

# Tigers East/Alpines East Concours d'Elegance Judging Guide Sunbeam Alpine (Series I-V) Stock Class

# June 1, 2021

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# Tigers East/Alpines East Concours d'Elegance Judging Guide Sunbeam Alpine (Series I-V) Stock Class

# **Acknowledgements**

I would like to express my gratitude to our friends in the Sunbeam Alpines Owners Club of America (SAOCA) and the Sunbeam Alpine Owner's Club (UK) whose websites provided valuable information for this guide. The Sunbeam Alpine Parts Manual served as an essential reference and the books Alpine the Classic Sunbeam by Chris McGovern and Tiger, Alpine, Rapier by Richard Langworth also provided useful tidbits of information. The Rootes Archive Center contributed the photos from official Rootes advertising and sales brochures. Finally, special thanks to the following individuals from the worldwide Sunbeam community who contributed their time, expertise and photos.

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# Introduction

This guide is meant to provide a readily available reference for judges of Sunbeam Alpines (Series I-V) that are entered in the Stock Alpine Class of a Concours d'Elegance. It is also intended for owners, who may be preparing their car for such an event. The guide provides information on the *correctness* of parts, components and features...that is to say how the car left the factory or dealer's lot.\* A wide range of

<sup>\*</sup> This description of parts and their location in this guide is based on U.S. market left hand drive cars.

options were available from the dealer and, according to Tigers East/Alpines East (TEAE) rules, these are considered *correct* for concours events. Although not all inclusive, this guide provides details on the key features of Sunbeam Alpines, many of which changed in style, finish and fit over the course of production. Exact points for production changes are not always provided, although every attempt is made to do so. Owners might also find this guide useful as an additional resource when restoring a specific part or an entire car, although that is not the primary intent.

Broken down into the five component areas commonly judged during Concours events: Exterior, Interior, Engine Compartment, Trunk and Chassis/Suspension, this guide provides a short description of key parts, components and/or features which judges are likely to focus on during the short time they inspect a car. Supporting photos are also provided.

Judges and owners are strongly encouraged to read and/or review the following Rootes Group publications and commercially published books:

Sunbeam Alpine Parts List Series I-V
Sunbeam Alpine Shop Manual WSM 124 SI-SIV
Sunbeam Alpine Shop Manual WSM 145 SV
Alpine: The Classic Sunbeam by Chris McGovern
Tiger, Alpine and Rapier by Richard Langworth
Sunbeam Tiger and Alpine Gold Portfolio (White Tiger on Cover) 1st ed.

Judges are assigned a specific component area (exterior, interior, engine etc.) As a precursor to actually performing your judging duties, it is recommended that judges 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 standout. Be careful: do not jump to conclusions...as "the devil is in the details."

Correctness is only one aspect of judging cars in the stock class...condition and cleanliness are also integral parts of concours judging. Moreover, be on the lookout for non-stock equipment that an owner might have added, such as speakers, extra gauges, interior or trunk lights.

Finally, a few words on the limitations of this guide are in order. In some instances, when providing a photo, an incorrect part or feature may intrude into the view. Every effort was made to avoid such occurrences, but that was not always possible. The information contained herein is based upon official Rootes publications, commercially published books, magazine articles and road tests from the period and the collective expertise of many knowledgeable Alpine enthusiasts. Despite the best efforts to accurately identify and depict the correct factory or "as delivered" configuration, the reality is that sixty year old cars, the past manufacturing practices of a long defunct company and lost or inconsistent record keeping make documenting the complete details of Alpine production less than precise.

### **Section 1: Exterior**

### **Body Color: (Rootes color codes in parentheses)**

Series I: Moonstone (19), Embassy Black (1), Carnival Red (39), Glen Green (40), Thistle Grey (11)

Series II: Moonstone, Embassy Black, Carnival Red, Seacrest Green (30), Lake Blue (52), Wedgewood Blue (53)

Series 3: Moonstone, Embassy Black, Carnival Red, Wedgewood Blue, Autumn Gold Metallic (68), Quartz Blue Metallic (61), Light Green Metallic (67)

Series IV: Moonstone, Embassy Black, Carnival Red, Wedgewood Blue, Midnight Blue (58), Balmoral Grey (76), Forest Green (86), Arctic White (92), Mediterranean Blue (100)

Series V: Midnight Blue, Embassy Black, Carnival Red, Forest Green, Arctic White, Mediterranean Blue, Oxford Blue (102), Commodore Blue (106), Holly Green (107), Polar White (108), Orchid Green (109), Signal Red (122), Turquoise Blue Metallic (127), Gunmetal Metallic (130)

### **General Body Configuration:**

Series I-II: Prominent rear fins, angled tail lights, optional bubble hardtop. Second photo is from Rootes Sales Brochure.





Series 3: Fins remain but newly designed hardtop is squarer with quarter windows. Front triangular wing windows. (*Note: Chrome wire wheels not correct.*) Second Photo is from Rootes Sales Brochure.





Series IV: Fins were greatly reduced in size. Rear is more squared off with redesigned tail lights, Round corners on trunk, hood and rear corner of door.





Series IVa (after B94103022) and V: Square corners on hood and doors.



Series V after B395000691 (ST) and B395000713 (GT): Square corners trunk lid: No GT model for U.S. market. Non peaked headlight rims after B39501700. Second photo is from Rootes Sales Brochure.





### **Body Seams:**

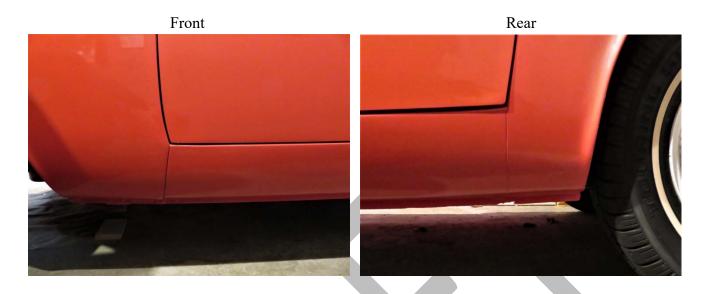
All Models: Leaded body seam between front valence and fender is completely leaded and finished at the wheel well end so as to appear it does not extend all the way to the wheel well.



Series I-IV: Cars with round doors, hood and trunk have leaded body seam below front edge of door but no seam below rear corner.



Series IVa (after B94103022) to V: Unleaded seams below front (left) and rear (right) corners of doors on all square corner cars.



A Pillar Rain Gutters: All models: Painted black.



# **Hood Emblem Badge:**

Series I & II: Round Rootes logo badge with enamel finish



Series 3: Round plastic Rootes logo with chrome surround



Series IV-V: No badge

# **Grill Opening:**

Series I-3: Slatted stainless slatted grill with chrome trim around top edge of grill opening





Series IV-V: Single grill bar with oval Rootes badge in chrome surround at center. Trim piece runs along the bottom of the grill opening



The chrome surround for the center grill badge came in two versions.



Series IV: Pebbled finish divided into four sections.



Series V: Smooth chrome finish

Series IV-V: Area behind lower trim piece to include lower part of hood hinges is painted black



# **Bumper Over-riders:**

Series I-3: Larger bulbous style without rubber

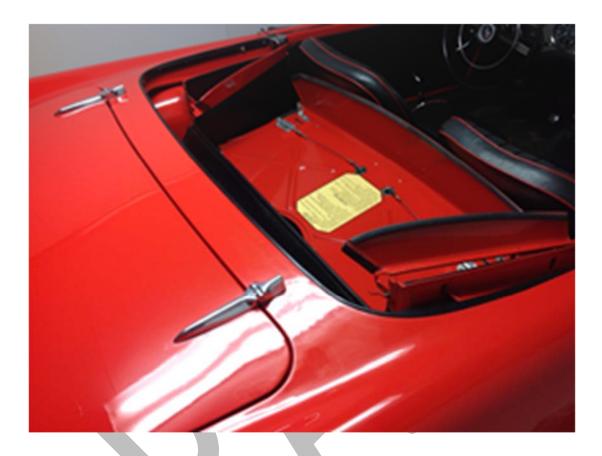


Series IV-V: Smaller with rubber buffers



### **Soft Top Cover Compartment**

All SI-SIV models have fold down back and side hard panels painted body color. The design changed slightly beginning with Series 3.



Series I and II: Back panel has a vinyl soft trim pad the same color and material as the seats. Finish is smooth. Fasteners are unseen. Series I has a leather drawstring to open the rear panel (First photo is from Rootes Series I Sales Brochure.) On Series II this was changed to a plastic handgrip and drawstring cable. (See Interior Section for additional photos) Side panels have a small chrome trim piece on the inner edge of the panel, located toward the front with body color on either side.





Series 3 and IV ST: The vinyl soft trim pad on the back panel is the same material and color as the seats and is affixed with twelve visible plastic rivets matching the color of the pad. The pull handle for the control cable is now recessed into the panel. The chrome piece on the side panel cover runs the full length of the inner edge,





GT: No soft top compartment. Back and side panels are fully upholstered to match seats and have cushioned waist roll and four pleat rolls at top. Waist roll is black regardless of interior color.



