



Tigers East/Alpines East  
Concours d'Elegance  
Quick Reference Judging Guide  
Sunbeam Tiger Stock Class

February 1, 2019

# **Tigers East/Alpines East Concours d'Elegance Quick Reference Judging Guide for Sunbeam Tiger Stock Class**

## **Acknowledgements**

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Vice President  
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## **Introduction**

**This guide is meant to provide a quick reference for judges (and owners) of Sunbeam Tigers that are entered in the Stock Class of a Concours d'Elegance. It is not all inclusive, but it does highlight many key features of Sunbeam Tigers, some of which changed in style, finish and fit over the course of production.**

This guide is broken down into the five component areas commonly judged during Concours events: Exterior, Interior, Engine Compartment, Trunk and Chassis/Suspension. A short description of a part, component and/or feature is provided, along with a photo(s) depicting the correct configuration.

Judges are assigned to judge a specific component area (exterior, interior, engine etc.) As a precursor to actually performing your judging duties, it is recommended that you walk through and briefly view all the cars in the class. Look at the quality of each focusing on the condition, cleanliness and originality. This approach is useful in developing an overall impression of the cars in the class and those that stand out. Be careful; however, do not jump to conclusions...as "the devil is in the details."

A point to remember...this guide shows correct equipment/features from the factory or dealer. Condition and cleanliness is also an integral part of any Concours event and should be judged separately. Moreover, be on the lookout for non-stock equipment that an owner might have added, such as speakers, extra gauges, and interior or trunk lights.

Many running changes were made throughout the manufacturing process of the Tiger. Some of these changes are not supported by records that provide a specific date or VIN cut-over. The existence of the "transition" chassis (combined square and round corners) is a primary example. Another is the change from the five inch booster to seven inch booster, and the related support bracket and solid line. This did not occur at the 947 to 382 "model" change, but rather well into the Mk1a production sequence. Exactly when, we do not know. Until the availability of a comprehensive list that verifies all production changes, judging the correctness of a stock vehicle can be less than precise. In the absence of more exact records, existing Rootes Group documents, such as the Parts Manuals, and commercial publications, such as the Book of Norman, among others, will serve as the definitive guidance for stock class concours judging. A full listing of these documents and publications is provided below.

- *The Book of Norman by Norman Miller*
- *Sunbeam Tiger and Alpine Gold Portfolio (White Tiger on Cover) 1st ed.*
- *Tiger, The Making of a Sports Car by Mike Taylor 1st ed.*
- *Performance Tuning the Sunbeam Tiger by Gordon Chittenden*
- *Tiger, Alpine and Rapier by Richard Langworth*
- *Sunbeam Tiger Owner's Manual*
- *Sunbeam Tiger Workshop Manual*
- *Parts List Supplement for the Sunbeam 260 and 289*
- *Sunbeam Tiger Hi-Performance & Special Accessories Sunbeam Tiger Division, International Automobiles Inc.*

The information included in this document, is based upon collective knowledge and documentation available as of February 1, 2019. Due to a combination of manufacturing practices and inconsistent record keeping, discovery of details that will supersede this document is inevitable. When judging, training, or informing others, please check with your local club to ensure you are using the most recent version available.

# Section 1: Exterior

## Body Color:

1	Embassy Black	92	Arctic White
19	Moonstone	100	Mediterranean Blue
39	Carnival Red	102	Oxford Blue
53	Wedgewood Blue	106	Commodore Blue
58	Midnight Blue	107	Holly Green
61	Quartz Blue (Metallic)	108	Polar White
67	Light Green (Metallic)	109	Orchid Green
68	Autumn Gold	122	Signal Red
76	Balmoral Gray	127	Turquoise Blue (Metallic)
86	Forest Green (Rootes BRG)	130	Gunmetal (Metallic)

