

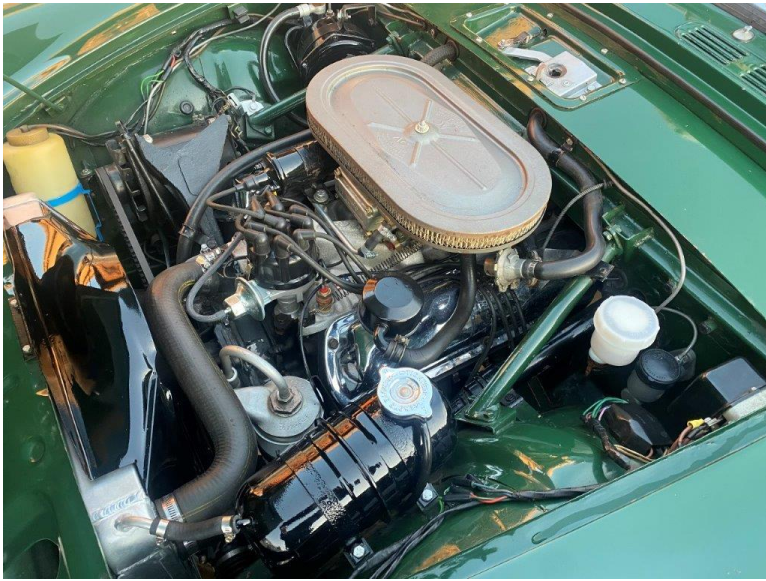
1965 Sunbeam Tiger Mk IA

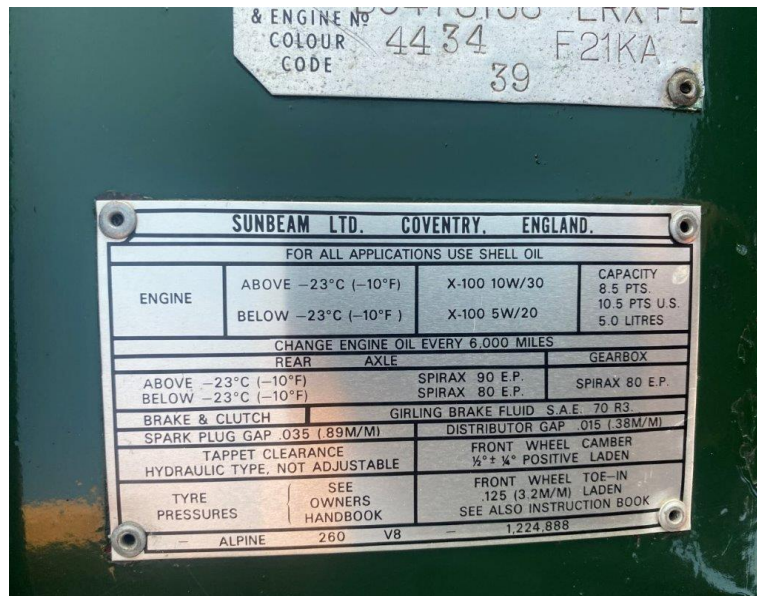








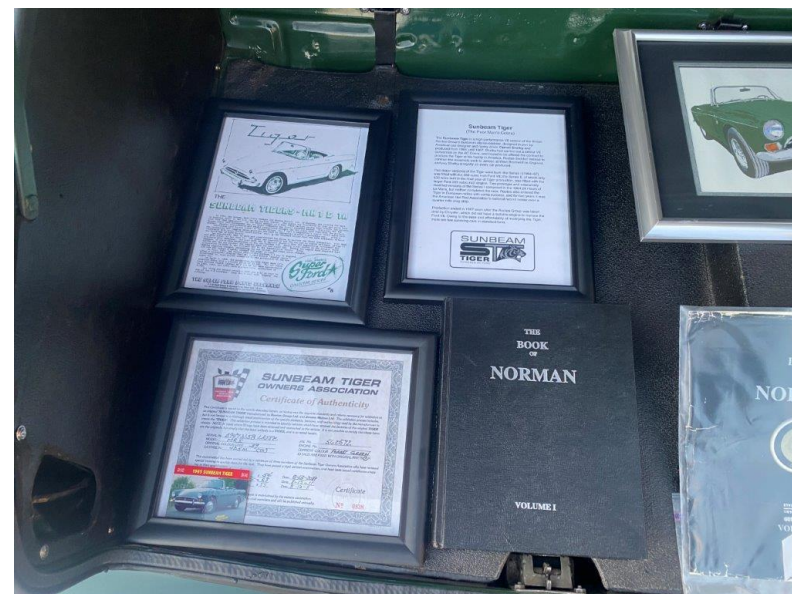




Sunbeam Tiger	
Overview	
Manufacturer	Rootes Group
Production	1964–1967 7,083 built
Assembly	West Bromwich , England
Body and chassis	
Class	Sports car
Body style	2-door roadster
Layout	FR
Related	Sunbeam Alpine
Powertrain	
Engine	Tiger I: 260 cu in (4.3 L) V8 (Ford) Tiger II: 289 cu in (4.7 L) V8 (Ford)
Transmission	Ford 4-speed manual
Dimensions	
Wheelbase	86 in (2,184 mm)
Length	156 in (3,962 mm)
Width	60.5 in (1,537 mm)
Height	51.5 in (1,308 mm)

The **Sunbeam Tiger** is a high-performance V8 version of the British Rootes Group's Sunbeam Alpine roadster, designed in part by American car designer and racing driver Carroll Shelby and produced from 1964 until 1967. Shelby had carried out a similar V8 conversion on the AC Cobra, and hoped to be offered the contract to produce the Tiger at his facility in the United States. Rootes decided instead to contract the assembly work to Jensen at West Bromwich in England, and pay Shelby a royalty on every car produced.

Two major versions of the Tiger were built: the Mark I (1964–1967) was fitted with the 260 cu in (4.3 L) Ford V8; the Mark II, of which only 633 were built in the final year of Tiger production, was fitted with the larger displacement Ford 289 cu in (4.7 L) engine. Two prototype and extensively modified versions of the Mark I competed in the 1964 24 Hours of Le Mans but neither completed the race. Rootes also entered the Tiger in European rallies with some success, and for two years it was the American Hot Rod Association's national record holder over a quarter-mile drag strip.
(From Wikipedia)