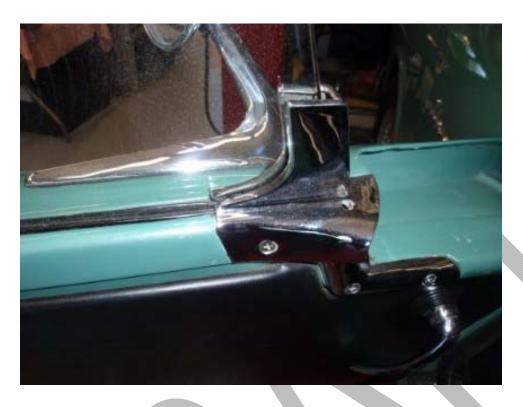
Series V ST (No GT in U.S.): A soft tonneau cover replaced the fold down hard panels covering the retracted soft top. The vinyl, three piece tonneau cover is integrated into the rear compartment waist roll. Two zippers connect the side sections with the back section and is secured over the folded down soft top by eight (8) stud fasteners and four (4) button snap fasteners.



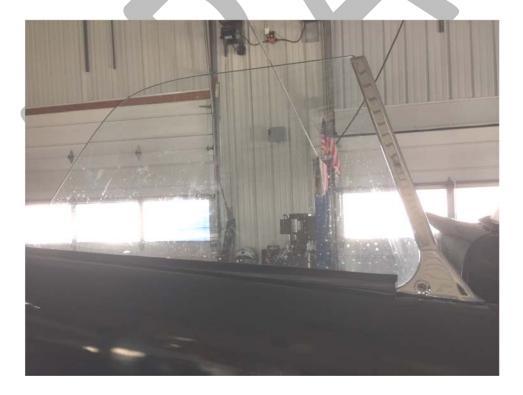


# **Door Glass Support/Window Frame:**

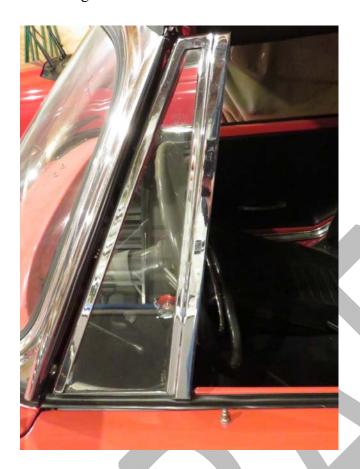
Series I: Short Chrome Glass Support



Series II: Chrome support runs the entire height of window.



Series 3-V: Triangular window in chrome frame.



B Post Chrome Finishing Cap:
Series I and II: Chrome pivot bracket at B pillar.

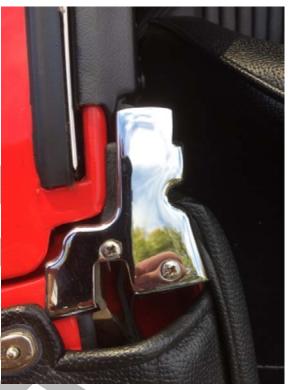


Series IV-V: Series 3-early Series V cap has fatter profile; Series V from 395004201 ST and 395004266 GT narrower profile cap

Series IV-Early Series V



Late Series V

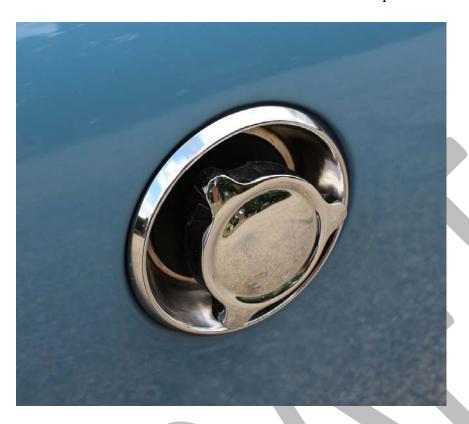


Gas Caps:

Series I and II up to B9106511: Round domed twist off cap with chrome surround.



Series II from B9106512: Round. Three ear chrome twist off cap with chrome surround



Series 3: Chrome round with twist off cap and center vent hole. Very similar to Series I but has a different part number.



Series IV-V: Oval chrome cap with push button locking mechanism. Push button toward rear.



# **Taillight Lenses:**

Series I, II and 3: Angled upper portion and recessed center Lucas No. L642





Series IV-V (up to 395000207): Redesigned to accommodate more vertical design of rear. Affixed by inside screw; Lucas No. L654





Series V 395000207 to end of production: Outside Screw Lucas No. L763





## Parking/Front Flasher Lamp:

Series I-3: Bullet Shape Lucas part No. L594



Series IV- V: Two bulb unit with clear (parking) and amber (turn) lenses, both Lucas L722



Sunbeam Lettering:

Series I-IV: Above grill and on trunk lid



Series V: No lettering above grill. Trunk only

### Front Fender/Trunk Lid Badges:

Series I and II: Chrome Alpine script only on front fenders.



Series 3: Alpine Script and Series 3 Badge in chrome surround on front fenders. Note chrome horizontal ribs in badge. Some badges had them, some did not. Badges also came in red and black. Details on changes in production could not be determined. No trunk badge.



Series IV: Alpine Script and Series IV badge in Chrome Surround on front fenders and right corner of trunk lid.



Series V: Alpine script and ROOTES 1725 badge in chrome surround on front fenders. Chrysler Pentastar also on right fender beginning with cars produced on Feb. 1, 1966 (est. B395002793.) ROOTES 1725 badge on right corner of trunk lid.





**Head Lamp Rings**Series I-V (Late): Peaked eyebrow style, painted body color



Series V after B395017900: Non-peaked without eyebrows, painted body color.



### **Soft top and Hardtop Exterior Features**

Soft top: Black or white vinyl w/tension wires up to B94104191 (See parts manual for limited exceptions) and Velcro side rail fasteners after. Side flaps secured with socket fastener at front and button fastener at rear. Only available in black after Series II.

Series I and II: Need Photos







Hardtop: Only black for Series I-II and Series 3-V ST, Body color available for GT. Stainless framed quarter windows and stainless rain gutter.



## **Rear License Plate Lights**

Series I-Series V up to B395016691: Bullet shaped lenses facing up (left) or down (right). Light housing affixed to body with screws under trunk lock and behind rear bumper. Housing is natural finish/black??





Series V from B395016692 (Between 16692 and 16779 some cars were produced with the older version license lights): Affixed to top of bumper with chrome covers backing the lenses.

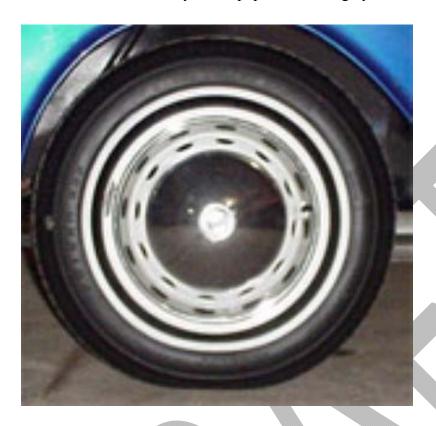


### **OEM Wheels/Trim:**

Series I and II (up to 9107291): 12 hole steel wheel. Early design hubcap or nave plate. Wheel is painted body color up to B9107291.



Series II: 12 hole wheel with early hub cap, painted foam grey. Short run during transition to 8 hole wheel.



Series II (B9107291 to Series IV-B94102173): 8 hole wheel with trim ring and later nave plate or hub cap (new hub cap design at 9107388). Painted foam grey.



Series IV (B94102174 onwards): 8 hole steel wheel painted foam grey. New spoked trim ring design not equipped on spare.



Dunlop 60 spoke wire wheel, painted silver. Chrome wire wheels were not available from the factory. (Photo includes Rootes three ear knockoff)



LAT 70: Many Alpine owners choose to mount LAT 70 wheels that were available through Rootes dealers. Although intended as an option for Tigers, these wheels are acceptable in the Alpine Stock Class



# **Section 2: Interior**

#### **Seats**

Series I: (Interior colors italicized, exterior colors in parentheses) Smooth textured "Vynide" covering. Back rest has eleven vertical pleats. Seat cushion also has eleven pleats running front to back from a front leg support area. Colors were Scarlet with Black piping (Embassy Black, Moonstone and Thistle Grey); Black with Moonstone piping (Moonstone); Black with Carnival Red piping (Carnival Red) and Black with Glen Green piping (Glen Green.) Second Photo is from Rootes Advertising Brochure.





Series II: (Interior colors italicized, exterior colors in parenthesis) Seat configuration same as Series I (see Series I photo.). Color schemes also the same except as follows: Glen Green was changed to Seacrest Green and the following color schemes added: *Lake Blue with Dark Blue piping* (Lake Blue) and *Black with Wedgewood Blue piping* (Wedgewood Blue)



Series 3: (Interior colors italicized, exterior colors in parenthesis) Same "vynide" covering but now configured with side bolsters. Center area on back rest has seven horizontal pleats, seat cushion has six. GT has upholstery with longhorn style texture (pictured.) Color schemes same as Series II except as follows: (Seacrest Green) and (Lake Blue) discontinued; Quartz Blue Metallic, Light Green Metallic and Autumn Gold Metallic introduced. Interiors for new colors: *Light Blue and Dark Blue piping* (Quartz Blue); Black with Apple Green piping (Light Green Metallic) and Black with Black piping (Autumn Gold Metallic.)