## Body Seams:

Front Valance to Body seam does NOT extend to wheel opening

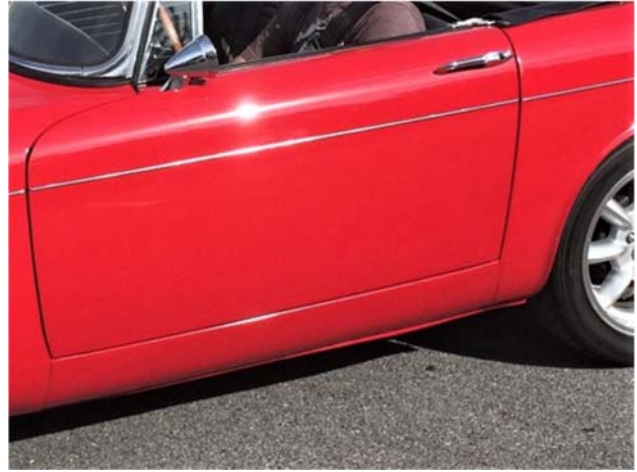


## Body seams (cont.)

Seams between rocker panel and front/rear quarters below edge of door openings



Mk1: front only



Mk1a: front and rear



Mk2: front and rear

## Lower Body Seam:

Painted same as body color



**Grill Mouth Opening:** Body area behind the lower and upper grill trim painted semi-gloss black. This paint was applied by brush on the assembly line. As you look directly into the opening everything seen past the lower trim should be black, including the lower portion of the hood hinges.



**Windshield:**

OEM TripleX Laminated. Logo upper center of windshield.



**Hardtops:**

Black or body color. Stainless button for rear quarter window latch enlarged on Mk1a and Mk2



Mk1: Approximately dime sized



Mk1a and Mk2: enlarged



**OEM Wheels/Trim:**



Early Factory steel wheel



Later factory steel wheel  
(reinforced) Mk1a/Mk2



Wheel Trim Rings with Caps:  
Criss-Cross Style Mk1,  
up to 9473168



Slotted Style late Mk1, Mk1a,  
Mk2

**LAT Wheel Options:** The two most popular LAT wheel options are LAT 70 and LAT 9



LAT 70



LAT 9



## Taillight Lenses:



Inside screw with Lucas L654 (to 382000900)



Outside Screw with Lucas L763 (382000901 and after)



Amber turn signal lens, inside screw  
only for non-U.S. market

## Front Turn Signals and Side Marker



Turn signal amber, side marker clear.  
Both Lucas L 722.

## Side Trim:



Original side door trim has flat tip (left).  
Reproduction trim ends are more pointed.

## B-Post Chrome Finisher:



Larger configuration on Mk1 and  
early Mk1a



Reduced in size after  
B382000378

**Center grill emblem:**



Early version: Pebble finish and divided into four sections



Later version (9473101 and after) has smooth, polished finish

**Rear quarter badges:**



**Original rear quarter badge:**  
Edges of center disc near flush with chrome housing



**Original:** crisp lettering



**Reproduction rear quarter badge:** Raised center disc. Lettering less defined

## Displacement Badges:

Note the difference between original and reproductions. On originals script was molded and chrome plated. Script on reproductions is silk screen or digitally reproduced.



Mk1 to 9473100-Powered By Ford 260

Original



Reproduction



Mk1a starting at 382000901 and all Mk2's-Sunbeam V8

Original



Reproduction



Mk1 and Mk1a  
9473101 to 382000900-  
Sunbeam 260 (UK only)



Alpine 260 badge  
(continental European Sales only)



**Sunbeam Lettering:**



Mk1: above grill



Mk1: on trunk lid

Mk1a -Letters eliminated from above grill, remain on trunk (not pictured)

