

Sunbeam **ALPINE**

The Alpine went through five incarnations during its nine-year life span. The car shown here is the last and, to many, the best, thanks to the more subtle styling and bigger, stronger five-bearing engine.

Five-bearing engine

The Series V was the only Alpine to get the five-bearing 1,725-cc version of Rootes' four-cylinder pushrod engine. With twin Stromberg carburetors and a 9.2:1 compression ratio it makes 92 bhp.



Unitary construction

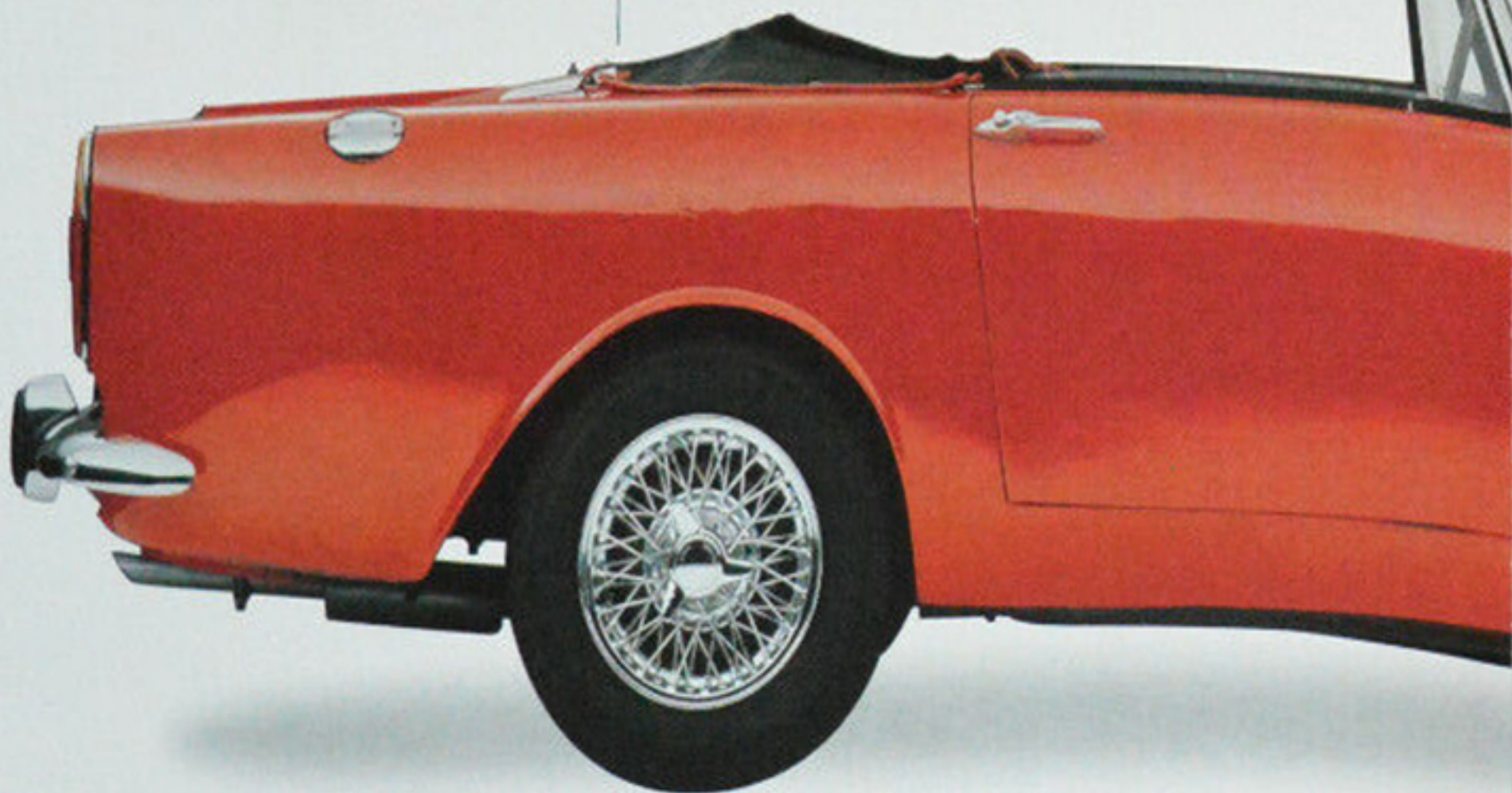
Unlike the separate-chassis Sunbeam Alpine of the mid-1950s, the new Alpine uses more modern unitary construction. To ensure maximum torsional rigidity, the structure is stiffened with longitudinal and transverse box sections and a very stiff cruciform member.

Soft or hard top

From the Series III model, the Alpine was available with a normal soft top. GT versions, however, had a standard hard top which made the car marginally heavier. The Series III GT actually produced less power than its soft-top counterpart due to a more restrictive but quieter cast-iron exhaust manifold.