Series IV: (Exterior colors in parenthesis) Same configuration and color schemes as Series 3. Following colors schemes introduced: Azure with Dark Blue piping (Midnight Blue and Balmoral Grey); Black with Black piping (Forest Green and Mediterranean Blue); New Red with Red piping (Arctic White.) Contrast piping was ended with introduction of Series IVa (B94100000.)



Series V: (Exterior colors in parenthesis.) Same general configuration and colors as Series IV except the centerpieces of the seats had ten narrower pleats. Contrast piping was discontinued. No GT model for U.S. Market. Late cars are reported to have the coarse pebble grain vinyl used in Tigers (See lower photo.) Color schemes: *Scarlet upholstery* (Embassy Black) *Black upholstery* (Carnival Red, Forest Green, Mediterranean Blue, Oxford Blue, Holly Green, Orchid Green, Signal Red and Turquoise Blue Metallic); *New red* (Arctic White, Polar White, Gunmetal Metallic); *Azure Blue* (Midnight Blue, Commodore Blue)



Coarse Pebble Grain Vinyl on Late Series V



# **Seat Backrest Adjustment Handle:**

Series 3-V: Natural metal handle with black plastic knob. Assembly cover is black plastic. Located at left (driver) and right (passenger) rear corners of the seat.



## **Door Panels:**

Series I and II: Plain vynide covering to match seats.



Series 3-V ST same as series I and II; Series 3 and IV GT (pictured) has door panels with thick squarish waist roll at top and four horizontal pleats. Same material as seats.



# **Door Handles, Pulls and Window Cranks:**

All Models: Location on door panel as in photo above. Door handle chrome; window cranks and door levers chrome with black escutcheons.







# Center Armrest/Glove Box and ash tray:

Series I: Covered in same material as seats. Glove box cover/lid has side hinge on driver side and lock on passenger side. Ash tray has chrome ribbed cover and is just forward of console.





Series II-V: Same material and color of seats. Cover is rear hinged with lock on front of console. Image at left is from Rootes Sales Brochure. Same ash tray.





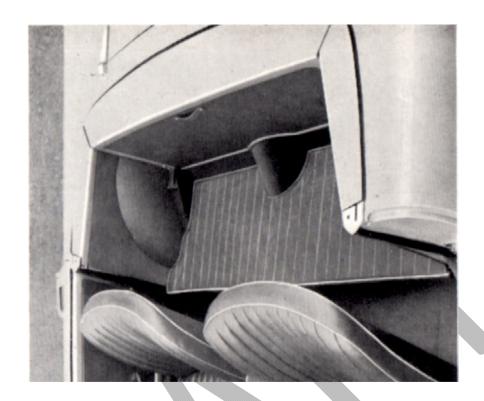
Side vs. Rear hinge



### **Rear Passenger/Storage Compartment:**

Series I and II: Back Panel centerpiece, side panels and wheel arches same color and material as seats. Pleated seat cushion also matches front seats and has heat sealed (not stitched) pleats and edges. Carpeting underneath. On Series I the draw strap for the back panel was a leather strap riveted to the panel. On Series II this was changed to a black plastic sheath over a release cable. Bottom photo is Official Rootes photo of Series I rear compartment showing the correct leather pull down strap.





## Series 3-IV:

ST: Back panel has centerpiece covered in same material as seats. Wheel arches are covered in vinyl material to match seat color. Compartment has molded carpet to match interior color and a pleated vinyl seat pad with heat sealed (not stitched) seams which also matches seat color. The release cable continues to have black plastic cover with chrome tips and is now recessed into the panel.



GT: No soft top compartment adds extra room. Side and back panels have padded black waist roll on top with four pleat rolls same as door panels. Padded seat cushion and sides are the same material and color as seats and door panels



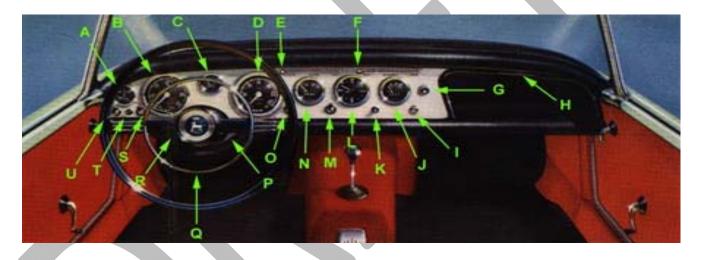
Series V: Tonneau cover to secure folded down rear top introduced. Covering on back and rear panels is incorporated as part of the tonneau cover. Back panel has a cushioned more rounded waist roll and five pleat rolls. Side panels are completely covered in vinyl and are the same color as seats. Full carpeting.







**Dash Board Area**Series I and II: Gray/Silver dash



- A. Ammeter (if fitted)
- B. Tachometer
- C. Oil Pressure Gauge
- D. Speedometer
- E. Vent Control Floor/Windscreen
- F. Heater Temperature Control w/Switch (on/off)
- G. Cigar Lighter
- H. Map Light (SII Only)
- I. Ignition Switch
- J. Fuel Gauge

- K. Choke
- L. Clock (if fitted)
- M. Panel/Map Switch
- N. Temperature Gauge
- O. Lighting Switch
- P. Turn Signal Switch
- Q. Horn Switch
- R. Overdrive Switch (if fitted)
- S. Windscreen Wiper Switch
- T. Windscreen Washer Pump
- U. Fog Lamp Switch

# Series I



# Series II:



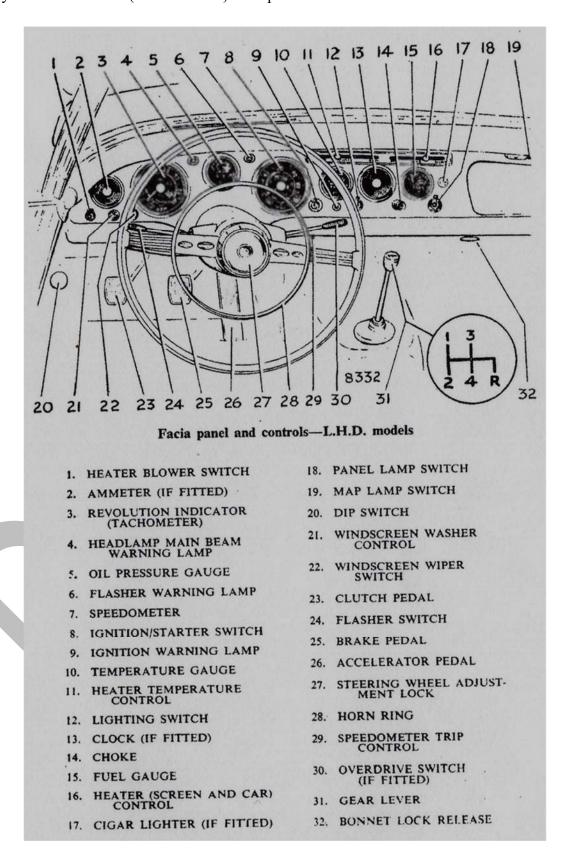
Series 3-V ST: Black Vinyl Dash. Series V had no Overdrive light so empty space left of tachometer.





Series 3-V GT: Walnut veneer up to B94100352. Walnut Bakelite Veneer to end of Production. No series V GT for U.S.





# Dash Crash Pad/Lower Dash Roll:

All Models: Dash Pad and lower roll were all black regardless of interior color; same material and texture as seats and door panels.

Series I and II:



Series 3-V:



# Dash Finishing Piece under Steering Column: Same material as dash

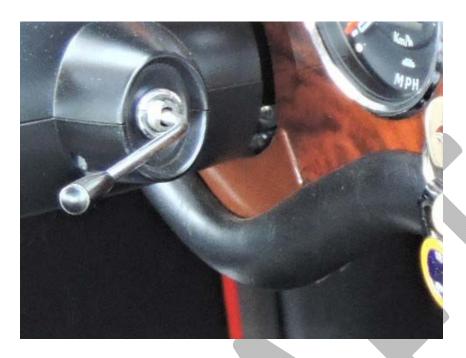
Series I and II: Same material as dash.



Series 3-V ST: Black Vinyl Dash: Same material as dash



GT: Walnut Veneer Dash: Same wood grain as dash.



**Gauges:** See Chart below. All Gauges made by Jaeger. Clocks made by Smiths. Serial numbers listed should match serial number on face of gauge. KPH Speedometers and gauges of Home (UK) market not listed.

