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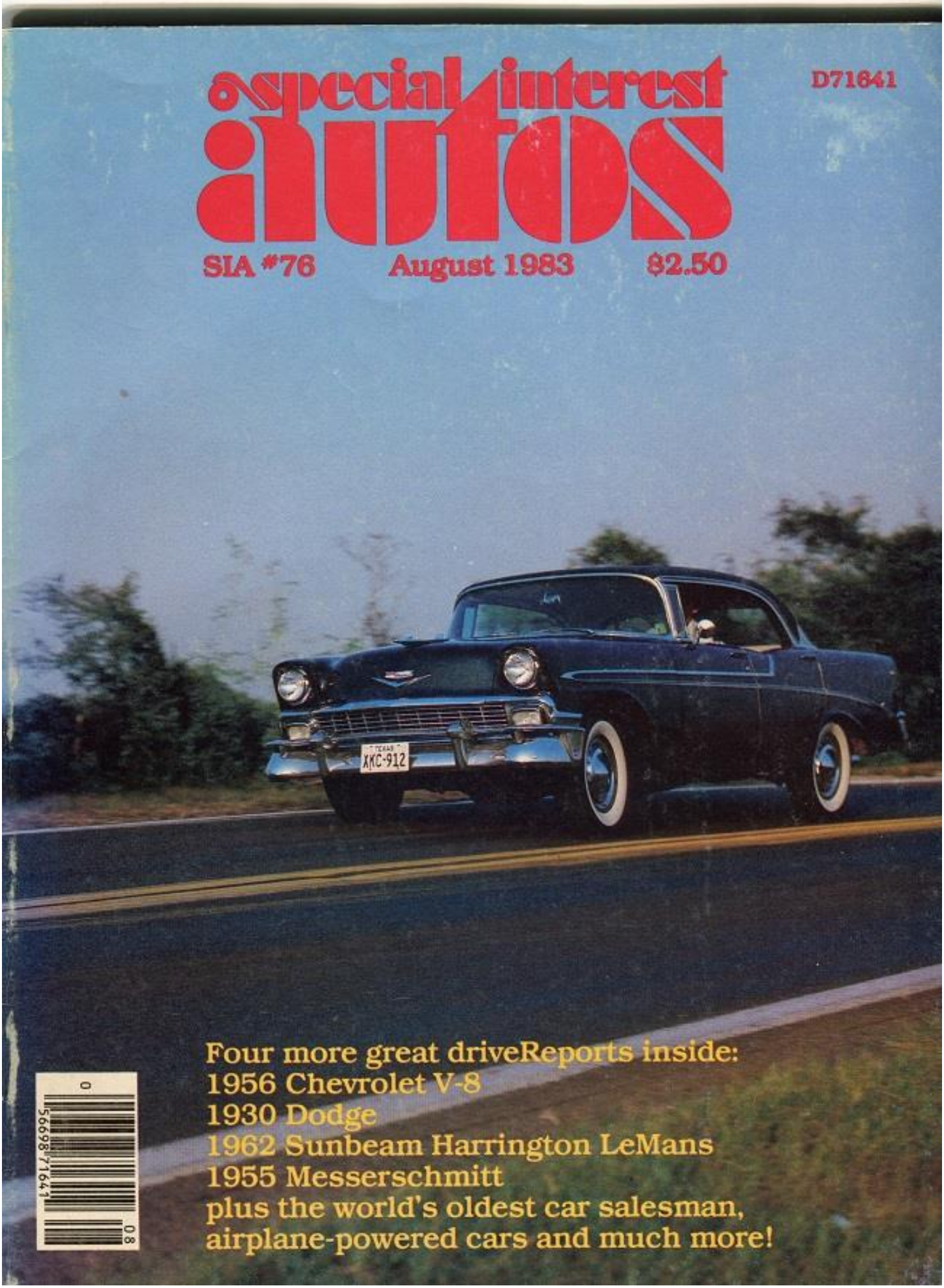

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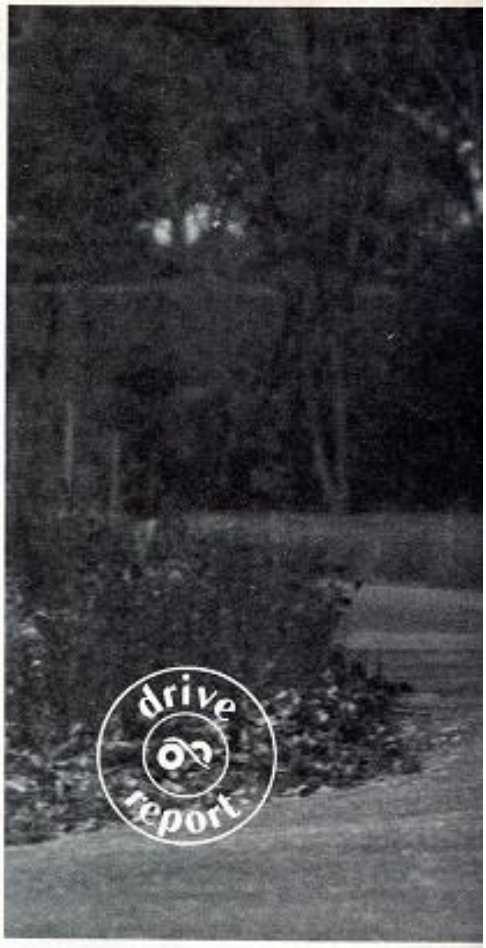
1962 SUNBEAM HARRINGTON LE MANS

