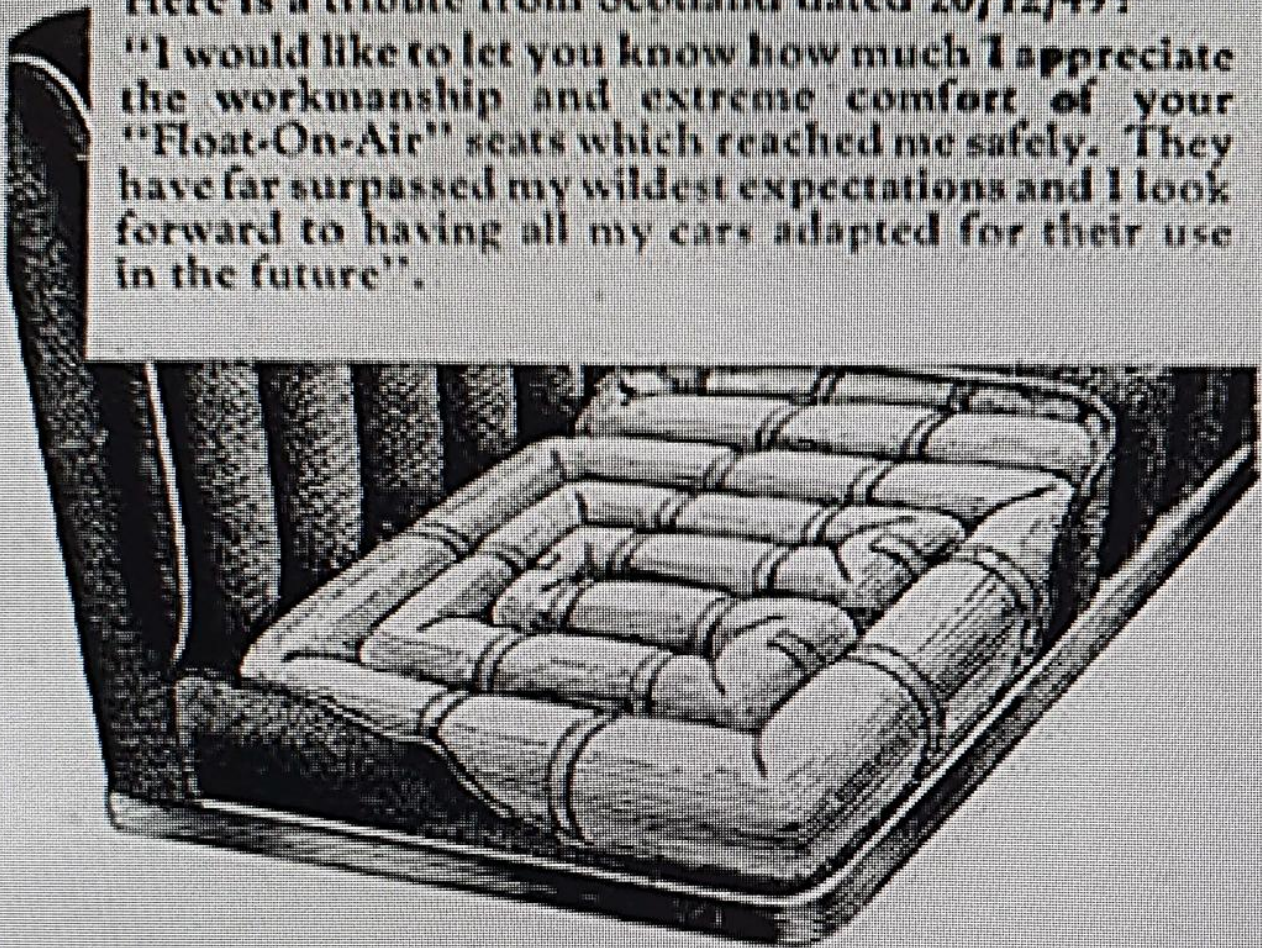


Classic Advertisements

"Far surpassed my wildest expectations"

Here is a tribute from Scotland dated 20/12/49:

"I would like to let you know how much I appreciate the workmanship and extreme comfort of your "Float-On-Air" seats which reached me safely. They have far surpassed my wildest expectations and I look forward to having all my cars adapted for their use in the future".



To ensure the greatest comfort and freedom from driving fatigue, write to-day for free "Float-On-Air" leaflet. Adaptable to any type of car, "Float-On-Air" seat cushions prevent rolling, do not sag and will give years of highly satisfactory performance.