	Speedometer	Tachometer	Fuel	Temperature	Oil
Series I & II	SN 6117/00	RN 2310/00	FG 2331/03	TC 4304/00	PL 2303/00
	(changeover unk)		(Export)		
	SN 6117/01 (up to	RN 2310/02 (from			
	B9105974)	B9106592)			
w/OD	SN 6117/02 (up to B9105974				
	SN 6117/11 (from B9105975)				
Series 3	SN 5324/16	RN 1316/00	BF 2203/01	BT 2201/02	PL 2303/05
	(changeover unk)				
w/OD	SN 5324/18				
Series IV	SN 5324/25 (up to B94100000)	RVI 2404/00	BF 2203/01	BT 2201/02	PL 2303/05
	SN 5324/23 (from	RVI 2404/00B			
	B94100001)	(change unk)			
	SN 5324/33 (Auto)				
Series V	w/o OD SN	RVI 2411/02	BF 2203/07	BT 2201/03	PL 2303/07
	5324/50				
	w/OD SN 5324/52				

#### **Heater Demister Controls:**

Series I and II: Metal control switches with chrome, ball-shaped knobs. Settings in raised letters on dash under controls.



Series III-Series V up to B395005213: Same ball-tipped control levers. Settings printed on black escutcheon (ST black vinyl dash pictured)



Series V from B395005214: Metal levers with black plastic knobs Settings printed on black escutcheon.



Rootes Dash Badge: Series I-3: Gold Lettering (left); Series IV onward: Silver lettering (right).





**Clocks:** (Clocks were most often installed by dealers, who often used whatever clock model was available and which fit. Consequently, assigning exact clock models to a specific Series is difficult. Clocks therefore may or may not be included as a judged item.)

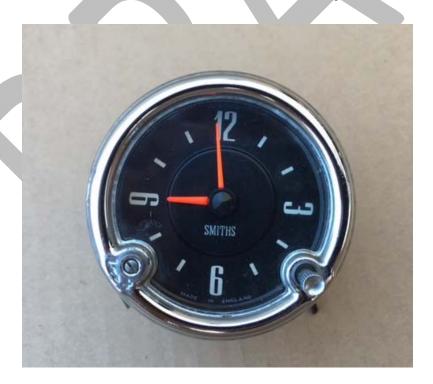
Series I: CE 2194/08-White hands, 3 & 9 horizontal, adjust at top:



Series I and II: Smiths CE 2194/09-White hands, 3 & 9 horizontal, adjust at bottom;



Series 3-IV: Smiths CE 2194/14-Red hands, 3 & 9 horizontal, adjust at bottom



Series V: Smiths CE 3131/01-Red hands, 3 & 9 vertical, adjust at bottom



### **Hood Release Handle**

Series I-V up to B95004385: Solid rod release with black plastic T pull handle, no lettering, located under left edge of cubby box.



Series V from B395004386: Cable release with black plastic T handle. BONNET lettering on handle.



### **Vent Controls:**

Series I-IV None.

Series V: Black plastic pull knobs marked V located under lower dash roll to right of steering column, in line with speedometer and below the lower left corner of cubby box.





# **Steering Wheels:**

Series I and II: Black Plastic, with two wide spokes extending to ring from center. Rootes Logo in plastic center cap. Wheel diameter is one inch larger up to B9005503



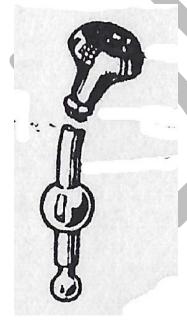
Series 3 to end of production ST: Black plastic with black plastic center cap with crinkle finish; three parallel spokes each side from center. Horn ring with two black spokes from center each with two oval holes.



Series 3/IV GT: Wood grain wheel made from African Mahogany with black stripe. Same configuration and horn ring as ST.



# **Gear Shift Lever**



Series I up to B9003640; Lever is shorter/fatter than later versions and is recognized by the sphere-shaped profile half way up the lever shaft. Shift pattern on knob recessed with white lettering.

Series I from B9003641 through Series IV: Longer shift lever. Shift pattern recessed on knob in white. Reverse to left and down.



Series IV after B9405885: Gear shift lever knob changed upon introduction of fully synchronized transmission. Same shape, but reverse to the right and down.

Series IV Automatic: Polished shift lever with black pear-shaped knob. Selector gate is marked P-R-N-D-L with "draft excluder" that has flexible bristles (missing from photo) which protects the lower mechanism from dust and dirt.



Series V: Bend in lever covered by black rubber boot. Black plastic, pear-shaped shift knob. Shift pattern has reverse to the right and down.



#### **Rearview Mirror:**

Series I-3: Small, rectangular with convex glass, black body and chrome stem. Series IV (after 94103625 ST and 94103247 GT) & V: Larger more oval shape.





#### **Sun Visors:**

Series I and II: Need info and photos

Series 3-V: Straight, rectangular visors on cars with small rearview mirror. Notched visors on cars with large mirrors.





# **Soft top and Hardtop Interior Features**

Hardtop Headliner:

Series I and II: Need photo

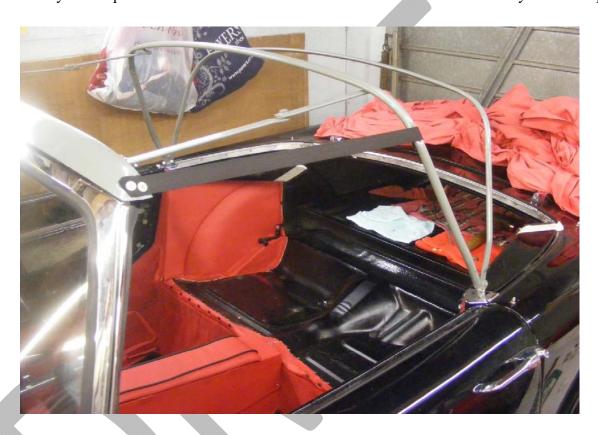
Series 3-V: White/Light Grey with stitched seams and perforations.





#### Soft top frame and interior:

Series I-II: Soft top interior is light grey. Folding frame has two frame rails, a side rail on each side and a front rail that is secured to the wind screen by two latches (see section on latches). In addition, a webbed strap runs between the front and forward most rear frame rail on both sides to ensure rear frame rails remain in the correct position. In the up position the rear frame rails are secured to the body in the chrome pivot brackets at the B pillar. All frame rails are painted grey. The vinyl soft top is secured to the side rails by two flaps that extend around and under the side rails and are secured by button snaps.







Series 3-V: Interior of soft top is light grey. Folding frame has two frame bows at the rear, side rails on each side and a front rail that is secured to the wind screen by two latches (see section on latches). In addition, a single webbed strap runs down the centerline (*The forward section of webbed strap is missing from below photo but its outline can be seen on the softtop*.) of the soft top between the front and rear frame bows to provide support. In the up position the rear frame rails are secured to the body in the chrome pivot brackets at the B pillar. All frame rails are painted grey.



## Latches:

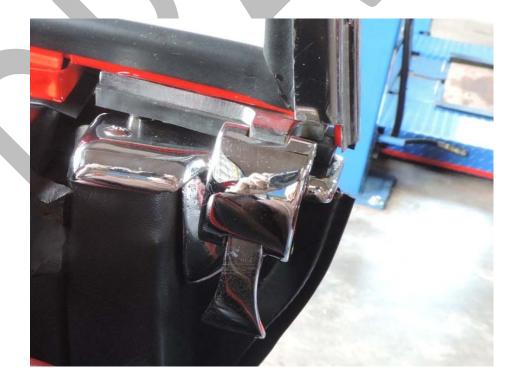
# Hardtop to windscreen:

Series I and II: Two chrome rectangular latches with flat tops affixed to leading edge of softop or hardtop (left.) Series 3-V: Two chrome toggle catch as in Series I and II. Catch is arched with latch release at top. (right)





Hardtop to body: All models. Chrome latch at B Pillar.



Window Latch: All Models: Chrome Toggle Latch



Handbrake Lever Series I and II:



Series 3 and IV up to B94100000: Grey w/o knob guard



Series IV onward from B94100001: Same as early Series IV except black with knob guard



# **Foot Pedals:**

Series I up to B9008170: Small pedal with flat top and rounded bottom edge. Black rubber pad.



Series I from B9008171 and Series II: Accelerator pedal is the same. No rubber pad. Brake and clutch pedals slightly larger than early Series I and oval shaped with flat top and bottom edges.



Series 3-V (up to B95002286): Accelerator pedal is organ type with base affixed to floor and rubber coated. Brake and clutch pedals same as Series II.



Series IV Automatic: Only two pedals. Brake pedal is rectangular with black rubber pad.



Series V from B95002287: Smaller, more oval brake and clutch pedals.



# **Floor Coverings:**

Series I, II: One piece black rubber floor mats in foot wells and under/behind seats. Molded carpet on transmission tunnel, foot well sides and rear compartment. Carpet color matches seats. In the lower photo the mat, although deteriorated, clearly shows the one piece configuration.





Series 3-V ST mats were two pieces: one in the footwell and the second mat under and behind the seat. The front mat has cut out for the gas pedal. Front and rear mats are secured to the floor by button fasteners.

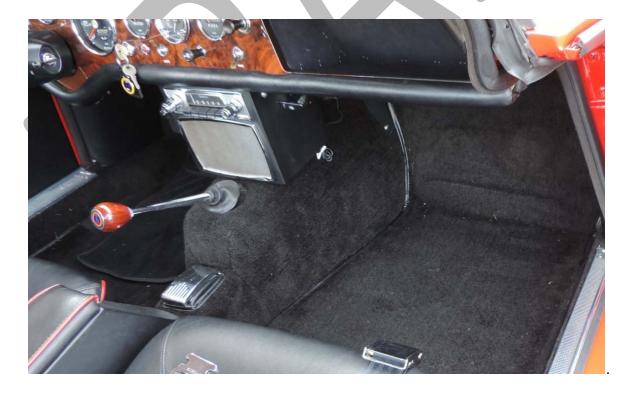








Series 3-IV GT: Front fully carpeted. Color matches seats.