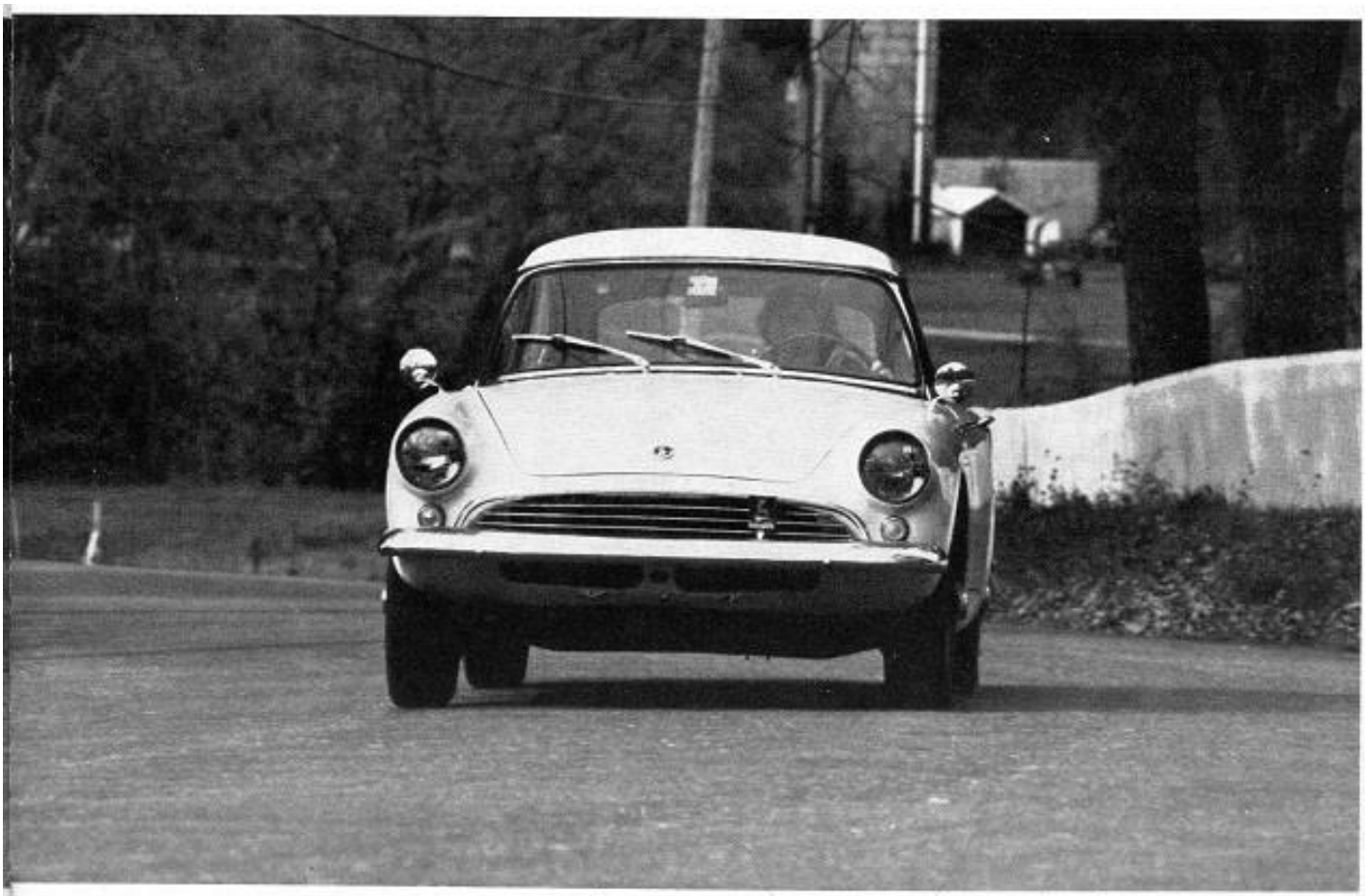
by Richard M. Langworth
photos by the author



TRANSFORMING your basic garden variety two-seat sports car into a swoopy *gran turismo* is a fairly obvious proposition, and if you searched hard enough you'd probably find that George Barris turned the trick first, when he customized a Corvette back around 1955. "Production" GT conversions started coming our way in quantity during the sixties. The early ones originated in England—home of such immortal marques as the Rochdale Olympic, Fairthorpe Electron and other cars that went bump in the night. Denizens of the Green and Pleasant Land, somewhat irreverently described by Brock Yates as "the world's largest theme park," have an almost uncanny knack for bright ideas and backyard execution, and slapping a fastback onto an open roadster was a veritable made-to-order assignment.

The first GT conversion offered by anything approaching an established car company was not an MG nor a Triumph but a Sunbeam—the Harrington Le Mans—styled in a suburb of seaside Brighton, using bits provided by Lord William Rootes, Britain's answer to Wheelbarrow Johnny Studebaker.

There's a remarkable similarity between the legendary Studebaker brothers and the Rootes family (Billy and Reg, their sons Geoff, Brian and Timothy), 4000 miles and several generations removed. Both families, for example, built auto empires out of "allied" industries—wagons and buggies first occupied the Studebakers, bicycles the Rootes. Like the Studebakers, the Rootes were heads-up and crafty blokes, smart enough to buy out other companies in the process of growing, rather than invest in ground-up expansion. Thus Studebaker picked up firms like E-M-F, Tincher and Pierce-Arrow, and Rootes acquired Hillman,



Rootes Builds a Faster Fastback

Humber, Sunbeam, Talbot and Singer.