Subtle fins

The Series I, II and III Alpines had very large rear fins. These were rounded off for the Series IV to keep up with contemporary styling fashions.





Wishbone suspension

The Alpine uses the classic sports car setup of double-wishbone front suspension with coil springs and telescopic shock absorbers.

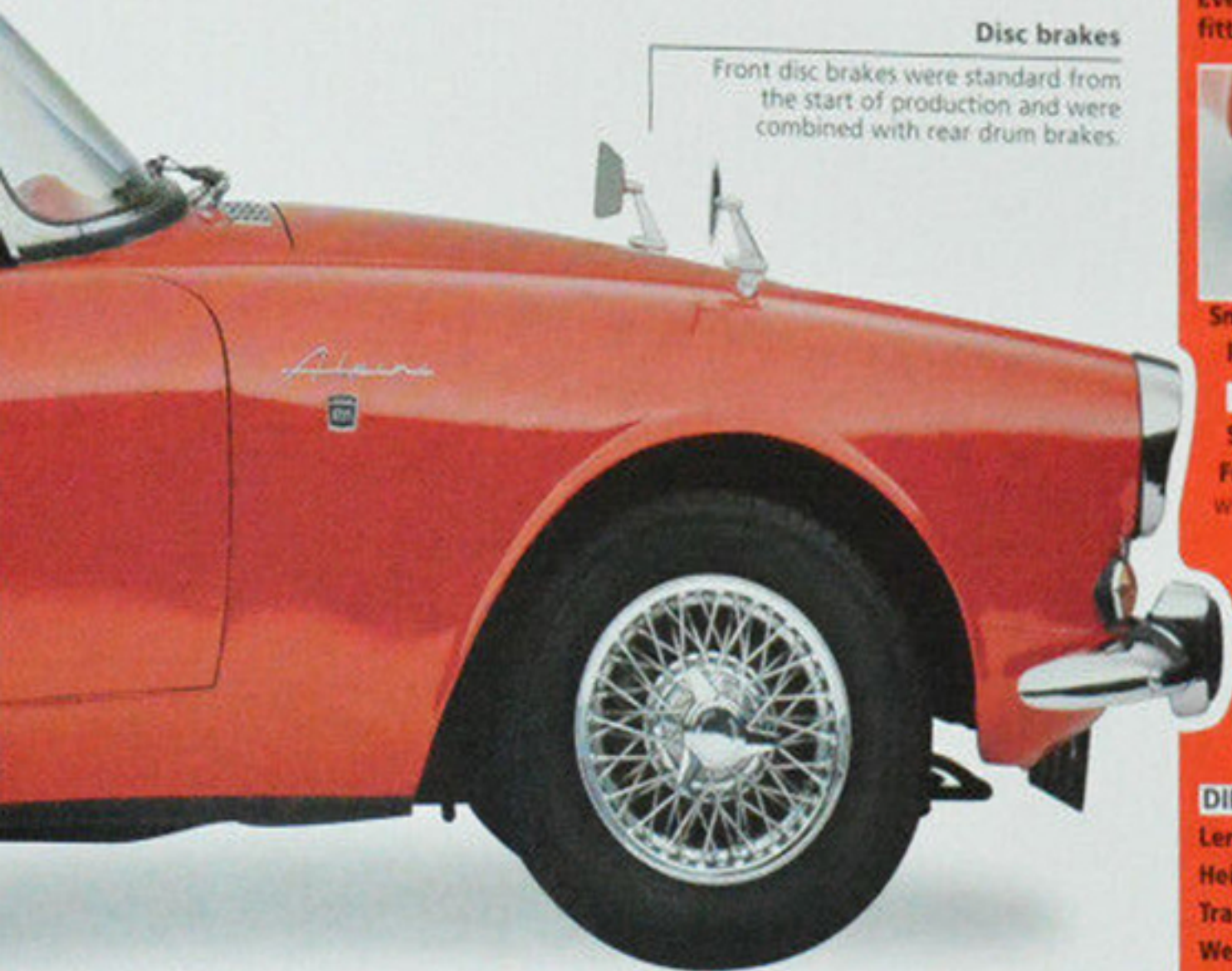
Overdrive transmission

The four-speed manual transmission has optional overdrive that operates in third and fourth gear.



Disc brakes

Front disc brakes were standard from the start of production and were combined with rear drum brakes.



Specifications

1967 Sunbeam Alpine Series V

ENGINE

Type: In-line four-cylinder

Construction: Cast-iron block and head

Valve gear: Two valves per cylinder operated by a single camshaft via pushrods and rockers

Bore and stroke: 3.21 in. x 3.25 in.

