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

February 1, 2019
Acknowledgements

I would like to express my gratitude to our friends in the Sunbeam Tiger Owner’s Association (STOA) who provided invaluable assistance in the development of this guide. A special thanks to Tom Hall, Patrick King, Hobey Landreth, Bill Martin, Norm Miller and Peter Phelps. In addition to providing essential input on key facts, their excellent concours training seminar provided me the knowledge and motivation needed to develop this guide. I also want to thank Buck Trippel from the California Association of Tiger Owners (CAT) and our own “Tiger” Tom Ehrhart, both of whom contributed to the final product.

Jim Lindner
Vice President
Tigers East/Alpines East

Introduction

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

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

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

A point to remember…this guide shows correct equipment/features from the factory or dealer. Condition and cleanliness is also an integral part of any Concours event and should be judged separately. Moreover, be on the lookout for non-stock equipment that an owner might have added, such as speakers, extra gauges, and interior or trunk lights.
Many running changes were made throughout the manufacturing process of the Tiger. Some of these changes are not supported by records that provide a specific date or VIN cut-over. The existence of the "transition" chassis (combined square and round corners) is a primary example. Another is the change from the five inch booster to seven inch booster, and the related support bracket and solid line. This did not occur at the 947 to 382 "model" change, but rather well into the Mk1a production sequence. Exactly when, we do not know. Until the availability of a comprehensive list that verifies all production changes, judging the correctness of a stock vehicle can be less than precise. In the absence of more exact records, existing Rootes Group documents, such as the Parts Manuals, and commercial publications, such as the Book of Norman, among others, will serve as the definitive guidance for stock class concours judging. A full listing of these documents and publications is provided below.

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

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

Body Color:

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

Body Seams:

Front Valence to Body seam does NOT extend to wheel opening
**Body seams** (cont.)

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

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

**Windshield**:  
OEM TripleX Laminated. Logo upper center of windshield.
**Hardtops:**

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

Mk1: Approximately dime sized

Mk1a and Mk2: enlarged
**OEM Wheels/Trim:**

Early Factory steel wheel

Later factory steel wheel (reinforced) Mk1a/Mk2

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

Slotted Style late Mk1, Mk1a, Mk2

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

LAT 70

LAT 9
**Taillight Lenses:**

Inside screw with Lucas L654 (to 382000900)

Outside Screw with Lucas L763 (382000901 and after)

Amber turn signal lens, inside screw only for non-U.S. market
**Front Turn Signals and Side Marker**

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

**Side Trim:**

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

**B-Post Chrome Finisher:**

Larger configuration on Mk1 and early Mk1a
Reduced in size after B382000378
**Center grill emblem:**

Early version: Pebble finish and divided into four sections

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

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**Rear quarter badges:**

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

**Original:** crisp lettering

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

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

Mk1 to 9473100-Powered By Ford 260

![Original](image1.jpg) ![Reproduction](image2.jpg)

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

![Original](image3.jpg) ![Reproduction](image4.jpg)

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

![Image](image5.jpg) Alpine 260 badge (continental European Sales only)
**Sunbeam Lettering:**

Mk1: above grill  
Mk1: on trunk lid

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

Mk2: All lettering removed. Tiger Script on hood front  
Mk2: All lettering removed. Tiger Script on trunk

**Mk2 Wheel Trim:** Affixed with rivets not screws
Section 2: Interior

Seats:

Mk1: Pleated Pad Rear seat/parcel shelf
Mk1a/Mk2: Carpet
Mk2: Vertical pleats
Mk1a: Narrow pleats
Mk1: Long grain upholstery and wide pleats. Variety of color options

Mk1a/Mk2: Pebble Finish upholstery.
Black only

Mk2: Vertical pleats

Mk1: Pleated Pad Rear seat/parcel shelf
Mk1a/Mk2: Carpet
**Door Panels:** Same material as seats.

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

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

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

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

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

Mk1a/Mk2: Lower dash pad material: Pebble Blower Switch
**Steering column:** Lower on Vinyl Dash Cars. Note space between Oil Gauge and column.

**Gauges:**
Manufactured by Jaeger. Clock made by Smiths.
See table below for serial number which should appear on face of gauge.
Also LAT-22 7000 RPM tachometer

<table>
<thead>
<tr>
<th></th>
<th>Speedometer</th>
<th>Tachometer</th>
<th>Fuel</th>
<th>Temperature</th>
<th>Oil</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mk1 &amp; 1a</td>
<td>SN 5321/08</td>
<td>RVI 2812/00</td>
<td>BF 2203/01</td>
<td>BT 2201/02</td>
<td>PL 2303/05</td>
</tr>
<tr>
<td></td>
<td>SN 5321/10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mk2</td>
<td>SN 5321/15</td>
<td>RVI 2812/03</td>
<td>BF 2203/07</td>
<td>BT 2201/03</td>
<td>PL 2303/07</td>
</tr>
</tbody>
</table>

**Rootes Badge:**

Mk1: Gold Lettering  
Mk1a/Mk2: Silver Lettering

**Clock:**

Mk1: Red Hands, Horizontal 3 & 9  
Mk1a/Mk2: Red Hands, Vertical 3 & 9
**Finishing Piece Below Steering Column:**

- **Black Vinyl on Black Dash cars**
- **Wood on early wood dash cars**
- Back to black vinyl on later wood dash cars

**Bakelite surround** on black vinyl dash cubby box
**Dash Plugs:**

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

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

**Rearview Mirror**

Small, rectangular with convex glass most Mk1

Large more oval shape Late Mk1, Mk1a/Mk2
Sun Visors:

- Straight, rectangular visors on cars with small rearview mirror.
- Notched visors on cars with large mirrors.

