June-August 2026

Pacific Tiger Club Newsletter

ROOTES OF THE PACIFIC NORTHWEST

Meet at the Clemans' Home
6710 151st Avenue, Lake Stevens,
Washington at 10:45 am

We will meet at the Clemans' home at 10:45 am so we can be on the road by 11:00 am. Bring a sack lunch that you can eat at the Memorial. We will be met there following our lunch by a survivor of the Slide for a guided tour of the Memorial.

Your return trip can be made as a group or you can return home via I-5 or Highway 9. Your choice. Hope to see many of you on Saturday.

Bill and Glenda Clemans
509-430-0641 for questions

Fill 'er Up!

By Dick Sanders

The All British Field Meet in July was a pleasure as usual. Hundred of beautiful British iron,

including thirteen Rootes cars, were spread across the lawn of St. Edward State Park. And many people I hadn't seen for years, like former PTC members Dennis Grote and Elliott Fletcher. But the end of the meet is always a little melancholy, knowing that I'd be lucky to encounter one or two classic British marques on the road for another year.

This year ended just right, though. I was one of the last to leave and navigated my way to northbound I-405. Already, not a British car in sight. Then suddenly, there was a flash in my mirror. In the left, HOV lane, appeared a monstrous sight: a huge 1926 6-1/2 litre Bentley. Not dawdling along like a typical classic, but barreling past traffic at 70mph+. It's owner, Walt Carrel, and a passenger were clad in leather caps, flapping scarves and period racing goggles.

That was the image of a proud British marque to carry me through winter. Hopefully, we'll all meet here again next year – if newly announced construction on the Lodge at St. Edward allows.

2025-2026 Club Officers

President: Vacant! Need a volunteer!!

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Treasurer: Kevin Jewell
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Committee Chairpersons

Membership: Linda Atkisson
37624 Vista Key Dr NE
Hansville, WA 98340
206-612-4851

Website: Kylie Keyser

Historians: Dave Dunn / Dan Kuenzi

Renewing your membership?

Members are asked to send all membership checks and correspondence to:
Pacific Tiger Club
c/o Linda Atkisson
37624 Vista Key Dr. NE
Hansville, WA 98340
206-612-4851
catkisson@aol.comn
Annual Membership Dues: *$32.00 (US funds).*
Make checks payable to: Pacific Tiger Club.

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Calendar - PTC Club Events

Sept 12 Tour with Bill & Glenda Clemens We'll tour to the memorial site of the tragic 2014 Oso Slide, which killed 43 people and destroyed an entire neighborhood. See more details on the front page.

October 10 PTC Annual General Meeting (AGM) 11:00 AM – 3:00 PM Griot's Garage Tacoma, WA

Dec 12 Christmas Party at the Woodinville area home of Kevin & Judy Jewell

Other Sunbeam Events

Sunbeams United National International (SUNI VIII). Sept 14-19 - Springfield, OH to Oklahoma City. A unique format for the eighth SUNI: a four-day tour of a section of Route 66, celebrating 100 years since its completion. Space very limited! Contact Claudia Trippel at Secretary@Catmbr.org for more details.

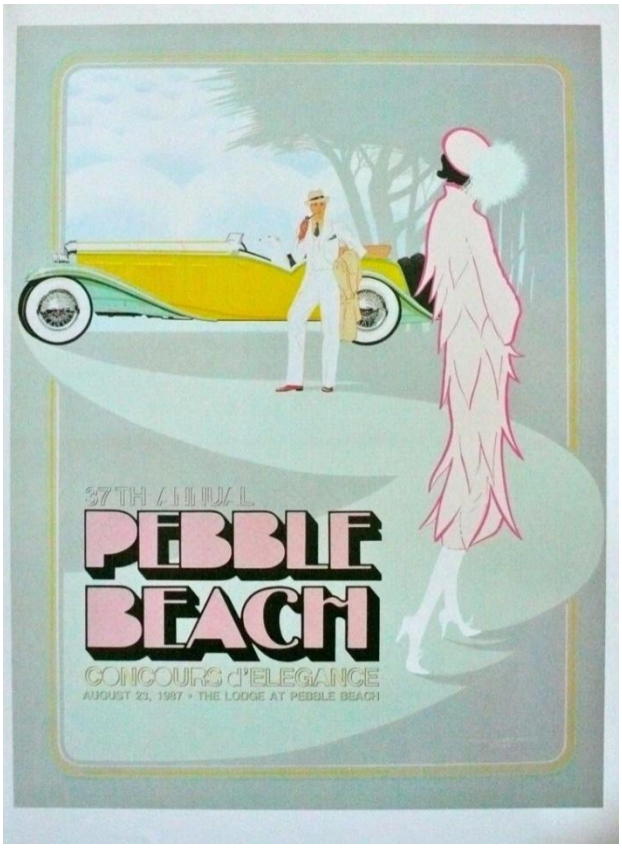
The 1,000 hp, 200-mph Sunbeam, being recently unloaded for an appearance at Jay Leno's garage. In 2027 the Sunbeam will re-enact its record run – at cruising speeds.