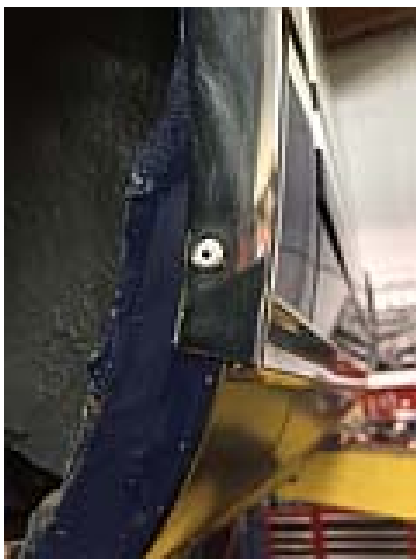


Mk2: All lettering removed. Tiger Script on hood front



Mk2: All lettering removed. Tiger Script on trunk

**Mk2 Wheel Trim:** Affixed with rivets not screws





## Section 2: Interior

### Seats:



Mk1: Long grain upholstery and wide pleats. Variety of color options



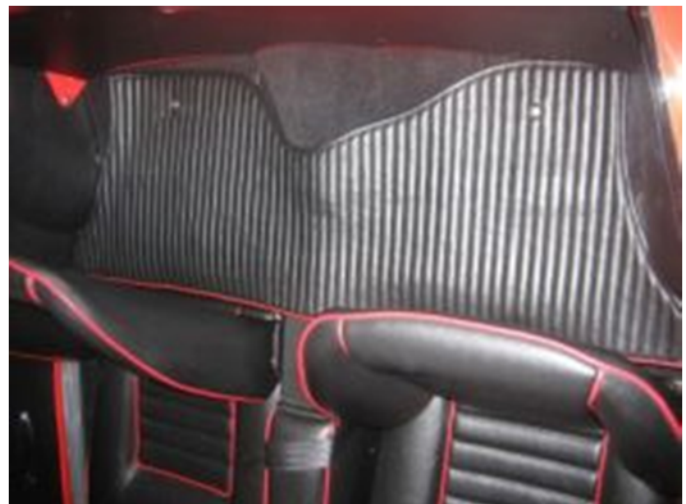
Mk1a/Mk2: Pebble Finish upholstery.  
Black only



Mk1a: Narrow pleats



Mk2: Vertical pleats



Mk1: Pleated Pad Rear seat/parcel shelf  
Mk1a/Mk2: Carpet

**Door Panels:** Same material as seats.



Mk1: Body color around perimeter, window crank located lower on panel



Mk1a/Mk2: Panel up to window, rolled material at top, window crank higher

**Dash:** Dash upper crash pad material: Long Grain All Models



Mk1: (up to 9470400 est.) Black Vinyl dash  
Mk1:  
Heater Demister Controls: Metal with Chrome knobs  
Lower Dash pad material: Long Grain



Wooden Dash for remainder of production  
Mk1a/Mk2: Heater Demister Controls: Metal with black knobs



Mk1a/Mk2: Lower dash pad material: Pebble  
Blower Switch



**Steering column:** Lower on Vinyl Dash Cars. Note space between Oil Gauge and column.



**Gauges:**

Manufactured by Jaeger. Clock made by Smiths.

See table below for serial number which should appear on face of gauge.

Also LAT-22 7000 RPM tachometer

	Speedometer	Tachometer	Fuel	Temperature	Oil
Mk1 & 1a	SN 5321/08	RVI 2812/00	BF 2203/01	BT 2201/02	PL 2303/05
	SN 5321/10 (no info on change)				
Mk2	SN 5321/15	RVI 2812/03	BF 2203/07	BT 2201/03	PL 2303/07

**Rootes Badge:**



Mk1: Gold Lettering



Mk1a/Mk2: Silver Lettering

**Clock:**



Mk1: Red Hands, Horizontal 3 & 9



Mk1a/Mk2: Red Hands, Vertical 3 & 9

**Finishing Piece Below Steering Column:**



Black Vinyl on Black Dash cars



Wood on early wood dash cars



Back to black vinyl on later wood dash cars

**Bakelite surround** on black vinyl dash cubby box





## Dash Plugs:



Black Vinyl Dash: All Black, Wrinkle Finish. Some have chrome plug in choke hole



Wood Dash: Overdrive and cigar lighter hole chrome. Choke hole black wrinkle

## Rearview Mirror



Small, rectangular with convex glass most Mk1



Large more oval shape Late Mk1, Mk1a/Mk2



**Sun Visors:**



Straight, rectangular visors on cars with small rearview mirror.