# **Cockpit Tonneau Cover Studs:**

Series I-V: Studs on dash also secure demister vent to dash. At some point the studs were moved to the center of the dash crash pad. Studs also on outside of A Pillar (Series I-II)



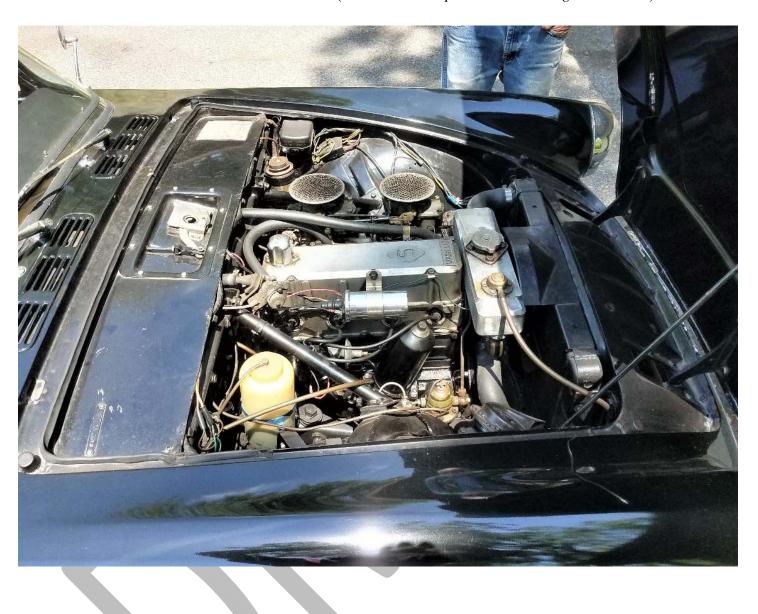
# **Section 3: Engine Compartment**

**Overall Engine Compartment View:** All models: Engine compartment painted body color to include underside of hood, hood hinges, hood hinge bolts and fender reinforcement bars. Lower half of hood hinges are painted black to match the black finish inside the grill opening.

Series I: 1494 cc with twin Zenith Carburetors



Series II-3: 1592 cc with twin Zenith carburetors. (Note: hose clamps and some wiring not correct.)



Series 3-IV: 1592 cc with single solex carburetor: Photo below is an Official Rootes photo of the Series IV engine compartment. (*Note: Right hand drive*)



Series V: 1725cc with twin Stromberg carburetors (Note: orange spark plug wires not correct)

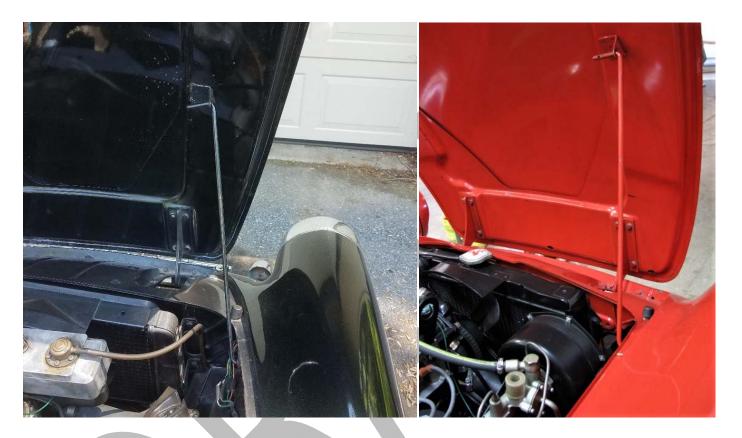


# **Hood Prop:**

Two basic designs which had slight differences.

Series I and II (early): Painted body color. Affixed to fire wall. Hood does not fully open (need photo)

Series II (late)-V: Right side front. Prop and brackets are painted body color. Hood fully opens.



# **Scuttle Panel Area:**

Vehicle ID tag/Body Number Tag/Data Plate:

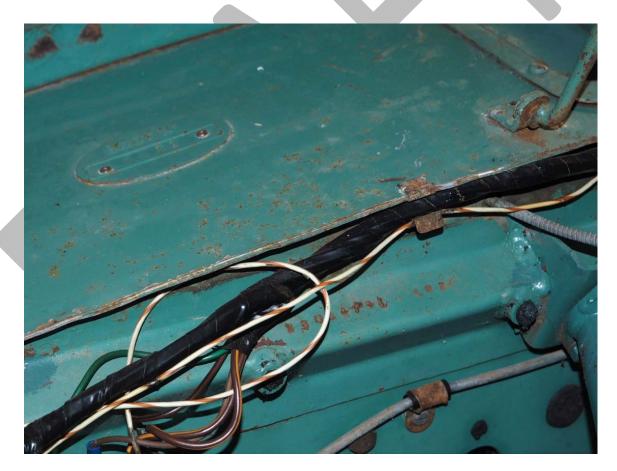
Series I and II:

Combination VIN tag and maintenance information plate located on left side of scuttle panel. Plate is 4.75" x 5.75" VIN is stamped into the tag at top left along with color code (after B9006404 est.)





Oval tag with body number painted body color is riveted to right side of scuttle panel. VIN also stamped into top edge of bulkhead at right side of scuttle (up to B9115020)



SAL tag secured with slotted screws painted body color replaces Oval tag after B9115020 (est.)



Series 3-IV: Steel VIN tag for Series 3, aluminum for Series IV, SAL tag painted body color and a recommended fluids tag all on the right side of scuttle panel. VIN tag includes ID number and paint code.



Series V: VIN tag (aluminum) affixed with rivets and SAL tag affixed with slotted screws and painted body color at right corner of scuttle panel. Recommended fluid tag is dropped.



# **Hood Release:**

Series I-V (B395004386); Solid rod. Superceded by cable release to end of production. Mechanism is CAD plated. Cover is body color and secured by OEM screws.







#### **Rubber Rub Rail:**

All models: Extends 2-3 inches past scuttle panel front edge and is secured by two clips. On Series V a negative earth label is affixed to the front left corner of the scuttle.



# **Engine color/VIN Stamp:**

Series I-early Series V: Semi-gloss black; VIN stamped into right front of block next to fuel pump.

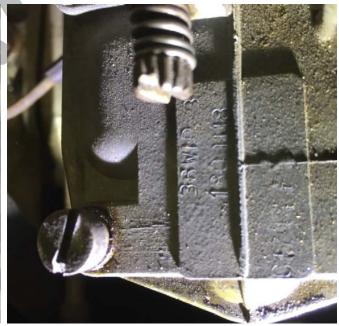


# **Carburetor:**

Series I-3 (Up to 9204718): Twin Zenith 36 WIP2 carburetors.





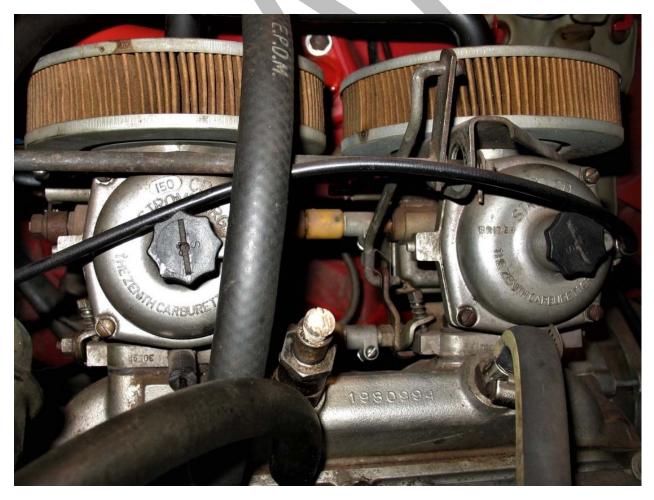


Series 3 (from 9204718) and IV: One Solex 32 PAIA twin carburetor. SOLEX TWIN AUTOMATIC marking on top of secondary throttle operating unit. (*Note: Fuel line hose clamp and red hoses not correct*)





Series V: Twin Stromberg 150 CD carburetors. Carburetors are marked on top 150 CD STROMBERG The Zenith CARBURETTORS



# **Air Cleaner Assembly:**

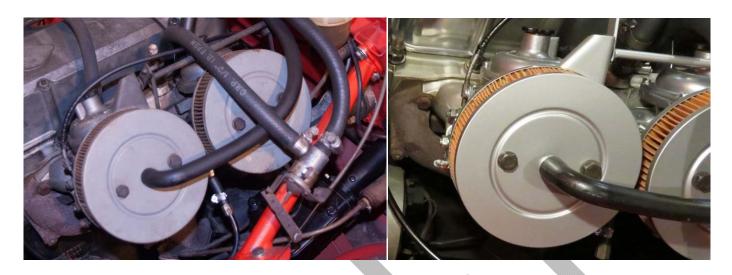
Series I-II: Two domed mesh air filters



Series 3-IV with Solex carburetor: Single domed mesh filter



Series V: Two "pancake" style air filters. Original air cleaners (bottom left) are a blue-grey color. Replacements (bottom right) are a lighter shade of gray.



