

B382001665 HRO Sunbeam Tiger 1A: DJX 908D

Only limited numbers of the Right-Hand Drive MK1A were produced and this model was supplied in special order Embassy black finish. It has an interesting history, at an early-stage coachbuilders converted it to a 2+2 coupe, it later reverted to a convertible.

Summary Information supplied by Seller at time of purchase

First registered May 1966

Extensively rebuilt some years ago and now has the following:

Engine

289 Hi-Po with re-worked 351 DOOE heads

650 Holley double pumper carburettor

LAT headers

300bhp at rear wheels

Gearbox

Original HEHE close ratio

Rear axle

Limited slip differential. Ratio 2.88:1

Brakes

4 pot calipers at front

Standard rear

Hard friction pads and linings

Suspension

Front re-shimmed to provide negative camber

Up-rated springs

24mm anti-roll bar

Rear revised Panhard arrangement

Extra leaf in modified springs

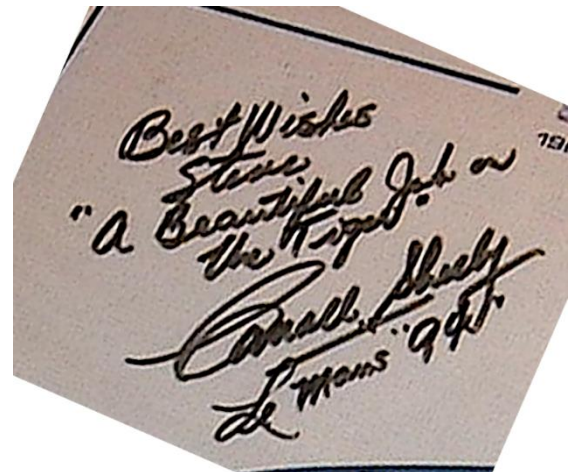
Fitted Koni shocks all round

Lowered by 1.25 inches

Performance

149mph @ 6300rpm

0-60mph in about 5 seconds



The above car modifications were undertaken by the late Steve Burns.

In 1994, Steve Burns took it to Le Mans where Carroll Shelby was demonstrating an Aston Martin. It is alleged, Shelby was bullish in his driving, only to be overtaken by DJX 908D. On returning to the pits, Shelby wanted to learn about the Tiger's construction; after securing a drive he enthused about the Tiger and awarded a signed endorsement.

Since my purchase work on the car includes fitting:

New external sills

Power steering

Larger brake booster

Facet fuel pump and stainless link pipe between fuel tanks

New convertible hood and tonneau

Up-rated headlights

- Edelbrock F4B intake manifold
- Edelbrock 650 carb with vacuum secondaries
- Radiator and thermostat housing
- Thermostat + manual override to electric cooling fan
- Sound deadening
- Windscreen with upper tint
- Space saver spare
- Retractable seat belts
- Walnut dash with glove compartment door
- Numerous fastenings changed to stainless steel
- Racing mirrors to both doors
- Silicone hoses
- Up-rated oil pump and drive shaft
- Interconnected fuse box with blade fuses

The Tiger is stored in a heated garage. The pandemic curtailed its use, arthritis and a broken wrist now restrict maintenance, so buyer can expect to do some fettling/TLC.



C O N T I N U E D

... SPOTS A SPOTTER'S GEM



THIS HIGHLY MODIFIED SUNBEAM TIGER has been attracting quite a few envious glances from the motoring public in Halifax, Yorkshire. It was made for an enthusiastic Tiger owner Mr. Raymond Siddall, of Siddall & Hilton, of Sowerby Bridge, Yorkshire, who wanted the Tiger's exceptional performance with plenty of extra head room at the rear.

The conversion was carried out to Mr. Siddall's own specification by Woodall Nicholson, the old-established coachbuilders in Halifax, and it transforms the 125 m.p.h. V8 Tiger into a luxurious three seater with plenty of head and leg room for the rear seat passenger.

Routes – "Modern Motoring & Travel"