Rootes and Stude also shared a designer, Raymond Loewy, father of the 1939 Champion (see *SIA* #35) and several unique postwar Studebakers. A busy man, Loewy usually assigned handpicked styling aces to his automotive accounts, reserving to himself the final decisions. Thus Bob Bourke created the fabulous 1953 "Loewy coupe" for Studebaker, while Clare Hodgman mainly designed the postwar Sunbeam-Talbots. (Bourke, too, got involved with Rootes, handling the clay model for the 1953 Alpine. He and a colleague, summoned to New York by Loewy, commandeered a couple of six-packs and a bullet-nosed Stude and drove flat-out overnight from South Bend, delivering the model with an obvious coating of semi-digested second-hand beer...but that is another story.)

Billy Rootes liked Americans, their cars, and their motoring appetites. After the war he decided to make the States a prime target for his American-designed exports. With a line of Loewy-styled Hillmans (Hillmen?) and a second-generation Alpine crafted by another ex-Loewy man, Rootes successfully invaded these shores, doing rather better than Cornwallis. At a time when Britannia waived the rules, dominating the USA import market, Rootes was a force to be reckoned with. The reckoning came early, under an avalanche of VW Beetles, and the only hot seller Rootes had left by 1962 was the tail-finned Alpine sports car—and this is the basis of the GT you see before you.

In 1961 Rootes purchased the coach-building firm of Thomas Harrington Ltd. in Hove, Sussex—a 64-year old company which had lately been turning out racing cars and prototypes for Rootes and other large British manufacturers. Harrington had taken an interest in fiberglass, and the things one could do with it to modify production cars, much along the same lines as Dutch Darrin in California. Why not, for example, add a fastback to the Sunbeam line by grafting a "glassfibre" roof onto an Alpine? Harrington had no sooner posed this question than they found themselves part and parcel of the Rootes Group.

Rootes installed George Hartwell, famed rally tuner who had helped make tigers out of stodgy Sunbeam Rapiers,

Right: It's pure Sunbeam up to the cowl, but aft of that there's a radical change in appearance from the stock Alpine. Below: Knock-off wire wheels came as standard equipment on the Harrington. Bottom: Definitely not designed for the broad of beam, Microcell bucket seats do a great job of keeping driver and passenger in place during vigorous maneuvers.

1962 SUNBEAM

continued

as managing director of Harrington. Hartwell busied himself with improving the tune of the 1.6-liter Alpine four, while Harrington stylist Ron Humphries set to designing the first GT conversion. The result, fielded in mid-1961, was the Harrington "Type A," alias Alpine GT.

Progenitor of scores of roadsters-become-fastbacks, including the Triumph GT6 and the MGB-GT, the 1961 Alpine GT was what George Barris would call "mild rather than wild." It was an Alpine roadster, shorn of its trunklid and folding top, fitted instead with a fiberglass fastback which ran from the windshield header halfway back across the original deck. A tiny hinged decklid finished off the conversion. The result was, in a word, doubtful. The Alpine GT looked like something Barris had thrown away. Or a Rochdale Olympic prototype.

Bizarre looks aside, the Type A was pretty good in the coachwork department, which was after all what Harrington did best. They'd equipped it with thin-section Microcell bucket seats and a Carlotti wood-rimmed steering wheel. Being enthusiasts, they forgot about the horn button when bolting on the custom wheel, and being British, they came up with an eccentric substitute: a wispy wand which flopped in the breeze just off the steering column. To activate the hooters, always assuming the Lucas electrics were willing, you belted the wand with your fist. Often it would go off by itself, when you hit it accidently with your knee. The Alpine GT was offered in three stages of tune from about $3500 to $4000 including British purchase tax. At this price sales were negligible, and only about 150 units were built.

George Hartwell's tuning was, however, worth looking at. Stage 1 consisted of a high-lift cam, stronger-than-stock valve springs, reshaped and polished valve throats and ports, cleaned-up exhaust ports and a manifold matched to the cylinder head: it developed 88 bhp against the stock Alpine's 80. Stage 2 added a lightweight flywheel and heavy-duty clutch, balanced in unit with the crankshaft, and delivered 103 bhp. Stage 3 meant all of the above, plus 9.5:1 compression cylinder head, twin dual-choke 40mm Weber carbs and 110+ bhp. A Stage 3 Alpine GT would squirt to over 110 mph and run the standing quarter mile in 18 seconds—about the same as a TR4, but on half a liter less.

Hartwell insured that all three tuning stages met FIA specifications, since Rootes had every intention of making a name for itself at Le Mans, the great 24 hour endurance classic. Norman Garrad, brilliant chief of the Competition Department, asked Harrington to develop a special racing coupe to envelope Hartwell's Stage 3 powerplant. The result was a car that would be responsible for Sunbeam's finest hour in postwar racing. (See sidebar, p. 38.)