Notched visors on cars with large mirrors.

**Tonneau Studs:**



Early Mk1: Screwed into demister vent holes

Later Mk1 to end of production-relocated to middle of dash pad

**Hood Release Handle:**



Unmarked on Early Cars

Bonnet on later (after 38201202) cars

**Vent Controls:** Mk1: None.

Mk1a/Mk2: Located under lower dash roll to right of steering column (left) and below cubby box (right).



**Shift Levers:**

Short with large cobra-style knob shifter, very rare first 57 cars only

Mk1 (up to 9472300): Short shifter with small knob

Mk1, Mk1a/Mk2: Tall Shifter with small knob



**Foot pedals:** No pad on accelerator pedal



Mk1 larger



Mk1a/Mk2 smaller and more elliptical.



## Section 3: Engine Compartment

### Engine Compartment View:

Color same as body color. Components painted black are somewhere between satin and semi-gloss.



Mk1



Mk1a



Mk2



**Underlid/Hinges:**



Same as body color including hinge bolts.  
 Body color extends down to a line even with the opening in the body. Below that line the hinges are black.

**Scuttle Panel Area:**



Mk1: VIN/JAL/Data Plate: JAL tag is body color and affixed with slotted screws.



Mk1a/Mk2: No spec plate. Holes filled with rivets and then completely eliminated on later cars (Note: Unpainted JAL tag is incorrect)



**Rubber Rub Rail:**



Extends 2-3 inches past scuttle panel front edge and is secured by two clips.

**Hood release:**



Mk1: Solid rod release



Mk1a/Mk2 Cable release



Cover is body color secured by OEM screws



Unfinished slotted screw front/ left of scuttle panel



**Engine Block/Timing Cover/Water Pump Color:**



Black before Engine group B19KC



Ford Blue B19KC and after

**Heater Valve**

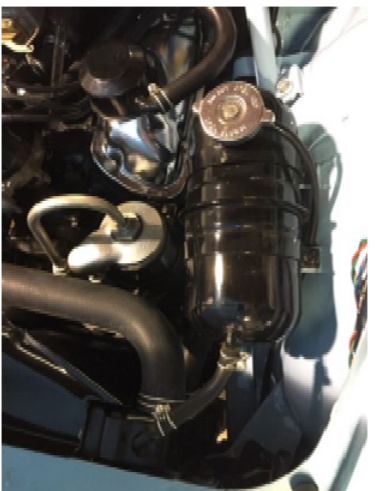


Mk1



Mk1a and Mk2

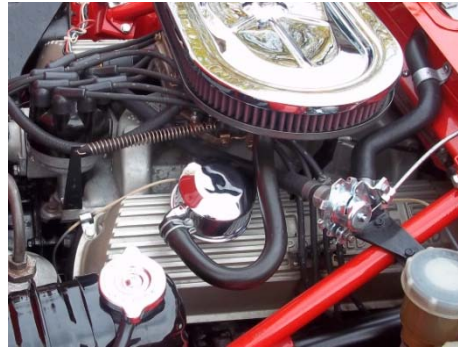
**Expansion Tank:** Black and secured with black OEM "Auto" bolts.



**Oil Filler Cap:**



All Models: Black with 90 degree vent tube



Chrome as part of LAT 2 Engine Dress-up Kit

**Hose Clamps: Three types**



Double wire clamps



Band clamps



Ford Screw-type (tower) clamps.

**Induction: Carburetor:**



FOMOCO 2 bbl, Part No. C4DF with metal fuel line



Holley 4 bbl 465 cfm as part of LAT 1 Option. (BON reports several different Holley 4 bbls were also used.)