**Optional canister air filter assembly:** These configurations were available as an option through Series IV production and standard on Series 3 and IV GT.

Series I-II and Series 3 GT with dual Zenith Carburetors: "Batwing" style air filter housing painted black. On Series I and II the top of the airbox was flat (*not pictured*.) On Series 3 the airbox has two domes.



Series 3 and IV GT with Solex Carburetor up to B9410000: Black elbow attaches to large natural aluminum AC canister filter with double wire clamp.



Series 3-IV: A rectangular Tecalamit air filter assembly was also available as an option. A photo of this item installed on a car was not available.



# Fuel Pump and Filter Assembly

Series I-V: Located at block on right side of engine. Pump features a glass bowl secured by a retaining clip across the top of the assembly with a star shaped securing screw. Slight modifications to the assembly were introduced for Series V most noticeable is the more rounded securing screw.



#### Oil Filter Unit

Series I-3 up to 9204717: Tecalemit unit attached to the right side of the block just behind the fuel pump Cover is black secured by a center bolt with natural finish.



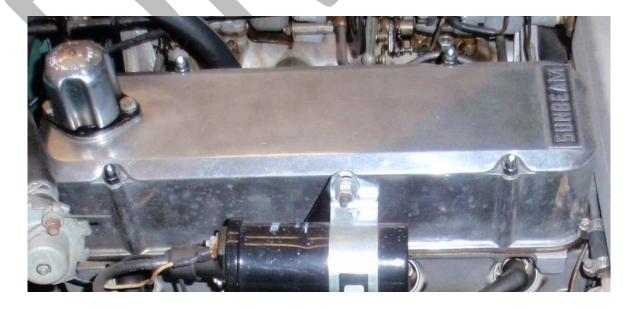
Series 3 from 9204718 through Series IV: Fram unit with similar black cover and securing bolt. (Not pictured.)

Series V: Fram unit all black and located in the same position. Similar style but new unit for Series V was redesigned as a screw on cartridge.



#### **Valve Covers:**

Series I and II up to B9118447: Natural aluminum finish, SUNBEAM lettering at front. Filler neck at rear has four ear filler cap with USE SHELL OIL ONLY markings. Some Series II cars have a raised diamond shaped motif toward the front with a large letter S stamped. Anecdotal evidence indicates the "S" cover was a dress up item available by special order.





Series II and 3: From B9118448 to B9204717 ST and B9203886 GT: Same as Series I and II but filler neck at rear now has a tube opening on left for breather hose and a more traditional cap with USE SHELL OIL ONLY markings. Need Photo

Series 3-V: From B9204718:ST and B9203887 GT through Series V: No lettering on raised area at front; raised diamond motif toward front; natural finish; raised filler neck at rear with breather tube and traditional style cap with USE SHELL OIL ONLY markings.

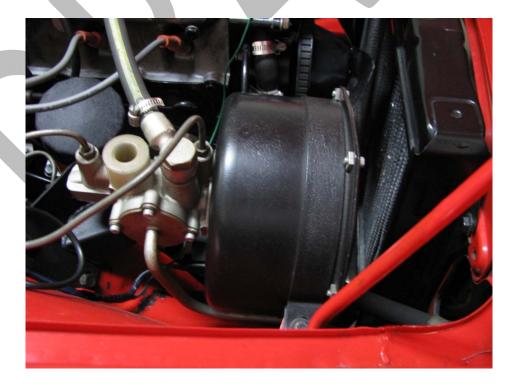


# **Brake Servo:**

Series 3-IV up to B9402898 ST and B39402920 GT: Black 5" Servo located in right front corner of engine compartment. Vacuum hose to front of intake manifold has double yellow stripe. Note: Finish should be semi-flat or matte.



Series IV from B9402899 ST and B39402921 GT to end of production: 7" Servo



# **Brake and Clutch Master Cylinder Reservoir**

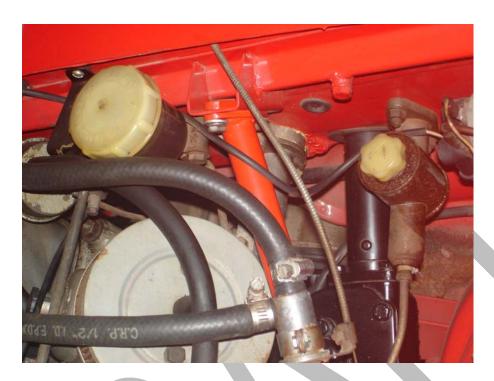
Series I and II up to B9104187: Reservoirs are located on left side of engine compartment. Both are metal cylindrical containers with metal screw on caps. The brake supply tank is affixed to the wheel arch by a black bracket. The clutch master and supply tank is affixed to the firewall.



Series II from B9104188 to Series III B9201599: Located on left side of engine compartment. Both reservoirs are metal cylindrical containers with metal screw on caps. Both are affixed to the left side of the fire wall just below the scuttle.



Series IV and V: Both clutch and brake master fluid reservoirs are affixed the firewall. The brake reservoir is just inside the left reinforcement bar and sits high along the forward edge of the scuttle. The clutch reservoir is positioned lower, just outboard from the left reinforcement bar. Both reservoirs have plastic caps.



#### Generator/Alternator:

Series I-IV: Lucas Generator body and flywheel painted black. Lower left front of engine.

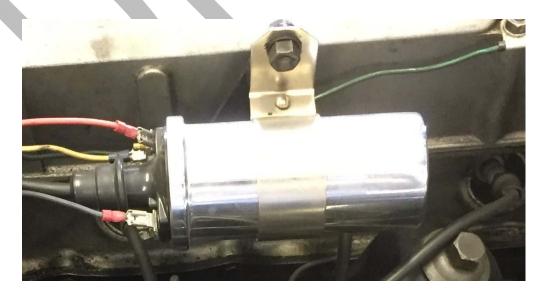


Series V: Alternator: Lucas 10AC; Silver-grey case with black pulley and fan blades, Locate left front of engine.



# **Ignition Coil:**

Series I – II: Lucas BA 7 Coil with screw in terminal. Silver body and black Bakelite top. Mounted to a black triangular steel bracket affixed to the cylinder head by two bolts at the right side of valve cover. Bracket around coil is natural metal finish. Terminals face back. Original LUCAS coils have LUCAS Made in England on the molded Bakelite top and BA 7, Lucas Part Number and date code stamped into base. (*Note: Series I and II coil pictured has later push in terminal and is not correct*).



Series 3-IV up to B94102677: Same as Series I and II, Lucas BA 7 Coil with screw in terminal but mounted to right reinforcement bar.



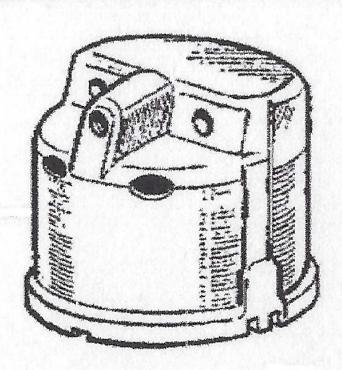


Series IV from B9410268 through end of production: Same as Series 3-IV but coil now has "Push In" connector on main terminal.

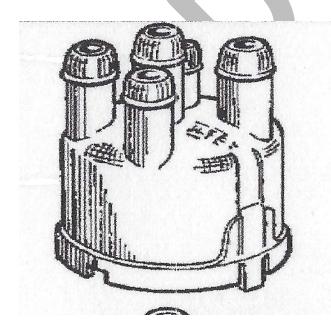


# **Distributor Cap**

Series I-3 up to B9200719: Black cap. Plug wires attach horizontally.

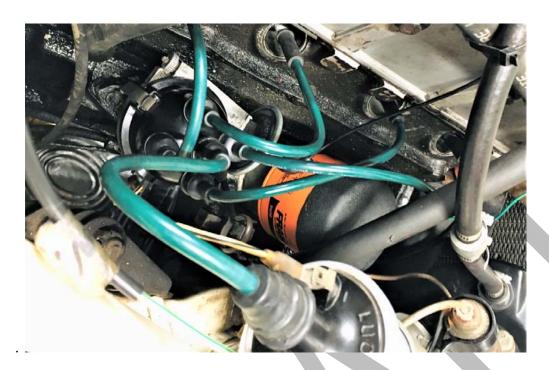


Series 3 from B9200720 to Series IV up to B94202677: Lucas black cap with traditional vertical wire connections. Cap is less dome shaped. Wire connections are screw on. The photo provided may be a replacement Lucas cap, but is used to show the correct screw on type terminal connections.





