

# 1966 Sunbeam Tiger Mk IA

2dr Convertible . 8-cyl. 4261cc/164hp 2bbl

#1 Concours condition

**\$113,000**

▾ -13.1%

#2 Excellent condition

**\$64,400**

▾ -16.1%

#3 Good condition

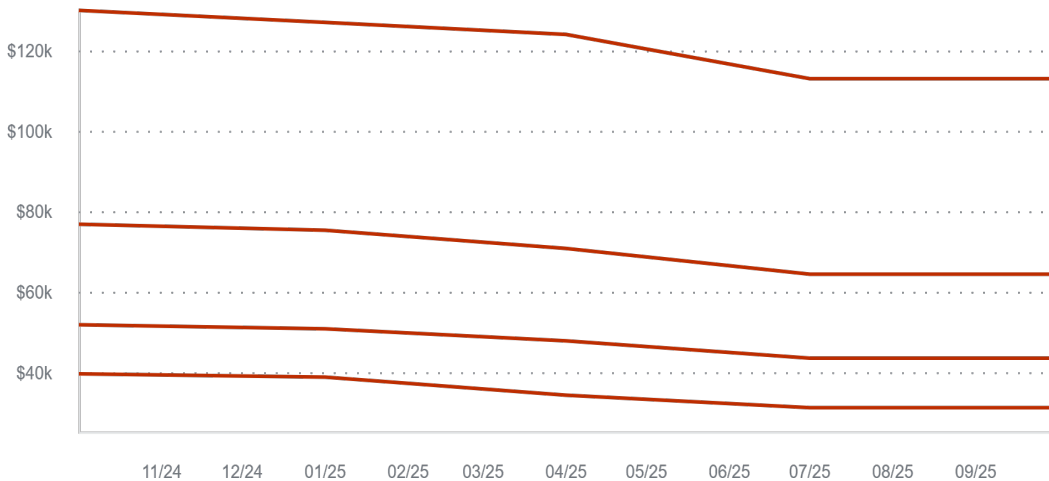
**\$43,500\***

▾ -16%

#4 Fair condition

**\$31,200**

▾ -21.2%



NOTE: The chart displays price changes for the last year.

## Value adjustments

**+\$5,000**  
for factory hard top.

## Model description

The Rootes Group (Hillman, Singer, Sunbeam, and Humber) was a reasonably successful fringe player in the early foreign car movement in the U.S. They played it exceedingly safe with small sedans like the Hillman Minx and the rather soft but pleasant Sunbeam Alpine sports car. The Alpine consistently sold well in the U.S., but Rootes management was looking for something more exciting to appeal to the burgeoning American youth and performance market.

The Shelby Cobra of 1962 was the inspiration for the Sunbeam Tiger, and Rootes West Coast Director Ian Garrad was quick to grasp the significance. At his direction, two prototypes were constructed using Alpine shells, one by Carroll Shelby and the other by Ken Miles. After a test drive by Lord Rootes himself, the project was given official blessing with Jensen Motors in West Bromwich, England, assembling the cars.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Unlike the Cobra, the Tiger used a low-horsepower, 164-hp version of the Ford 260-c.i. small-block engine, and performance was relatively mild (although in an entirely different league from the Alpine). It was enough to stress the chassis and braking of the Alpine, though. Stock Tigers (which are few and far between) are best driven at something less than 10/10s.

A mild refresh occurred after Sunbeam built 3,700 cars, with squarer doors, a vinyl convertible boot, and added cabin ventilation. These cars are now known as Tiger Mk IAs, and just over 2,700 were built.

Chrysler's purchase of Rootes spelled the end for the Tiger. The notion of having to back an engine built by rival Ford was just too much and no Chrysler V-8 would fit the tight confines of the Alpine's engine compartment without an extensive re-design. Before the ax fell, however, the most exciting Tiger was released for 1967. The Mk II at last had Ford's 289-c.i. V-8 and a few stylistic differences from the Alpine in the form of unique headlight trim, an egg-crate grille, and lower body striping. Fewer than 800 Tiger IIs were built, making them the most desirable of the line, after the ill-fated Le Mans cars.

Tigers remain both charismatic and undervalued collector cars. Ford mechanicals make them robust and easy to maintain and modern fixes for things like marginal cooling and braking are plentiful, which brings to mind the dearth of stock examples. Hard tops and LAT/Shebly options like magnesium wheels are desirable. Boss 302 transplants, fender flares, and hood scoops are not. Fakes made from Alpine Vs are out there as well (known as Algiers and Tipines). Check to make sure the car that you're interested in is on the Tiger Register.

**Body styles**

2dr Convertible

**Engine types**

8-cyl. 4261cc/164hp 2bbl

**1964-1967 Sunbeam Tiger stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$231,000</b>	<b>\$7,350</b>	<b>\$70,875</b>	<b>517</b>

**Vehicle's condition classification**

**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.