Displacement: 1,725 cc

Compression ratio: 9.2:1

Induction system: Twin Stromberg 150CD carburetors

Maximum power: 92 bhp at 5,300 rpm

Maximum torque: 110 lb-ft at 3,700 rpm

TRANSMISSION

Four-speed manual with overdrive

BODY/CHASSIS

Unitary monocoque construction with steel two-door open body

SPECIAL FEATURES



Even the later, more subtle cars are fitted with plenty of chrome.



Smart center-lock wire wheels were a popular option with buyers.

RUNNING GEAR

Steering: Recirculating ball

Front suspension: Double wishbones with coil springs, telescopic shock absorbers and anti-roll bar

Rear suspension: Live axle with semi-elliptic leaf springs and telescopic shock absorbers

Brakes: Discs (front), drums (rear)

Wheels: Wire, 4.5 x 13 in.

Tires: Dunlop R55, S 90-13

DIMENSIONS

Length: 156.0 in. Width: 60.5 in.

Height: 51.5 in. Wheelbase: 86.0 in.

Track: 51.8 in. (front), 48.5 in. (rear)

Weight: 2,246 lbs.



UK 1959-1968



NUMBER 97

Sunbeam ALPINE

When Sunbeam revived the Alpine name after a gap of four years, the new car bore no resemblance to its namesake. Sleek and low, the new Alpine was stylish and offered excellent performance.

Produced by
Rootes Group,
Coventry, England



VITAL STATISTICS

Top speed:	100 mph
0-60 mph:	13.6 sec.
Engine type:	In-line four
Displacement:	1,725 cc
Max power:	92 bhp at 5,500 rpm
Max torque:	110 lb-ft at 3,700 rpm
Weight:	2,246 lbs.
Gas mileage:	21 mpg
Price:	\$2,800

BEHIND THE WHEEL

"...luxuriously trimmed."

"Compared to many sports cars of the period, the Alpine is quite luxuriously trimmed and it's easy to make yourself comfortable. The four-cylinder engine is very willing and pulls hard through the gears with a distinctive rasping exhaust note. The suspension gives a supple ride and predictable handling, but the live rear axle gets caught out on bumpy corners. The front disc brakes give excellent stopping ability."

A wooden and leatherette-trimmed dashboard gives the Alpine an air of luxury.



Milestones

1959 The Rootes Group launches the new Sunbeam Alpine sports car. It has a 1,494-cc, four-cylinder engine.



Mainly used for racing, the Alpine also competed in rallying.

1960 An improved Series II Alpine is launched with a larger 1.6-liter engine.

1963 Improved suspension and servo-assisted brakes are introduced for the Series III Alpine.



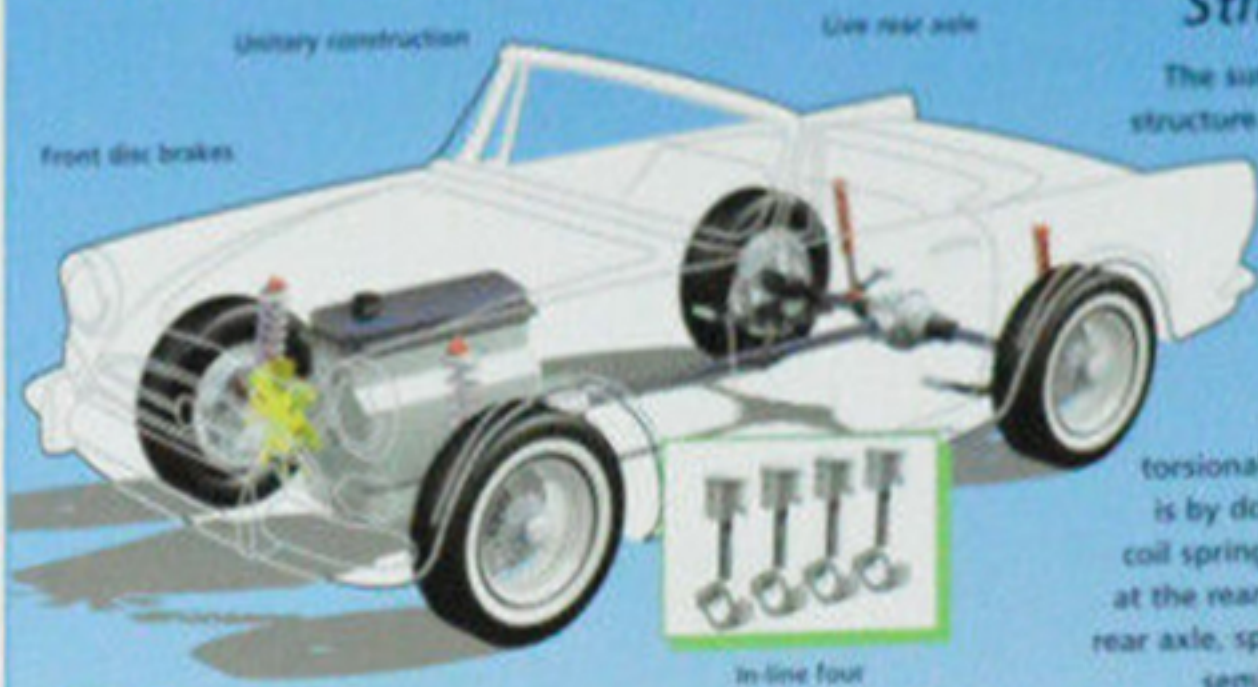
Coachbuilders Harrington fitted a fiberglass hard top.