Series IV from B94202678 through Series V: Black cap more domed at top with longer, push-in type terminals. Located at right rear of engine block. (*Note: Green plug wires not correct.*)



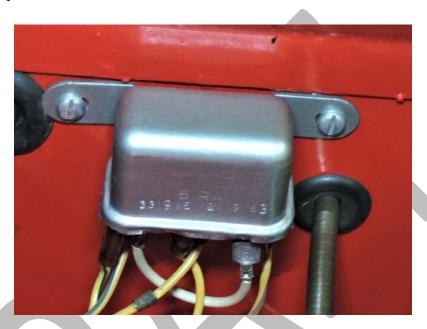




Wiring Harness/Spark Plug Wires: (Not pictured)

Series I-IV: Harness Black; Plug wires black Series V: Harness Blue; Plug wires black

**Overdrive Relay:** All models: Mounted on the firewall in the right corner of the engine compartment. LUCAS Made in England 6RA stamped on case.

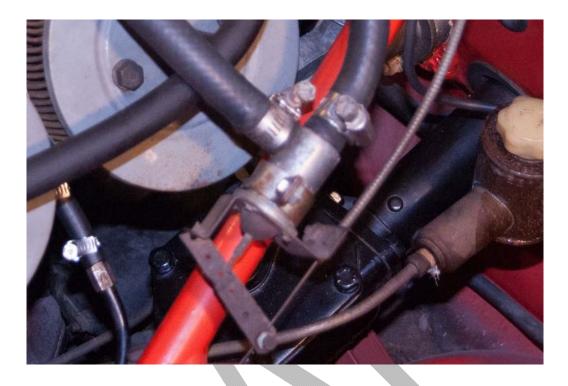


#### **Heater Control Valve:**

Series I-IV: Located adjacent to right reinforcement bar, the valve has natural metal finish and is secured in place by a bracket affixed to the fire wall and secured between the valve flange and union tube flange.

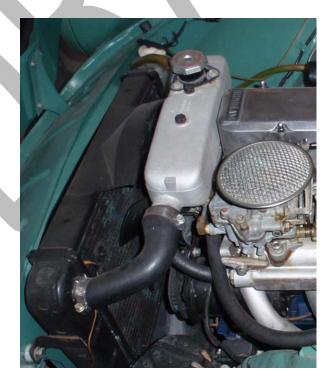


Series V: Redesigned valve is affixed to the left side reinforcement bar. Natural metal finish. Control arm riveted together.



# Radiator and Expansion Tank

Series I and II up to B9104562: Black radiator and fan shroud. Silver expansion tank has rounded edges. The upper radiator hose runs to the left side of the tank. The filler cap is on top right.



Series II from B9104563: Radiator and fan shroud painted black. More rectangular expansion tank has natural metal finish, center filler cap and expansion valve on right.



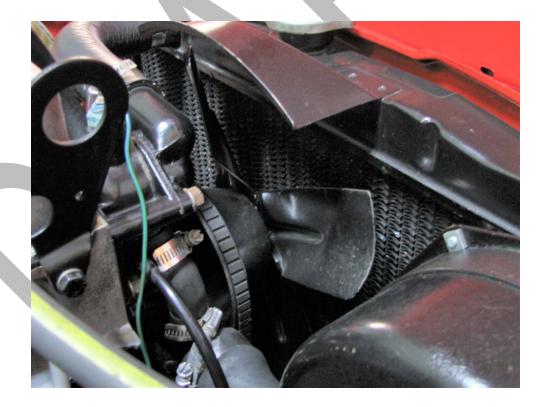
Series 3 through V: Radiator and fan shroud painted black. Fill cap now on radiato. Upper radiator hose runs directly to water neck on intake, No expansion tank.



**Fan:** Series I and II: Black six blade.

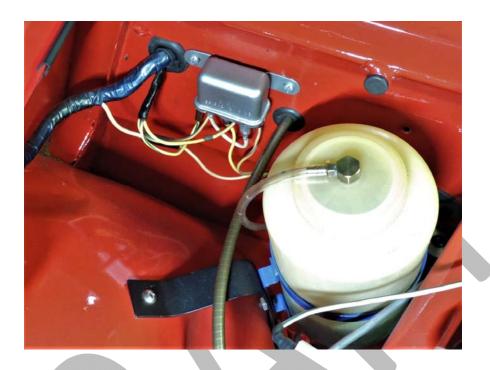


Series 3-V: Black four blade.



#### Windshield Washer Fluid Reservoir:

Series I-IV: Washer fluid bottle is located in the right rear corner of the engine compartment. It is attached to the right wheel arch by a black bracket and the bottle holder is Tudor Blue. The bottle is translucent plastic with embossed Rootes name.



Series V: Washer fluid reservoir changed to a soft plastic bag with Tudor logo. It is located in the left front corner of the compartment and is attached to the left wheel arch.



Hose Clamps: Series Alpines had three different type hose clamps.

Double Wire Clamps with slotted round head screws on radiator and water pump bypass hoses.

Band Clamps 3/8" used on heater hoses.





Sardine Clamp used on brake servo vacuum hose at servo end.



**Bolts:** The primary bolts used on Alpines (and Tigers) bear the brand marking AUTO. The letter following denotes the bolt strength. Other brand markings reported include WILEY and SPARTS. Within the engine compartment, hinge bolts and bolts securing the reinforcement bars to the body are painted body color.



# **Section 4: Trunk**

## **Overall Compartment Configuration:**

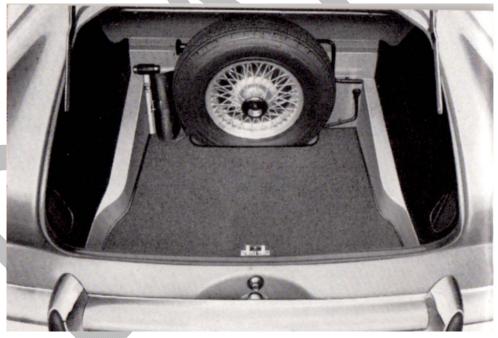
Series I and II: Spare positioned horizontally under trunk floor panel with hinged lid for access. Underside of trunk lid and inside of compartment painted body color. Lower photo is official Rootes photo.





Series 3-V: Trunk compartment and underside of lid painted body color. Spare repositioned vertically at front of trunk area. Black rubber floor mat. Left photo Tool bag secured by strap left of spare secured by bolt; crank handle (*missing*) and lug wrench to right of spare. Right photo shows wire wheel equipped Series V cars with knockoff hammer and spare secured by straps. Bottom photo is from Rootes Sales Brochure showing layout for wire wheel equipped car.





# **Soft Top Compartment Vinyl Curtain**

All models: Same material as seat covering.



# **Side Panels:**

Series I -and II: Two piece. Black fiberboard affixed with screws and cup washers.



Series 3-V: One piece fiberboard panel with black wrinkle finish, affixed with Phillips head machine screws and cup washers.



**Spare Tire:**Series I and II: Spare is positioned horizontally under luggage floor panel with hinged lid to allow access.



Series 3-IV: Spare is positioned vertically in well along front bulkhead and is secured at center with a black bolt.



Series V: Spare is positioned vertically in well along front bulkhead and is secured with two straps.



## Jack/Lug Wrench and Other Tools:

Jack: All models up to B395000595 (est); black; 20" Shelley – Made in England label. B395000596 and after grey; 19" Shelley – Made in England label.



Lug Wrench: Black marked 3/4 A/F 199.



Crank Handle: Black 24.5". Discontinued starting with Series V.



Series I and II: Jack, Lug wrench and crank handle attached to floor by black brackets in recessed area between spare and rear bulkhead.



Series 3-V: Lug Wrench affixed with black brackets to front bulkhead right of spare tire. Jack and crank handle (Series V not equipped with crank handle so no clip above lug wrench) affixed with black brackets to front bulkhead behind spare. (*Note: Photo at right incorrectly shows brackets and spare tire bolt in body color.*)





Hammer: All cars equipped with wire wheels and knock-off locking hubs were equipped with a hammer. Series I-II it is attached with black clips to the bulkhead to the left of the spare tire. Series 3-V it is attached to the front bulkhead to the left of the spare tire.

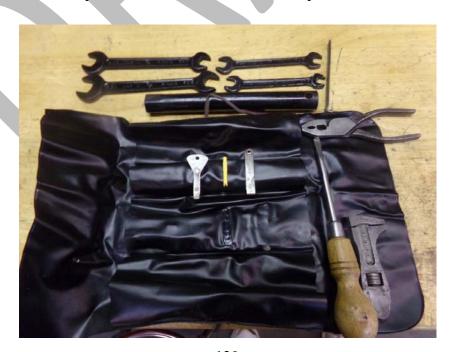


### **Tool Roll:**

Series I -3: Tools are wrapped in a vinyl covered canvas roll and the natural canvas surface is visible on the underside of the roll.



Series IV-V: Tool's are wrapped in a black all vinyl tool roll that is tied closed with an off white cloth tie strap. It is affixed by a black canvas strap to the front bulkhead left of the spare tire.