Monterey Car Week, Aug 2026

BY KEVIN JEWELL

It is August so it is now time for 2026 Car Week in Monterey. This event has become a pinnacle event, and it seems it simply gets bigger every year. For this writer's perspective this is a description of Monterey past and present.

In 1987, PTC members Alex MacLaurin, Kevin Jewell and two other car fanatics took MacLaurin's motorhome to Monterey for the historic races at Laguna Seca Racetrack (now sponsored by WeatherTech, but I will continue to use the shorter name). At the time there was a campground adjacent to the racetrack that was on the same property. We simply paid our admission to the campground for Thursday-Sunday and set up camp. Since we were on the same property as the track, we could come and go as we pleased between the campground and track.



1987 Pebble Beach poster.

We watched 3 days of racing. In the campsite next to us was the owner of a C1 Corvette race car and he drove the car back and forth between the campground and track. We were ly and the Corvette owner couldn't resist the invite to share dinner and a few beers with us. Since we had the motorhome we had limited transportation, and we didn't even try to participate in any of the other events in the area, although the events were much more limited than today.

About 3 years later, four PTC couples (Atkisson, Eastick, Jewell, & MacLaurin) flew to Monterey. We rented two cars, and rented two two-bedroom condos at the former Fort Ord. The condos were definitely military basic. This time we splurged on the track hospitality tent, and we could always come back to the tent to get out of the sun and perhaps have a snack/lunch and beverage. We did take the opportunity to visit the town of Monterey and tour the cannery district (you might have read John Steinbeck's "Cannery Row"), the Monterey Aquarium and Hearst Castle.

Corvette was a featured marque in 1987

Each year before the ble Beach Concours, many of the participants tour the 17-mile drive ending at Pebble Beach. We did the drive in the two very basic rental cars but chickened out when we arrived at the Pebble Beach Country Club. There were a few other events in the area. For instance, the Concorso Italiano was starting to pick up steam as the various Italian exotics would gather as they all arrived to watch the racing. But we either didn't qualify, or we didn't want to pay the admission.

Fast forward to today. Now most of the car week events happen **after** the racing at Laguna Seca. There is a huge gathering, Automobilia Collectors Expo, that continues for 3 days. There are major car auctions that happen on at least three days after the racing finishes. The 17-mile drive and Pebble Beach still happen near the end of car week.

At a recent car event, I happened to be talking to someone who attended car week last year and has reservations for 2026. With the popularity increase in car week, naturally prices have increased exponentially. Last year, he toured to Monterey with 4 other guys and they rented a 5-bedroom house in Monterey for 5 nights. Total price was $12,000. He indicated the house wasn't convenient for anything other than the racetrack and airport. This year, his wife plans to attend, and they have booked a room at Hotel Carmel, right in down-

town Carmel. Three nights for $6,700. I should add that the Hotel doesn't even guarantee a protected parking space and he is still negotiating with the Hotel about paying a premium to have a designated parking space within the property.

To get tickets to the Quail Motorsports Gathering, you enter a lottery. He didn't win tickets in the lottery, but a friend that had won tickets had to cancel his trips and they were available for $1,600/each. Quail is a much smaller and more accessible event than Pebble Beach, and everything is included (as it ought to be) once you enter. Motorlux is at Monterey Airport and tickets are $700. For the rich (or wanna be) you get a chance to tour a private jet, try on many of the designer watches or talk to the designer of the latest exotic car.

On the opposite spectrum you can attend the free Concours D'Lemons. As you might expect this is a collection of the really weird, some modified and some just plain originally weird. We might find that even Concours D'Lemons starts charging outrageous entry fees in the future. General admission tickets are priced at $550 and premium tickets start at $1,200 and up to $5,000 if you want to watch and dine with the Pebble Beach chairman. Back to our original reason for going to Monterey and the historic car races. This year a 3-day paddock pass costs $274. Although I cannot determine if the hospitality package is like the past hospitality tent, a 2-day pass for the 1957 Club costs $1,300.

I am glad I had the opportunity to attend the Laguna Seca race twice in the past, but it is obvious at today's prices I don't belong in Monterey for the full week.

PTC

Hungry Hillman!

By Budd Bennion

Last night I was surfing through channels and on Channel 9, I stopped when I thought I saw a Sunbeam Alpine. I watched it a little more and saw it was a white, high-fin RHD Alpine, driven by the head doctor of the show. This was Season 1, Episode 5 of the show "**Good Karma Hospital**" filmed in South India for the years 2017-2022. So the CH-9 time slot Friday 8-9 pm must be having reruns of this show. I had to watch the rest of the show and liked it.