Tonneau Studs:

- Early Mk1: Screwed into demister vent holes.
- Later Mk1 to end of production: relocated to middle of dash pad.

Hood Release Handle:

- Unmarked on Early Cars.
- Bonnet on later (after 38201202) cars.

Vent Controls: Mk1: None.
Mk1a/Mk2: Located under lower dash roll to right of steering column (left) and below cubby box (right).
**Shift Levers:**
Short with large cobra-style knob shifter, very rare first 57 cars only
Mk1 (up to 9472300): Short shifter with small knob
Mk1, Mk1a/Mk2: Tall Shifter with small knob

**Foot pedals:** No pad on accelerator pedal
Mk1 larger
Mk1a/Mk2 smaller and more elliptical.
Section 3: Engine Compartment

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

Mk1

Mk1a

Mk2
**Underlid/Hinges:**

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

**Scuttle Panel Area:**

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

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

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

**Hood release:**

**Mk1: Solid rod release**

**Mk1a/Mk2 Cable release**

Cover is body color secured by OEM screws

Unfinished slotted screw front/ left of scuttle panel
**Engine Block/Timing Cover/Water Pump Color:**

- Black before Engine group B19KC
- Ford Blue B19KC and after

**Heater Valve**

- Mk1
- Mk1a and Mk2

**Expansion Tank:** Black and secured with black OEM “Auto” bolts.
Oil Filler Cap:

All Models: Black with 90 degree vent tube

Chrome as part of LAT 2 Engine Dress-up Kit

Hose Clamps: Three types

Double wire clamps
Band clamps
Ford Screw-type (tower) clamps.

Induction: Carburetor:

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

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

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

LAT 1 Option: Edelbrock f4b aluminum (as above) or Hi-Rise/Low-Rise versions of lettered “Tiger” intakes.
**Valve Covers:** Chrome with Silk screen engine tags located in one of two positions:

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

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

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

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

**Throttle Return Spring Bracket:**

Mk1: Short, Black  
Mk1a/Mk2: Tall, Black
Temperature Sensor:

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

Generator/Alternator:

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

Mk2: Alternator

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

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

Mk2: Bottle larger with silkscreen Tudor markings

**Brake Booster:**

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

Late Mk1a/Mk2: Seven inch booster with hard vacuum line (exact point of production change unknown at this time.)
Section 4: Trunk

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

Mk1/Mk1a: Spare tire bolted down

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

**Soft top compartment vinyl curtain**

Same material as seats
Trunk Floor:

Plywood vinyl covered.

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

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

Mk2: Black rubber one inch strap with three piece bail wire hook that latches directly to underside of trunk lid. No footman loop or holes for the footman loop.
**Gas Tank Panel Covers:**
Black fiber board with trunk floor support brackets affixed with black split rivets.

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

Mk1a/Mk2: Two large brackets
**Battery Area:** Group 27 battery in plastic tray secured by J hooks. Original configuration had vented caps with vent hose routed through floor. Wood strips on side rail and floor buffers battery from body. Battery cable terminals cast with P for positive and N for negative ground.

**Jack/Lug Wrench:**

MK1: Short jack with base toward center and lug wrench outboard

Mk1a/Mk2: Longer jack with base outboard and lug wrench inboard
**Tool Roll:** Black vinyl bag with white (left) or black/grey (right) cloth laces. Roll is secured by strap in left rear corner. The shorter buckle end of the strap is closer to the rear of the car.

![Tool Roll Image](image)

**Hardware:**
Trunk Locking mechanism housing color

- **Mk1-CAD plated**
- **Mk1a/Mk2-Zinc**

![Hardware Images](image)

Footman Loops and Trunk Lid Snubbers: Black
Section 5: Chassis/Suspension

Chassis Underside/Inner fender wells: Black Undercoating

Front Suspension:

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

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

Steering Arms: OEM (straight) not MG (curved)
**Sway Bar:** Black ¾”, LAT Option 7/8” Nut on bottom as shown.

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

**Brakes:**
- Calipers: bare steel finish
- Brake Line: Hose secured by OEM fitting and clip (Clip missing: see close-up at right)
- Brake Line clip
**Oil Pan:** Same color as engine block-all models (not pictured) or LAT 4 Aluminum Pan (below)

Exhaust:

- Formed twisted steel hangers affixed to brackets welded to underside of body
- Angled chrome ends not welded tips
- Oval shaped Muffler
**Fuel Line:**

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

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

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

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

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