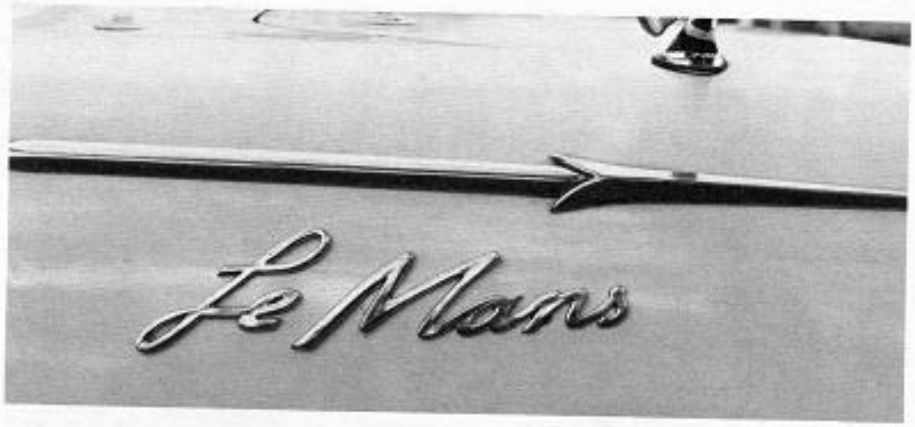
To the "stock" Alpine GT, Harrington now fitted sunken headlamps covered by flush-fit Plexiglas shields, and a full undershield to improve the aero-

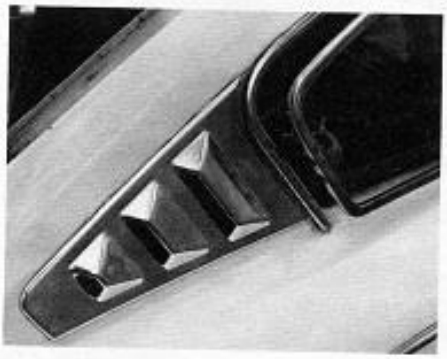
dynamics. Less than three months before Le Mans 1961, Garrad began race-testing—an interesting process, since Rootes had never before been to Le Mans, let alone won anything there.

It soon became obvious that the hastily concocted GT car would not win any class trophies. But the French had obligingly set up all sorts of little side issues, one of which was the "Index of Thermal Efficiency," based mainly on fuel mileage. The Index had been conjured up to allow a French car to win *something* at Le Mans, but in 1961 the plan backfired. The Alpine GT, circulating the track like "a clockwork mouse," not only bested everybody else in the Efficiency Index—it also averaged 91 mph for 2181.9 miles and only nine minutes for pit stops in the entire 24 hours. Drivers Peter Harper and Peter Procter hadn't even needed to change a tire. It was an impressive statement of endurance—and incidentally better than any Sunbeam Alpine—or Sunbeam Tiger—ever recorded.

Everyone on the Rootes team got very drunk and drove back to Calais most erratically in their Humber Super Snipe company cars. At Hove, the jubilant gnomes of Harrington enthusiastically sent Ron Humphries back to his cocoon to create yet another and far more radical GT conversion. Ron duly emerged with "Type B," the Sunbeam Harrington Le Mans, subject of our driveReport.

Unlike the Alpine GT, the new car was designed mainly for the American market. As nobody over here had ever heard of Harrington, the coachbuilder's name and fender badges were dropped after a few early cars had been shipped, and the confection became known simply as "Sunbeam Le Mans." It was, and is, a lovely little car—and it's hard to believe it wasn't designed from the ground up.





Above: *Bold script on fenders identify the model. Chromed fender spear is also unique to the Harrington LeMans.* ***Left:*** *Chromed vents give a finished touch to the hatchback's break between side windows and roofline.* ***Bottom:*** *Rear styling is especially attractive.*

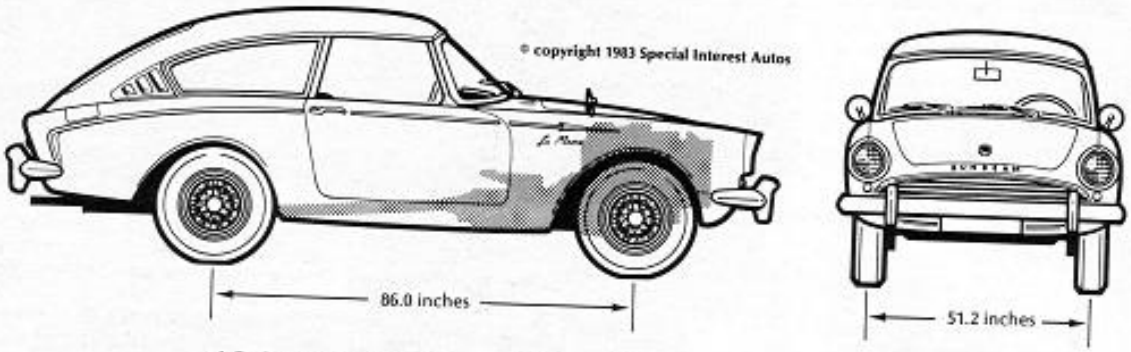
Ahead of the cowl the Le Mans was all-Alpine. Aft of the cowl, however, Humphries sheared away the entire Alpine superstructure and the tops of the rear fenders—which meant dropping those fast-aging tailfins. Doing away with the fins allowed Ron to design an elegant fiberglass fastback running all the way back to the rear pan, encompassing a built-in hatch. To hide the seam where the fiberglass upper fenders met the steel lower body, Humphries cleverly laid down a thin bright metal coachline, which extended through the doors onto the front fenders, where it ended in a neat arrowhead. Harrington fitted pivoting rear side windows and tiny extractor vents—the latter virtually useless, though they seemed like a good idea at the time.

Harrington also souped up the interior, going to far greater lengths than they had with the original Alpine GT. Retaining the deeply bucketed Microcell seats, they installed door panels containing thick arm/leg rests and roomy map pockets. The wooden steering wheel (and "horn wand") were retained, but there was now a buried walnut dashboard and a locking lid to cover the stock Alpine's gaping glove box.