Production reached 7128 cars over three distinct series. The factory only ever designated two, the Mark I and Mark II, but as the official Mark I production spanned the change in body style from the Series IV Alpine panels to the Series V panels, the later Mark I cars are generally designated Mark IA by Sunbeam Tiger enthusiasts. The Mark II Tiger, fitted with the larger Ford 289 cu in (4.7 L), was intended exclusively for export to America and was never marketed in the UK, although six right-hand drive models were sold to the Metropolitan Police for use in traffic patrols and high-speed pursuits; four more went to the owners of important Rootes dealerships. All Tigers were fitted with a single Ford two barrel carburetor. The compression ratio of the larger Mark II engine was increased from the 8.8:1 of the smaller block to 9.3:1. Other differences between the versions included upgraded valve springs (the 260 had developed a reputation for self-destructing if pushed beyond 5000 rpm), an engine-oil cooler, an alternator instead of a dynamo (generator), a larger single dry plate hydraulically operated clutch, wider ratio transmission, and some rear-axle modifications. There were also cosmetic changes: speed stripes instead of chrome strips down the side of the car, a modified radiator grille, and removal of the headlamp cowls. All Tigers were fitted with the same 4.5 in (110 mm) wide steel disc bolt-on wheels as the Alpine IV, and Dunlop RS5 4.90 in × 13 in (124 mm × 330 mm) cross-ply tyres. The lack of space in the Tiger's engine bay causes a few maintenance problems; the left bank of spark plugs is only accessible through a hole in the firewall, normally sealed with a rubber bung, and the oil filter was relocated from the lower left on the block to a higher position on the right-hand side, behind the alternator.

(From Wikipedia)

This Sunbeam Tiger is basically stock as originally manufactured. The engine has been modified with an Edelbrock manifold and a Holley 4160, 1848-1 four barrel carburetor with the air flow capacity of 465 CFM. The car is otherwise stock

This 1965 Mark I A Sunbeam Tiger is being offered for sale by the owners,

Will and Brooke Wollesen

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