**Intake Manifold:** Stock manifolds: Cast iron painted same color as block C4OE-9425 (Mk1); C5OE-9425D (382000600 forward); C6OE-9425A (Mk2)

LAT 1 Option: Edelbrock f4b aluminum (as above) or Hi-Rise/Low-Rise versions of lettered "Tiger" intakes.



**Valve Covers:** Chrome with Silk screen engine tags located in one of two positions:

Note: No definitive switch-over point is known and so many exceptions have been found that either configuration should be accepted.



LAT 8 or LAT 2 Dress up kit covers: Aluminum, finned covers with "TIGER Powered by Ford" lettering.

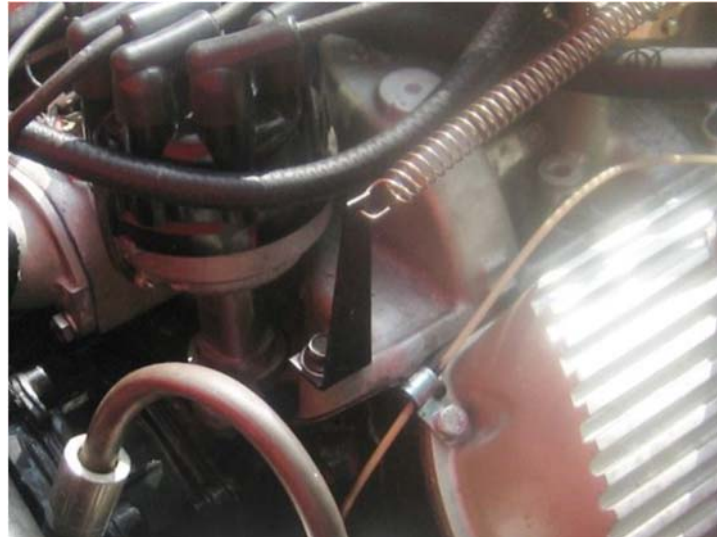
Early cars: ROOTES LTD or SUNBEAM LTD left rear cover. A "Product of Ford Motor Company" tag on right front cover (top)

Later cars used only SUNBEAM LTD decal which was repositioned to right front cover. Product of Ford Motor Company moved to left rear. (bottom)

### **Throttle Return Spring Bracket:**



Mk1: Short, Black



Mk1a/Mk2: Tall, Black

### Temperature Sensor:



LAT 1 location is direct into intake manifold (not pictured.)

Factory location is in T-fitting in heater hose forward of carburetor.

### Generator/Alternator:



Mk1/Mk1a: generator is black with FoMoCo marking. Note correct ballast resistor.



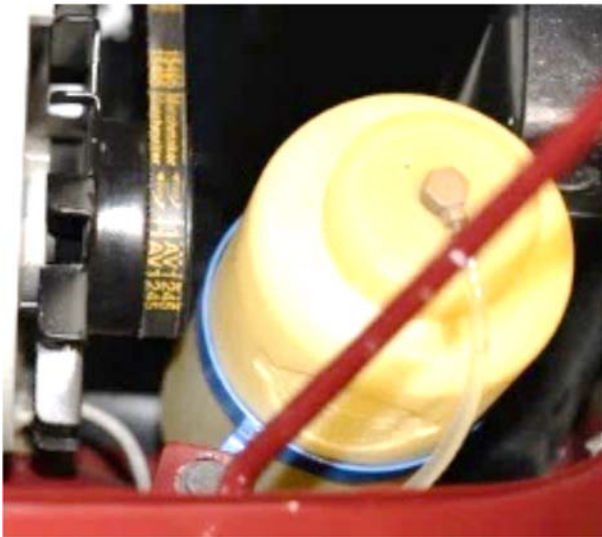
Mk2: Alternator

**Coil:** Black yellow top coil mounted flat on intake manifold.





**Washer Bottle:**



Mk1/Mk1a: Plastic bottle molded with Roots Logo. Tudor Blue holder



Mk2: Bottle larger with silkscreen Tudor markings

**Brake Booster:**



Mk1 and early Mk1a-Five inch booster with yellow striped rubber vacuum hose



Late Mk1a/Mk2-Seven inch booster with hard vacuum line (exact point of production change unknown at this time.)