Because Harrington was a coachbuilder, they saw no problem in custom-tailoring your Le Mans to your own personal specification, rather like a British version of Avanti Motors. Restorers, particularly of UK-market cars, are finding that few Harringtons seem to be exactly "stock." There were custom interiors, eggcrate grilles, unlisted paint and trim colors, even one car with an all-leather interior reminiscent of a Jaguar XJ-S. Turning out semi-customs at the rate of three or four a week, Harrington could and did vary things on the spot, and there were dozens of running

specifications

Illustrations by Russell von Sauers, The Graphic Automobile Studio



1962 Sunbeam Harrington Le Mans

Price when new	$3995 p.o.e. New York
Standard equipment	Overdrive; heater and demister; full instrumentation including tachometer, speedometer with trip odometer, ammeter and gauges for oil pressure, water temperature and fuel level calibrated in English and metric; woodgrained dash with locking glovebox; Microcell vinyl bucket seats with center console; full carpeting; Stage 2 engine; knock-off wire wheels, Dunlop RS5 Roadspeed whitewall tires

ENGINE

Type	4-cylinder, in-line, overhead valves
Bore & stroke	3.21 x 3.00 inches
Displacement	97.1 cubic inches (1592cc)
Max bhp @ rpm	103 @ 4000
Max torque @ rpm	105 @ 4500
Compression ratio	9.5:1
Induction system	Twin Zenith downdraft Type 36WIP3 carburetors
Lubrication system	Full pressure; gear-driven oil pump
Main bearings	3
Electrical system	Lucas, 12 volt, 43 amp-hours, positive ground

CLUTCH

Type	Borg & Beck single dry disc, with competition disc and special springs
Disc diameter	8 inches
Actuation	Hydraulic, foot pedal

TRANSMISSION

Type	4-speed manual with synchromesh on 2nd/3rd/4th gears, plus Laycock de Normanville electric overdrive operable on all four forward gears
Ratios: 1st	3.34:1, o/d 2.68:1
2nd	2.14:1, o/d 1.72:1
3rd	1.39:1, o/d 1.12:1
4th	1.00:1, o/d 0.80:1
Reverse	4.24:1
Mph per 1000 rpm	19.75 in overdrive

DIFFERENTIAL

Type	Hardy Spicer hypoid
Ratio	4.22:1
Drive axles	Semi-floating

STEERING

Type	Burman recirculating ball
Turns lock to lock	3.25
Ratio	not announced
Turn circle	33 feet, 5 inches

BRAKES

Type	Girling hydraulic 4-wheel discs front assisted by Clayton-Dewandre servo; drums rear; handbrake operable on the rear drums
Diameters	9½ inches front, 9 inches rear
Total swept area	295 square inches

CHASSIS & BODY

Frame	Integral with body
Body construction	Monocoque steel platform and lower body panels bolted to fiberglass fastback/rear deck/upper rear fenders
Body style	2-passenger GT fastback with opening rear hatch/backlight

SUSPENSION

Front	Independent wishbones and coil springs with telescopic shock absorbers
Rear	Live axle and semi-elliptic leaf springs with lever-type shock absorbers
Tires	5.60 x 13
Wheels	13-inch center-lock wire

WEIGHTS AND MEASURES

Wheelbase	86.0 inches
Overall length	155.2 inches
Overall height	53.0 inches
Overall width	60.5 inches
Front track	51.2 inches
Rear track	48.7 inches
Ground clearance	5.2 inches
Curb weight	2230 pounds

CAPACITIES

Crankcase	6 quarts
Cooling system	9 quarts including heater
Fuel tank	10.8 US gallons

PERFORMANCE*

Top speed	106 mph**
Standing start	
¼-mile speed	76 mph
¼-mile time	18.5 seconds
0-30 mph	4.2 seconds
0-40 mph	6.5 seconds
0-50 mph	9.8 seconds
0-60 mph	13.0 seconds
0-70 mph	18.3 seconds
0-80 mph	25.7 seconds

***Observed**
****Corrected for published speedometer error averages.**

1962 SUNBEAM

continued

changes even in the "standard" specification. For instance, the long arm/leg rests vanished early, when it was found that they were more in the way than of any real use.

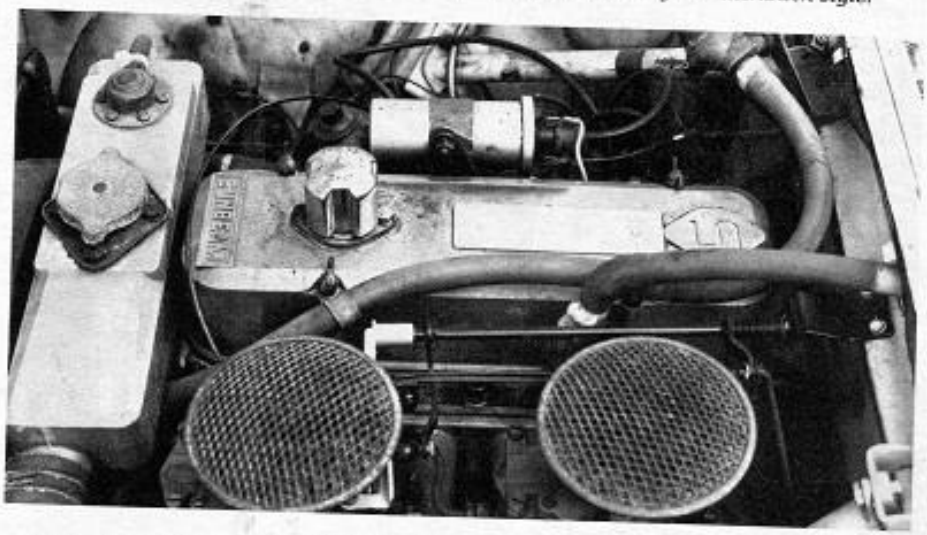
Fitted as standard with Hartwell's Stage 2 engine, the Le Mans sold for a salty $4000 in the USA, though this

