July-August 2025

Pacific Tiger Club Newsletter

ROOTES OF THE PACIFIC NORTHWEST

The Prez Sez!

by Larry Atkisson

There was a good turnout for the Griot's Garage new product tech session June 7th. It was nice to see everyone.

July 12th at St. Edwards state park, the WWABFM there were 10 cars present. It was a sunny, hot day. A short meeting was held, no reports from officers.

It was nice to have PTC members Melody & Tom Bennett here on a visit from Thailand. The Bennett's were former residents of Woodinville, then Longwood, Fl, recently moving to Thailand.

August 16 is our run up to Sequim. We'll meet & tour to see the Sandy Keyes Collection. Sandy has approximately 40 cars in his collection. His collection includes many cars from the 50's & 60's, also Indianapolis pace cars. Sandy is a retired history teacher from the Port Angeles area. He also has a collection of local, national & international historical items. Pack your picnic lunch, we can have our lunch at & visit Sandy's place. Details of meeting, times to meet & touring up to Sequim will come out in an e-mail. Thanks to Mike Nannenhorn for arranging the tour of Sandy's collection.

September meeting: September 13. Flying Heritage & Combat Armor Museum (Free Admission) Details will come by email.

October 11, 2025: PTC Annual General Meeting 11:00 AM to 3:00 PM, at Griot's Garage, Tacoma, WA. Budd Bennion is working on the catering & menu. We appreciate everything you've done over the years for the AGM, Budd.

Our sympathies go out to family & friends of Terry Taylor and Sharon Murakami, who recently passed away.

Terry Taylor, from Redwood City, CA, was a long-time Tiger owner & member of STOA. He passed away just a week after attending Tigers United (TUXLIV) on the Monterey Peninsula, where his Tiger won the Lord Rootes Award.

Sharon Murakami lived in Nanoose Bay on Vancouver Island in British Columbia. Sharon was a long-time Tiger enthusiast with her husband Gerry. Sharon was part of the team which organized the Tigers North event held in Vancouver, BC in 2005.

We need folks to step up and fill the President, Secretary, & Membership positions. Please make inquiries to Larry, Linda, Jim or Dick.

See you August 16th.

Larry

2024-2025 Club Officers

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Hansville, WA 98340
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Historians: Dave Dunn / Dan Kuenzi

Renewing your membership?

Members are asked to send all membership checks and correspondence to:
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Annual Membership Dues: *$32.00 (US funds).*
Make checks payable to: Pacific Tiger Club.

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Calendar - PTC Club Events

August 16 - Run to Sequim, WA

Tour to Sequim and the Sandy Keyes Auto Collection - **hosted by Mike Nannenhom**

We'll meet & tour to the Auto Collection of Sandy Keyes in Sequim, WA. Sandy is a retired history teacher from the Port Angeles area. His collection has approximately 40 cars from the 50's & 60's, also Indianapolis pace cars. His collection also includes local, national, & international history. **Pack your picnic lunch**, we can have our lunch at & visit Sandy's place.

1st meeting place: For those traveling by ferry or local area - Meet at Port Gamble Parking Lot (right side of State Hwy 104) at 10:00 AM. We will leave from parking lot at 10:15 AM
We'll tour to the **2nd meeting place:** HWY 101, Seven Cedars Casino, right side of Hwy 101 at the rest area. You will see Indian Library, Re-strooms, Gift shop, & Pot shop. **Mike** will meet us here. Leaving from here at 11:30 AM, Mike will lead us to Sandy's place.

If you miss the meeting places, Sandy's address is: 753 Glacier View Sequim, WA (enter into your GPS) Lost? Contact Mike at: 619-952-3853.

Sequim is famous for its lavender farms. Near Sandy's place is Purple Haze Lavender Farm.

If you have any questions, contact Mike at 619-952-3853 or Linda 206-612-4851.If your Sun-beam isn't up for the trip, drive your other car.

Rumor has it that several Mustangs from the Sequim area will be joining us.