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Heritage vehicle enthusiasts spend \$1.3 billion annually on events, holidays and racing

According to the Australian Motor Heritage Foundation's (AMHF) landmark 2024 Automotive Heritage Economic Impact Survey, Australia's motoring enthusiasts pour \$1.316 billion annually into events, automotive related holidays and travel and racing— making it the equal third-largest category of spending in the sector.

As AMHF Chief Operating Officer Geoff Piggott puts it:

That \$1.3 billion isn't just passion — it's a serious contribution to Australia's economy

And that's only part of the story.

The survey reveals a staggering \$9.9 billion total annual contribution to the Australian economy, driven by spending on such things as bodywork, parts and accessories, mechanical repairs, fuel, lubricants, insurance, registration, publications and lifestyle.

"This level of contribution is a reminder that motoring enthusiasts should not be overlooked," Piggott said.

Motoring enthusiasm also supports 42,000 direct jobs and generates \$2.8 billion in wages every year — a powerful engine for employment across the country.

The AMHF is now rolling out further insights from the survey, breaking down spending across key categories. Said Geoff Piggott:

We are committed to highlighting the significant economic contribution enthusiasts make to the broader Australian economy. The AMHF will be sharing this information with motoring clubs, industry, stakeholders and policymakers.

To obtain more information about the AMHF's survey, please follow this link:

<https://motorheritage.org.au/economic-value-study-of-australias-historic-vehicle-sector/>

As a registered charity, the AMHF is dedicated to maintaining a comprehensive archive and library of materials about Australia's motor heritage for the benefit of all Australians through preservation, education and research as we're proud of our past and passionate about our future.





Club Permit

INSTRUCTIONS

FOR ALL NEW CLUB PERMIT APPLICATIONS

- **Contact** Ross Nye (Club Permit Officer)
E-mail: rossnye49@gmail.com **OR Phone:** 0412 869 075
 - OR Contact** Lance Boyd (Club Permit Officer)
E-mail: bazell.brush@gmail.com **OR Phone:** 0402 260 334
-
- **Must be** A current financial member of the Club
 - **Pay** **\$25 Administration Fee** (For initial applications only)
 - **Require** VicRoads Certificate of Roadworthiness
 - **Require** SCCV Instructions for Application for a Club Permit
 - **Complete** VicRoads Club Permit Application Form
 - **Complete** Request SCCV to Support the Club Permit Application Form
 - **Complete** VicRoads Vehicle Eligibility & Standards Declaration Form
 - **Receive** Victorian Club Permit Scheme Handbook

RENEWAL OF YOUR CLUB PERMIT

- 1. Immediately you receive the VicRoads Club Permit Renewal Form,** check the expiry date is correct. If it is not correct contact VicRoads.

If you have not received a renewal form at least 2 weeks prior to the date the permit expires, contact VicRoads and request the required CPS renewal form, including a new logbook.

- 2. CONTACT the Club Permit Officer** to sign the Club Permit Renewal Form.

OR E-MAIL CPS Form to:
sunbeamclubvictoria.secretary@gmail.com

OR POST CPS Form, including a self-addressed envelope, to:
Club Permit Officer
P O Box 38, Ferntree Gully, VIC. 3156

The CPS Renewal Form will be signed, copied & sent back to you within 7 days.

PAYMENT of the required fee can be made at a VicRoads office

OR paid via a VicRoads online account

Note your CPS cars must be listed on your VicRoads online account
Print the payment receipt which should be kept with your logbook.

- 3. PLEASE NOTE** that if the fee for the renewal is not received by VicRoads prior to the expiry date, the car must not be driven on a public road until the fee have been paid and a VicRoads receipt has been issued.

Club Permit Officers:

Ross Nye and Lance Boyd

Club Authorised Signatories:

Ian Andrews and Brett Ritchie (For CPS Renewals)



Renew your club permits online

The Club Permit scheme continues to be a great way to ensure eligible classic and historic vehicles can be driven and enjoyed. We've recently updated our website to simplify the process for vehicle club members to renew Club Permits online via a myVicRoads account.

[Renew or extend a Club Permit : VicRoads](#)

If club members are using a signed club endorsement form to renew a club permit online, they also need to sign their renewal notice and include this in the online submission. Digital or electronic signatures are currently not accepted by VicRoads.

VicRoads is continuing to modernise registration and licensing services for Victorians and we look forward to sharing more updates with the Victorian community.

If any club members haven't signed up for a myVicRoads account this can be done via the VicRoads [website](#).