price included several interesting accessories. Wire wheels and Dunlop RS5 tires seem to have been standard. So was, almost from the first, a novel electric overdrive. Unlike typical British overdrives, this one worked on *all four gears!* No one has ever figured out what first-overdrive is good for, but it does make the Sunbeam Le Mans the fastest car in the world between 4.7 and 7.6 mph.

Going all-out, Harington built some 250 Type B Le Mans fastbacks in 1962.

Far left: Gas filler is hidden under flap in car's fiberglass flanks. Left: Interior vent is virtually useless. Below: Harrington's engine was delivered in stage 2 tune, giving 103 hp. Bottom: Type A, or Alpine GT was LeMans predecessor. It was a notchback rather than full hatchback style.

But when they added up the tally they found the cars had cost them almost as much as they'd taken in. Humphries accordingly came up with a "Type C"—a cross between the Le Mans and the original Alpine GT. He retained the backlight, but also kept the tailfins, and didn't bother to cut a lid into the deck. Harrington had hoped to sell the Type C for a more modest $3000, but only a handful had been produced when Rootes decided to cut its losses and drop the GTs altogether. One Type C later found its way onto a Sunbeam Tiger—and it looked pretty good on this finless model.



Driving Impressions

It's amazing how closely our car conformed to what all the roadtest monthlies chorused 20 years ago. They said a Le Mans starts immediately and needs little choke—which it does. They said it idles rough and is twitchy at low speeds, but comes into its own over 4000 rpm—and it does. Unfortunately, 4000 rpm in fourth-overdrive translates to precisely 24 mph higher than the federal speed limit. Progress!

First-time drivers will find that a Microcell bucket seat, like a size six shoe, either fits or doesn't. Those broad of beam would do well to empty their hip pockets. Installed, you realize what a real bucket seat is all about. Microcells grab you and hold you in place—important in a car like this.

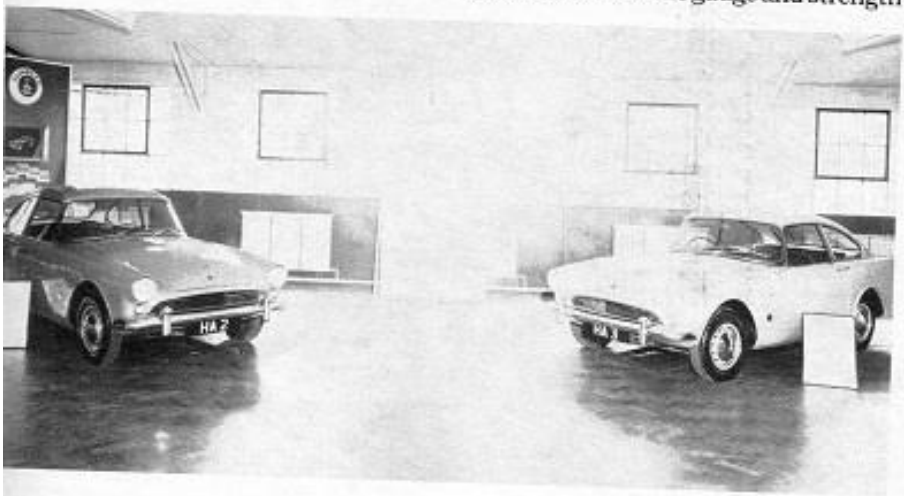
Ahead of you is a fairly large, wood-rimmed wheel (this one "signed" by Stirling Moss) and a full-width wood-grained dash filled with honest instruments. Seat adjustment is limited, but the seats provide so much back support that you can vary your posture and still retain comfort. Despite the size of the steering wheel and its distance from the dash, you can drive arms-out. And if necessary, Sunbeam Alpine foot pedals are adjustable—not everybody knows that.

We had a long look at the structure of this car both under the hood and under the floor. We noticed that everything seems about half the gauge and strength of comparable Triumph TRs. This is not necessarily a condemnation, as Triumph tended to build things stronger than necessary, and the Harrington's Le Mans performance attests to its toughness. Still, its synchromesh is obviously weaker than the TR4's, and fast shifts are almost impossible.

The Laycock de Normanville electric overdrive, controlled by a lever just under the steering wheel, obviates the need for a lot of shifting. In moderate traffic you can drift along in third, flicking in and out of overdrive instead of shifting up or down. Second-to-second/overdrive is useful for shaving seconds off your 0-60 time, but too much of this will play havoc with a Laycock unit. Fourth/overdrive is the most useful; it cuts rpm by 20 percent and permits the aforementioned illegal cruising speeds. The exact uses of first/overdrive continue to elude us, but it never fails to surprise a passenger.

You'll note from the specifications that the torque peak comes mighty high, at 4500 rpm. This means there's not a lot of pull below 3000, where in fact the Le Mans is definitely sluggish. The lightweight flywheel makes smooth standing starts a challenge. Above 3500 or so, however, it's a completely different car. It was at these engine speeds in the upper gears that we realized that the Harrington Le Mans is a *handler*.