1964 Cut-down, rounded rear fins and a new grill set the Series IV Alpine apart from its predecessors.

1965 The Series V Alpine has a 1.7-liter, five-main-bearing engine.

1965 Production ends with nearly 70,000 built.

UNDER THE SKIN



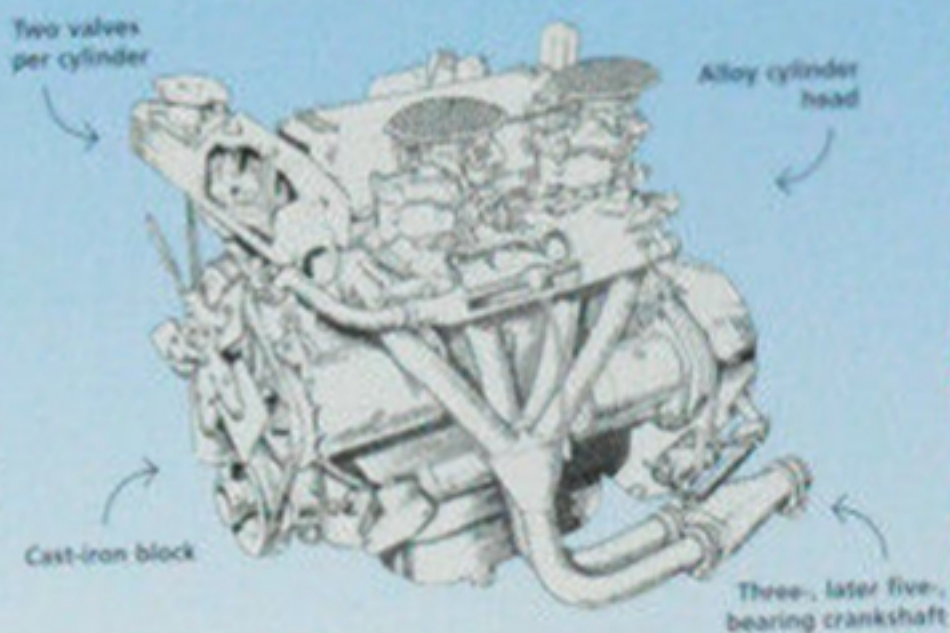
Stiff structure

The Sunbeam Alpine's basic structure consists of a unitary design. Strong box sections running longitudinally and transversely, plus an extremely stiff cruciform member, maximize the shell's torsional rigidity. Suspension is by double wishbones and coil springs at the front, while at the rear there's a simple live rear axle, sprung and located by semi-elliptic leaf springs.

THE POWER PACK

Highly tuned four

The Alpine borrowed its engine from the Sunbeam Rapier sedan. Initially displacing 1,494 cc, it was highly tuned with twin carburetors, a free-flowing exhaust, and a redesigned, high-compression, cylinder head giving a gain of 10 bhp over the Rapier. The engine was enlarged to 1,592 cc for the Series II in 1960 and later to 1,725 cc for the Series V of 1965. This last engine has a stronger five-bearing crankshaft and produces 92 bhp at 5,500 rpm, with 110 lb-ft of torque at 3,700 rpm.



Series I, II and III cars are recognized by their large rear fins.

Big fins

The early Series I, II and III Alpines are certainly the most striking from the British firm, with their large rear tail fins. They were designed by Kenneth Howes, who had recently returned from working in the U.S., which explains the car's modern styling.

NOSE TO NOSE

Datsun Fairlady • MGB • Sunbeam Alpine

	RIVAL CARS		
TOP SPEED	0-60 mph	POWER	SS ¼ MILE
114 mph	10.2 sec.	135 bhp	17.3 sec.
			DATSUN FAIRLADY
105 mph	13.5 sec.	95 bhp	19.0 sec.
			MGB
100 mph	13.6 sec.	92 bhp	19.1 sec.
			SUNBEAM ALPINE

VALUE GUIDE

ORIGINAL PRICE	
1959 Series I	\$2,800
CURRENT VALUE	\$2,500-\$10,000
PRODUCTION TOTAL	69,251