Let us know if you plan on joining us so we can keep an eye out for you.
Linda Atkisson
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September 13 - Flying Heritage & Combat Armor Museum (Free Admission) Details TBA

October 11 PTC Annual General Meeting

11:00 AM–3:00 PM Griot's Garage in Tacoma

PTC Summer Event Gallery

June 27 - Tigers United XLIV Autocross at Leguna Seca

(photos courtesy of Brian Fearge)

June 7 - New Product Demo at Griot's Garage in Tacoma, WA

Just room for one or two Sunbeams in the main lot, which was crammed with Porsches for their monthly Coffee & Cars

July 1 - SOVREN Historic Car Races at Pacifi Raceways

Just one Tiger spotted in the Car Corral this year. It was a good turnout for Cobras and Vettes, though.

A good crowd of 24 members was on hand for a demonstration of the latest products to make your Sunbeam gleam like a million bucks.

July 12 – All British Field Meet at St. Edward State Park in Kenmore, WA

The white Alpine in foreground was just purchased by Ken Fletcher from Rob Carpenter.

(Left-to-right) Wyatt Doan and father Brian Doan talk to Dave Dunn

How often do you see not one but *two* mid-‘20’s Bentley’s in the same show?

Matt Hummel with his nicely customized Mk I

Sean Johnson climbs into his white Mk II Tiger

Secretary's Report

By Jim Clark

Meeting at Griot's Garage - 24 attendees

Meeting called to order by Larry Atkisson

Larry thanked all who attended Griot's new product demo in June.

Newsletter report: Dick Sanders thanked those who submitted info and articles for the current newsletter. He encouraged members that any news about their car or new car parts on your car can be submitted to the Newsletter.

Old Business: none

New business:

Linda Atkisson reported that the club has 68 members, which is down due to some members selling cars and some health issues. There are about 10 members that have not paid their dues in some time – they may be dropped.
Linda A. introduced new members Gary and Nancy Achman from Rainier, WA.

Dave Dunn reported on the upcoming Tigers United being held on June 18-21 on Monterrey Peninsula. Parade laps will be run at Laguna Seca Raceway, while their parking lot will be sued for the autocross course.

August 16th is the club's "Run to Sequim" meeting. Mike Nannenhorn reported It will be a tour of a barn filled with a car collection and a loft that holds a lot of automotive history. Bring a lunch and a chair and enjoy a picnic lunch on the property. Details to follow.

The **September** 13th meeting will be at the Flying Heritage Museum on September 13th. Details to follow.

October 11th is our Annual General Meeting at Griot's Garage

November is our tentative meeting at the US Undersea Museum Keyport WA. It is free and displays some history of WWI and the evolution of torpedoes. Details to follow.
No Christmas party is planned thus far.

Parts News: Mike Nannenhorn reported that you still must be a CAT member to order their parts, but they are trying to streamline the purchase process to make it friendlier. Mike reported that there are 2 sets of SS headers still available: $700 apiece plus $105 for shipping.

Meeting was adjourned.
Minutes submitted by Jim Clark

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Veep! Beep!

by Dick Sanders

Officer nominations are coming up this month. Please consider this a gentle nudge to volunteer for one of three open positions: President, Secretary or Membership. It ain't rocket science, the positions don't take a lot of time, but they're all *very* necessary for the club to function. See the Officer phone list on Page 2 to ask questions.

PTC is roughly 52 years old. We've currently got around 80 members. Not the highest we've ever seen, but far from the lowest. I'm *positive* there are three club *enthusiasts* out there willing to pitch in. ***PTC***

DIY Auto Shop Class: 1725 cc Engine Project

by Brian Doan

My son Wyatt is 16 and badly wants a project car. I pointed out that he doesn't have money, we don't have room, and I don't have time, but it's hard to say no when I fondly remember my own wrenching adventures in high school (mostly on old trucks but also Mustangs). Then it hit me—I do have a Sunbeam 1725 cc engine that would make a great project: small enough to manage, complex enough to be interesting, and certain to give me countless opportunities to wax poetic about how engines work, how they're made, how they fail, and how to take one apart and rebuild it. At the end of the project, the engine will be sold to get Wyatt a little closer to a project car.