#### Full List of Tools:

4 or 5 "Superslim" Spanners: 13/16" x 11/16"; 3/4" x 5/8"; 11/16" x 19/32"; 9/16" x 1/2", 1/2" x 7/16"

1 pair of pliers; black oxide marked TW

1 "KING DICK" adjustable spanner; black oxide

1 Knave plate extractor; 3/4 or 7/16; black oxide (exact switchover point unknowm)

1 Oil pump wrench; 6 3/8" long; black oxide

Box spanner and Tommy bar; black oxide

1 Screw Driver; wood handle, black oxide

1 Valve & spark plug gauge

1 Tire valve key (Brass through Series II; Plastic after)

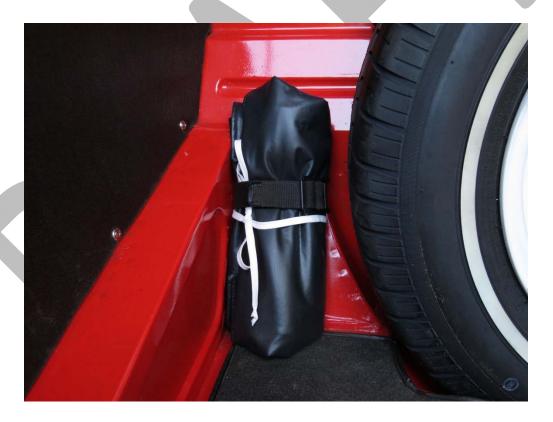
1 Distributor key

1 Grease gun (Up to Series II B94101330)

### Location of tool roll:

Series I and II affixed to bulkhead at rear of compartment. (Need Photo)

Series 3-V: Secured by canvas strap to front bulkhead to the left of spare tire.



## **Lock Assembly**

Series I-IV: Lock Assembly and housing are the same general design for all Series. Series I-IV: Assembly and support bracket have a natural metal finish. Series V: Housing and mechanism are zinc plated.





## **Straps and Miscellaneous**

Series I and II: Canvas strap secures spare at one end to footman loop on trunk floor and the other to bracket on underside of luggage floor.





Tool Roll Strap: Affixed to front bulkhead left of spare tire.



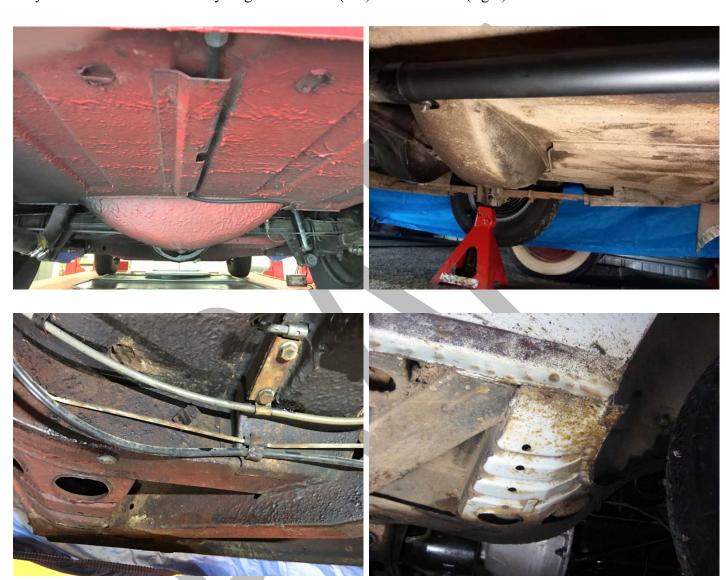
Trunk Lid Rubber Snubbers: All models. Two, painted black affixed near each corner of leading edge of trunk lid.

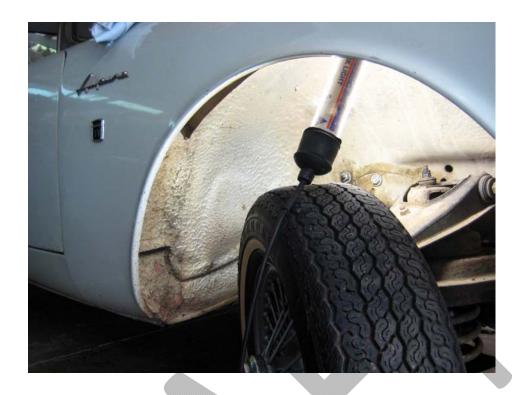


# **Section 5: Chassis/Suspension**

## Chassis Underside/Inner fender wells Finish:

All Series: Body shells were received fully painted. During assembly the underside was covered with a black undercoat. After the undercoat the wheel wells, inner sills, cross brace and trunk area were lightly sprayed with body color. Photos are from very original Series V (left) and Series IV (right)





# **Front Suspension**

All Models: Although slight modifications were made over the course of Alpine production the front suspension remained an independent wishbone suspension with coil springs and front sway bar. All components were painted black. Not powder coated.



## **Rear Suspension**

Series I and II: Standard leaf springs. Key features are the rebound strap and the ball shaped link connecting the leaf spring to the Armstrong hydraulic lever shock absorber unit.



Series 3-V: The shock absorbers were changed to telescopic dampener type shock absorbers and the rebound strap was eliminated.



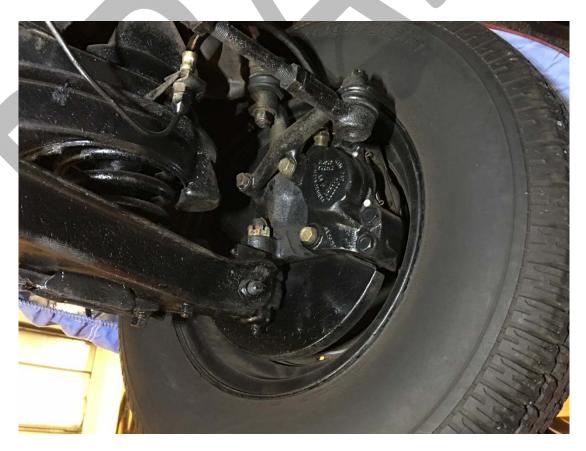
Rear Differential and axle: All models Black. Drain plug at lower right.

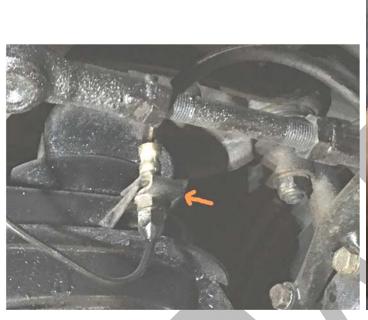


## **Brakes**:

## All models;

Front: Disc brakes with Girling Type 18 calipers painted black. Black steel splash guards protect disc. Flexible black rubber hose to union with brake line. At union the lines are connected through a steel clip.





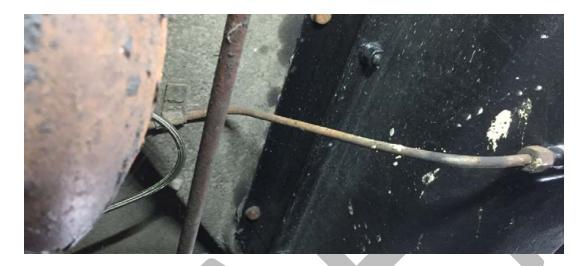


Rear: Drum Brakes: Nine inch cast iron drum brakes. Back plate painted black. Series V has different part numbers but was essentially the same.

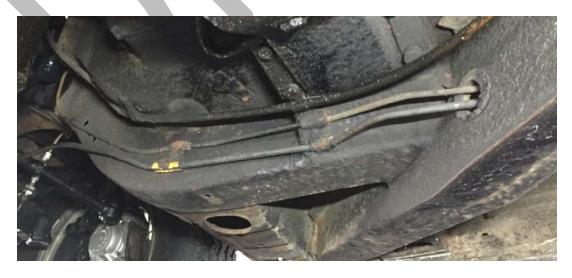


## **Fuel Line:**

Series I and II up to B911500: Two piece steel line from the gas tank in rear to the union with the fuel pump line in front. The line runs through the cross member on the right side and is connected to body with brackets welded to the body. One piece from B9115001.







Series 3-V: One piece steel line that runs from the gas tank cross flow tube in the rear, forward along the centerline of the trunk area where it is protected by a metal strip welded to underside. It bends around the spare tire wheel well, runs through the X member on the right side to the union with the fuel pump line in front. (*Note: Although correctly routed, the Series V line shown in first four photos is an incorrect rubber line recently replaced due to pin hole leak. Final photo of line at fuel pump is from SIV*)





#### **Brake Lines:**

All models: The brake line is essentially the same for all models. It is a one piece steel line running from the five way union connector in front to the connector above the rear axle connecting to the brake cylinders. The line follows the same routing as the fuel line. See fuel line photos above.

#### **Exhaust System:**

All Series: The exhaust system for all Series was essentially the same, with slight modifications over the course of production. All systems had the front exhaust pipe connected to exhaust manifold with a Y fitting. From there a three piece steel exhaust pipe ran through cross brace on left side. Brackets held exhaust pipe to body. Intermediate silencer (muffler) is between cross member and rear axle and a primary silencer just before rear bumper. Hanger welded to tailpipe is bolted to underside.



Y connector with original clamps on Series 3

Routing through Cross Brace



Intermediate silencer (muffler)



Primary silencer (muffler) and tailpipe (Note: Chrome tail pipe not correct.)



## Oil Pan:

All Series: The oil pan remained essentially the same for each of the three Alpine engines. The one notable difference being the drain plug was located at the front left for Series I-IV but was moved to the front left for Series V. All pans were painted black.