It's true that Rootes used softer-than-



Babes in Toyland: Lewis Garrad Remembers Le Mans 1961

photos courtesy of the author

Harrington on its way to victory, winning the Index of Efficiency at the 1961 LeMans 24 hour race.

Son of competition manager Norman Garrad, Lewis reflected on his Rootes memories for the author's book Tiger Alpine Rapier, *from which the following is excerpted with permission. The book, which covers all sporting Rootes models from Sunbeam-Talbots to the rally Humbers, is available for $22 postpaid from Dragonwyck Publishing Inc., PO Box 365-X, Contoocook, New Hampshire 03229.*

Neither my father nor Rootes had ever entertained the idea of a Le Mans entry before 1961. In fact, I don't think Dad had ever been to Le Mans. It started when a distributor in Paris wrote Dad with the suggestion. We had the [second generation 1959-68] Alpine by that time, so this was kicked around.

We took a basic Alpine to the MIRA track at Lindley and ran it for 24 hours. We drove it round and round and it didn't break. Then Father went to see Brian Rootes, who was director of export sales, and got the go-ahead. We decided to take two cars, one standard and one modified. The latter was the specially prepared Alpine GT with its aerodynamic nose, built by Harrington, with the Stage 3 tuning. (Incidentally, there was also a "Stage 4" engine with 12:1 compression, Isky cam and about 120 horsepower—but this version was not homologated for FIA competition.)

Initial tests of stock Alpine GTs had shown 0-60 times around 12.5 seconds, though of course the Stage 3 was quicker. Even so, when we took the cars to Le Mans itself in April 1961 for a shakedown run, we were disappointed. They weren't anywhere quick enough for a class win—which wasn't really so surprising after all.

We came home and said okay, we're not going to win, that's for sure. But if we do our job properly we can make some petrol economy! We had another long talk with Engineering, and thought we could compete for the Index of Thermal Efficiency.

Bear in mind that not one of us had been to Le Mans apart from the April test weekend. We couldn't buy expertise, we hadn't the money. We knew nothing about the intricacies of the organizers, who were the *living end*. For instance, we knew nothing about the rule that the boot has to have a wooden suitcase fitted in it.

We took two cars and about 30 people, and a lovely blue caravan with red velour carpets and curtains, which I towed from Coventry to Le Mans behind a Humber estate car. We arrived for scrutineering. It was unbelievable.

The Ferrari people were there and also having trouble with the suitcase rule. They claimed their cars had adequate luggage space to meet the standards. In my very limited French I heard the Ferrari man say to the organizers, "Look—that's sufficient as far as we're concerned, and you either accept it or we go back to Modena." They accepted it.

I thought blimey, if they can do it so can I! So I said, "Either you accept our luggage space or we're off to Coventry." The Ferrari guy, a very friendly bloke, agreed with me, and we said, "Look, bugger the suitcase." So we got over that problem.

We had also put a huge great inlet on the petrol filler, and that, too, wasn't in the regulations. We didn't even have the correct fire extinguisher. We learned damn quickly, though. We took over a garage and did terrific work in three days. We found that the organizers would change their minds every five minutes. It wasn't until the Ferrari episode that I realized how we had to approach them.

Peter Harper drove the Alpine Harrington GT, and he kept going round like a clockwork mouse. Peter was used to rallying, so he wasn't out to break all the records; rather, he was doing what he did best, putting in very routine, very regular laps. If you told him to drive down the M1 at 30 mph he'd do it.

The car was using very little petrol and causing no trouble. We'd practiced the pit stops and had them down pat. It was purely: change the oil, put the fuel in, and off you go. I remember about nine in the morning, with 21 hours completed, the chief organizer told me if we souped our car up a little we'd beat Porsche for the Index of Thermal Efficiency. Great delight! We ran up a sign that said, "plus 500 revs to beat X" and sure enough, up came 500 rpm. Peter, of course, was very disciplined. The car just kept going round and round. We couldn't believe it! It gave us no trouble at all.

They had a computer printing results, and for reasons known only to the French, at noon Sunday it stopped printing. We didn't know where the hell we were—hadn't a clue. And the race was finished.

I walked into the organizers' office. There was Bob Hanzler of the Porsche team, rattling away in French and talking to me in English. "You haven't gone quick enough," he said. "We have beaten you." I retorted, "Who says?" He replied, "I says." I told him, "Well, you're not the organizer!"

Finally a fellow came out and produced the result. Sure enough, we had won the Index of Thermal Efficiency. I walked slowly back to the pits, found Dad and the team sitting there stunned. They couldn't believe it. We'd won!

Raymond Baxter of the press joined us, and I reckon we got drunk that night. It was unbelievable. We didn't realize the car had guts at all.

Editor's note: Lewis also told the author that the second Rootes entry, a stock Alpine, pitted early in the race with a failed main bearing. After it had been repaired, the French organizers insisted that it had not run enough laps to qualify for fresh oil! After a long harangue with the French (in which she was fluent), a very pretty Rootes rally driver named Judith Jackson allegedly peeled off one of her stockings, while pit crew and French organizers watched appreciatively, and donated it to the crew to strain the old oil!

Alas, Ms. Jackson wrote after the book was published to say, much as she regretted the disappointment, that Lewis's memory was in error on this point: "I did not donate my tights." The author replied that he would with regret remove her tights at earliest opportunity, in the next edition....