So we dragged the engine out from under the bench where I had stashed it decades ago and put it on the engine stand to have a look. It was in a Series IV Alpine parts car when I got it, but the block is stamped as having originally powered a 1969 Alpine GT fastback. It still has the distinctive and very cool cast-aluminum oil pan associated with those cars, but it's mechanically and dimensionally the same as the 1725 engine we know from Series V Alpines. This means it has the well-supported, five-main-bearing crankshaft instead of the three-main-bearing crank used in the smaller-displacement engines, but like all Alpine engines it has an aluminum cylinder head for efficient cooling and low weight.

On the outside the engine was a greasy mess, but inside we found it to be in surprisingly good condition. The previous owner had successfully maintained enough oil in the sump to keep up with what must have been pretty serious oil leaks from the lifter cover and oil pan. (I've known people with leaky engines who claimed they continually but slowly changed their oil just by topping up.) Removing the core plugs revealed a lot of sediment build up in the water jacket, perhaps from topping up the radiator with straight tap water, instead of a glycol mix. When it gets to the machine shop, a dip in the hot tank should clear that out. Overall, the engine looked like it probably ran when parked, even if it leaked oil and might have tended to run hot with so much sediment in the water jacket.

We cleaned all the parts in a water-based degreaser I bought at a commercial kitchen store. It's cheap, odor free, nonflammable, and less toxic than petroleum solvents. Small parts were bagged and labeled. Along the way, the boy got a dynamic demonstration of how the engine is constructed and how it works, and he learned

Wyatt Doan disassembles a Sunbeam 1725cc

that a crankshaft is heavy! I got to preach about keeping track of everything and maintaining order despite the dirty, slightly chaotic nature of the work. Insights into the physics of wrenching I shared from my studies at the School of Hard Knocks. "Think about what you're going to punch when that big bolt suddenly breaks loose—and think about pulling the ratchet handle instead of pushing it."

All the ingredients – ready to bake

I demonstrated how to use micrometers to check the crank journals, pistons, and cylinder bores while Wyatt wrote down the dimensions. The bearing journals were all still within spec, and the pistons were also (just barely), but cylinder bore wear was slightly outside the Rootes Group spec.

With the engine apart, inspected, and generally clean, it's now time to move to the next phase of the project: ordering parts and getting lined up with the machine shop. The camshaft and lifters will be reground, though the crank needs only to be polished. The cylinders will be bored and new pistons purchased, but we haven't landed on how far oversize to bore it.

My default configuration when rebuilding a pushrod four-cylinder engine is to overbore less than the maximum allowed, so there's still at least one more overbore in the life of the block, grind the camshaft to a profile that gives better mid-range power, and dynamically balance the reciprocating parts. I also like to clean up the inlet and exhaust passages in the head, lightly grinding away casting flash and other obvious impediments to gas flow.

Since this engine will ultimately be installed in someone else's car, finding the next owner now has advantages: that person can specify whatever they want for cylinder-bore size, camgrind profile, and parts suppliers, or they could take my suggestions. They'll get a customized rebuild for the cost of the parts, materials, and machine shop work. I won't charge for my labor, though I'm sure Wyatt wouldn't turn down a gratuity to further his junk-car dreams.

So, fellow PTC member, please consider whether your Rootes four-cylinder car could benefit from having a freshly-rebuilt 1725 cc Sunbeam engine. If you're interested, contact me (bgdoan@comcast.net) and join the project. It'll be fun, and I'm sure we'll all learn something! ***PTC***

Brian and Wyatt – circa 2014

Membership Report

Membership: Please send your dues, $32.00 to continue to receive the PTC newsletter & announcements for upcoming PTC events & meetings. The new renewal date for all PTC members effective October 2024 is October of every year. There has been a very positive response to the new renewal date system. Thank you to everyone that has already updated their membership. If you have any questions or want to know how to bring your membership up to date, please reach out to Linda, membership chair.

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