Safe driving,

VicRoads Team

SUNBEAM REGALIA



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Cap**

\$20



**Sunbeam
Key
Fob**

\$15



**Sunbeam
Bucket
Hat**

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**Sunbeam
Stubby
Holders**

**\$6 each
or 2 x \$10**



**Sunbeam
Tiger LAT
Cap**

\$25



**Sunbeam
Umbrella
Navy / Gold logo**

\$30



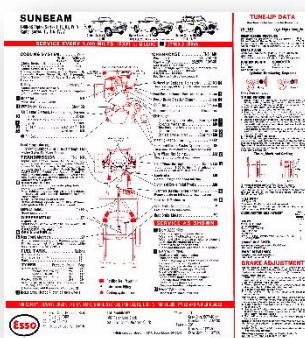
**Sunbeam
Tea Towel**

\$10



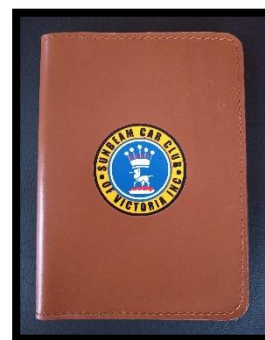
**Sunbeam
Polo Shirt
Navy**

\$30



**Sunbeam
ESSO
Laminated
Service Chart**

\$15



**Sunbeam
CPS
Log Book
Cover**

\$30

CONTACT REGALIA OFFICER: Dean Stewart

PHONE: 0434 349 766

E-MAIL: deansuestew@gmail.com



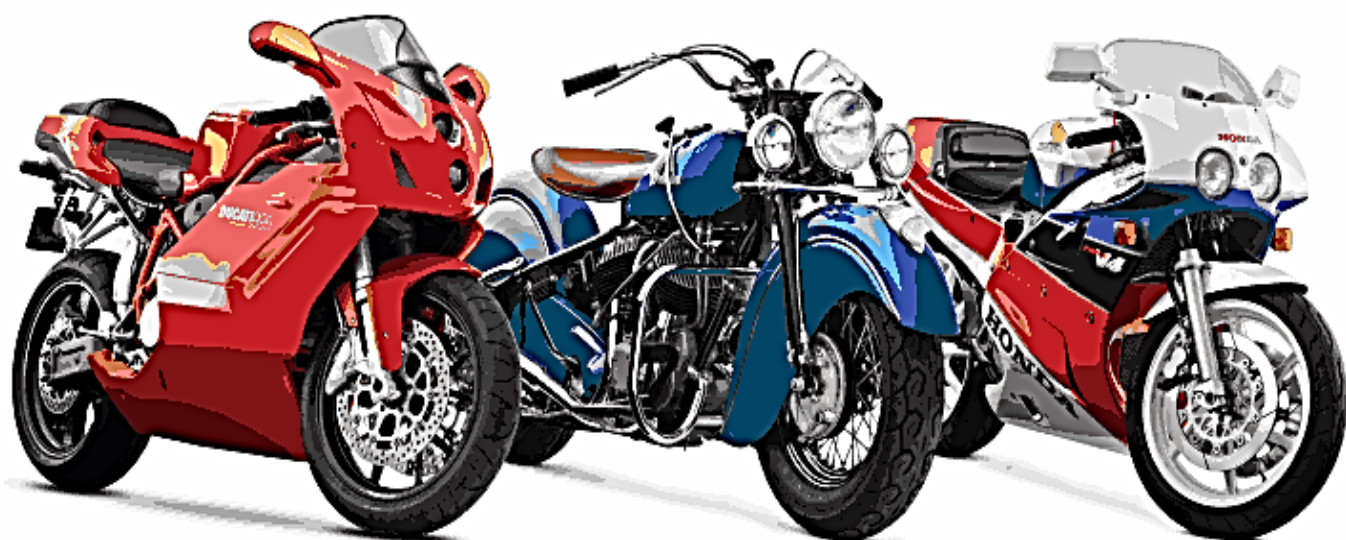
Sunbeam Car Club of Victoria Inc.

Reg No A0003752G

ABN 32 446 103 408

2025 – 2026 COMMITTEE APPOINTMENTS

AOMC REPRESENTATIVE	Ross Nye	rossnye49@gmail.com MOBILE 0412 869 075
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	Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
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	Graham Gilbert	grahamgilbert@bigpond.com MOBILE 0457 747 707
	Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
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	ALPINE / RAPIER / TIGER Lance Boyd	bazell.brush@gmail.com MOBILE 0402 260 334
TIGER REGISTRAR	Hobey Landreth	hobeyland@gmail.com MOBILE 0478 594 561
WEBMASTER	Philip Livingston	alpine1bsa@gmail.com MOBILE 0414 052 736



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For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special bike. So whatever you ride – sports, supersports, cruisers, naked and everything in between, talk to the people who know bikes and share your passion.

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