The Sunbeam pits prior to the start of the 1961 contest. Paddy Hopkirk drove standard Alpine hardtop on left. Harrington awaits the go on right.

Left: In profile, there's no mistaking the distinct design of the Harrington LeMans with any other GT-style coupe. ***Below:*** *Sporty yet practical, Harrington's cargo platform is 50 inches long; vinyl headliner and sun visors were standard.* ***Bottom:*** *Unlike Apline, LeMans featured wood-grained dash and locking glove compartment door. Speedo, tach and four minor gauges were fitted; clock was optional.*

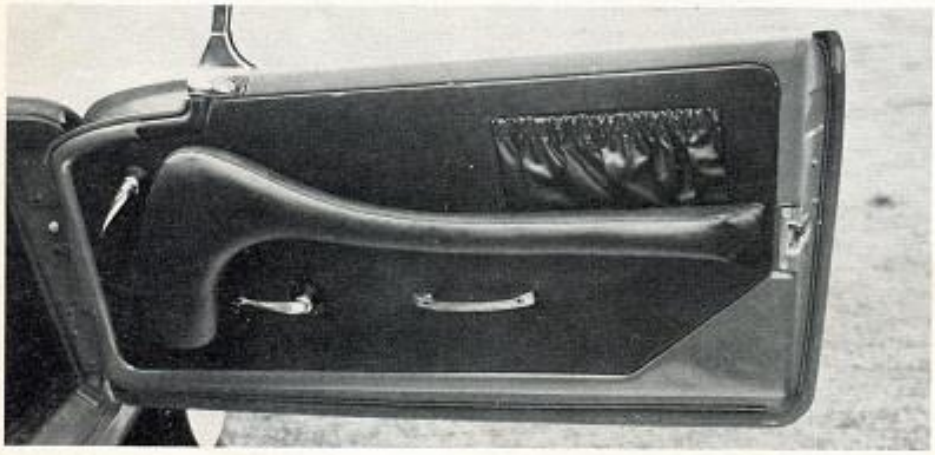
1962 SUNBEAM

continued

Alpine springs to get a more comfortable ride, and although the roll angle is smaller than Alpine's there's still a lot of roll for a sports car. But they also bolted on a hefty front swaybar, and the fastback body achieves almost perfect 50-50 front-rear weight distribution. The result is neutral handling up to much higher speeds than a stock Alpine, then final but very pleasant and controllable oversteer. You can break the tail loose at lower speeds on washboard, but on anything resembling smooth pavement the Le Mans will just hunker down and scurry. Just keep the revs up! It's quicker than a stock Alpine, because against a four percent weight increase the Le Mans was 26 percent more powerful.

continued on page 62

Below: *Rear seats are more suitable for parcels than people.* **Right:** *Hatch opens wide and high for easy access to rear compartment.* **Below center:** *Original LeMans door panels had these huge arm/leg rests. This design made using window crank difficult, so shape was changed early in production.* **Bottom:** *Rear is devoid of decoration except for Sunbeam name.*



1962 SUNBEAM

continued from page 39

No doubt its aerodynamics also contribute to its higher top speed.

Liveability rates high. Vision is excellent in all directions; all controls are comfortable and within reach; there's thick carpet underfoot and plenty of insulation under the carpet. The burled walnut dash is a gem compared to the battleship gray Alpine panel. Carrying capacity is enormous. The two mini-back seats are useful only for chimpanzees, but they fold down to help provide a 50-inch-long cargo platform. By opening the hatch you can even carry a 10-foot ladder.

Ron Humphries certainly made up for the Alpine GT with the Harrington Le Mans. Its lines, to us, seem near-flawless. The ¾ rear view, so often a weak point on comparable cars, is one of the Le Mans's best angles. The unfamiliar never guess that it's not an original clean-slate design, but a fiberglass-and-steel sandwich held together with chassis bolts, evolved from a plebeian and now fairly dated production sports car.

Collectors on modest budgets (for Harringtons, when you can find them, are still not dauntingly priced) will find this car desirable on almost every count that matters. It holds a respected competition pedigree; it's coachbuilt; it provides sprightly performance on no less than eight speeds forward; it's one of the prettiest fastbacks ever built; at 250 units it's extremely rare. Yet there's no mechanical component so esoteric that you can't find a replacement at the nearest Sunbeam parts specialist—of which there are plenty. A sleek, luxurious closed coupe, capable of carrying two people and their luggage for long hauls at high speeds in comfort, Harrington's Le Mans meets the true definition of "gran turismo." What more could we ask for? □

Acknowledgements and bibliography

Primary sources: Lewis Garrad, Bob Bourke, Clare Hodgman, Tony Inzana, contemporary brochures and publications of the Rootes Group.

Secondary sources: Tiger Alpine Rapier *by the author, Osprey Publishing Ltd, 1982;* Alpine: The Classic Sunbeam *by Chris McGovern, Gentry Books, 1980;* Road & Track, *June 1962;* Car and Driver, *April 1962;* Sports Car Graphic, *April 1962;* The Motor, *December 27, 1961;* Autocar, *February 16, 1962.*

Clubs: All Sunbeams are welcomed by Tigers East/Alpines East, PO Box 6015, Nashua, New Hampshire 03063 (dues $20 per year; a thick monthly newsletter is published). Owners of both the Alpine GT and Harrington Le Mans are sought by the Harrington Register, PO Box 385, Contoocook, New Hampshire 03229 (membership free to owners; an irregular quarterly is published.)