## Section 4: Trunk

**Trunk Compartment:** Color same as Body Color



Mk1/Mk1a: Spare tire bolted down



Mk2: Spare tire secured by straps/fuel pump in wheel well.

**Soft top compartment vinyl curtain**



Same material as seats

**Trunk Floor:**



Plywood vinyl covered.



Mk1/Mk1a: Secured open with black vinyl strap with hook formed from sheet metal. Strap hooks to footman loop affixed to underside of deck lid



Mk2: Black rubber one inch strap with three piece bail wire hook that latches directly to underside of trunk lid. No footman loop or holes for the footman loop.





**Gas Tank Panel Covers:**

Black fiber board with trunk floor support brackets affixed with black split rivets.



Mk1: Small bracket driver's side, large bracket passenger side.



Mk1a/Mk2: Two large brackets

**Battery Area:** Group 27 battery in plastic tray secured by J hooks. Original configuration had vented caps with vent hose routed through floor. Wood strips on side rail and floor buffers battery from body. Battery cable terminals cast with P for positive and N for negative ground



### Jack/Lug Wrench:



MK1 Short jack with base toward center and lug wrench outboard



Mk1a/Mk2: Longer jack with base outboard and lug wrench inboard

**Tool Roll:** Black vinyl bag with white (left) or black/grey (right) cloth laces. Roll is secured by strap in left rear corner. The shorter buckle end of the strap is closer to the rear of the car.

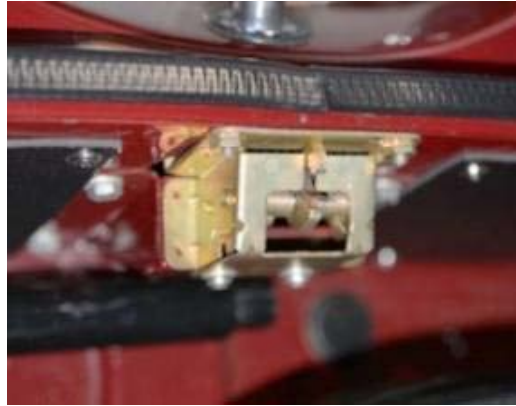


**Hardware:**

Trunk Locking mechanism housing color



Mk1-CAD plated



Mk1a/Mk2-Zinc



Footman Loops and Trunk Lid Snubbers: Black



## Section 5: Chassis/Suspension

**Chassis Underside/Inner fender wells:** Black Undercoating



**Front Suspension:**



**Front Cross member:**  
Flat to Semi-gloss black,  
not powder coated (not  
pictured)

Spindles: Bare steel. Note comparison with Gazelle (darker) spindle (right)

**Steering Arms:** OEM (straight) not MG (curved)



**Sway Bar:** Black 3/4", LAT Option 7/8" Nut on bottom as shown.



**Steering Rack:** Two cover plates on Mk1 and Mk1a, One cover plate Mk2



**Brakes:**



Calipers: bare steel finish



Brake Line: Hose secured by OEM fitting and clip (Clip missing: see close-up at right)



Brake Line clip

**Oil Pan:** Same color as engine block-all models (not pictured) or LAT 4 Aluminum Pan (below)



**LAT 4**  
CAST ALUMINUM TIGER OIL PAN

**Exhaust:**



Formed twisted steel hangers affixed to brackets welded to underside of body



Angled chrome ends not welded tips



Oval shaped Muffler



**Fuel Line:**



5/16" Steel, OEM Routing from fuel crossover to fuel pump



Inlet/Outlet at stock fuel pump (Note: the rubber portion of the line is INCORRECT. The line was steel all the way to the inlet valve on pump.)



Clamp and routing of line past bell housing. Note: Rubber section of line around bell housing is CORRECT.



Clamp and routing of line as it turns upward at front of engine

**Fasteners:** OEM "AUTO" all models. Letter code identifies strength of the fastener.