I am sure I have sent this to you before but it would be good to put in the Newsletter.
I bought some copper/nickell brake line sets about 30 years ago for my Hillman Husky. I also added to that order a set for a member's Tiger. Alpine sets are also available.

These come in a flat box roll up and are easy to straighten out and install. . Comes with the brake fittings installed on the pipes. All lines are labeled to where they go. This company also has a lot of parts for brakes. To find this on their website, for more marques, select the upper right corner and see their index.
Don't believe this? Call me! Budd Bennion 206-291-0232. **www.automec.co.uk**

PTC Minutes

Date: 4/18/2026
Location: L&D Properties Building, Hansville, WA

Meeting called to order at 11:40pm

Mike Nannenhorn (left) shows off a pair of exquisite new dashboards

Officer Reports:

Membership- Linda Atkisson reported we have 71 current members. One new member is Bob May who bought Steve Kuske's Sunbeam Tiger. Also, long time member Chris Weber renewed his membership.

Treasurer- Kevin Jewell reported the club has approximately $9,743.00 in the treasury.

Newsletter- Dick Sanders encouraged members to submit article for the newsletter. It can include information about your car or a new product that could be used on our cars, any kind of old advertisement used in publications from the 60's or 70's, etc.

Old Business:
None

New Business:
Linda Atkisson requested a volunteer to take over the Membership as she will no longer chair the committee after the AGM

Announcements:
The next meeting is June 20th and will be a tour to the Fall City Bar & Grill. Mike Nannenhorn announced he has made wooden dashboards and has 6 left. The cost is $750.00.

Linda A. reminded us that dues for all members are due and collected October 1 of each year. New members are prorated.

Dave Dunn, Secretary

How many remember this must-have T-shirt, designed by a club member? Circa 1980.

PTC Minutes

Date: 7/11/2026
All British Field Meet, St. Edward State Park, Kenmore, WA

Meeting called to order at 12:30pm
Officer Reports:

Membership- Linda Atkisson reported we have 76 current member which includes 4 new members. One of those new members is Dennis Bannfield who was present at the meeting.

Larry Atkisson (gray shirt) and Sean Johnson (right) compare notes on Sean's Mk II Tiger.

Treasurer- Kevin Jewell reported the club has $10,288.85 in the treasury.

Newsletter- Dick Sanders reported Mark Sorsdahl will be sending and article for the newsletter regarding vintage racing his Tiger this summer. Dick encouraged members to submit an article describing your Sunbeam (or other Rootes Group vehicles). Information to include would be when you bought it, what you have done to it, pictures, etc. Dick also mentioned that the Sunbeam that established a land speed record of 200mph in 1926 will be shown at the Pebble Beach Concourse in August.

Old Business:
None

New Business:

It was moved and seconded to spend $200.00 for raffle prizes at the AGM being held at Griot's Garage in October. The motion carried. Linda Atkisson requested a volunteer to take over the Membership as she will no longer chair the committee after the AGM

Announcements:
The next meeting is August 9th, hosted by Jim Clark at Sunset Park in Shoreline. See the Sc of Event being held in September and participants

Buell Ish's incredibly rare Harrington Alpine Series "D" (left) and an oddity owned by Jerry Logan.

will be traversing sections of the historic Route 66. See the SUNI website for more information or the CAT Club site.

David Dunn - Secretary

The grassy knoll in front of the hotel was the showplace for British cars used in James Bond movies. Front and center was Bill & Glenda Clemans' Series II Alpine, identical to the Sunbeam driven by Sean Connery in the first Bond movie, Dr. No.

Sean Johnson giving a tour of his Mk II Tiger's engine compartment.

Jerry Logan's car collection, mostly Sunbeams, is peppered with rarities and some that are unique. His latest fits the unique label. Your humble editor could not hope to succinctly describe its heritage with the clarity or accuracy that it deserves. So, I'll simply challenge Jerry to inform our readers in some future issue (this year?) of how this Sunbeam came to be.

PTC Summer Gallery

Picnic at Sunset Park Shoreline, WA on August 9.

(photos by Bill Sandell)

Tour to Fall City Bar & Grill June 20

Bob May with his Tiger (soon to be sold) joined Dick Sanders (with red Alpine in background), plus Kevin & Judy Jewell with their "clown-shoe" BMW for lunch in Fall City.

30 Years of Vintage Racing

A Veteran Racer Returns to his Favorite Tracks in 2026

My name is Mark Sorsdahl. I began vintage auto racing a 1964 Sunbeam Tiger in 1996 at Portland International Raceway. My first race was the Portland Historics. Almost unbelievably, I was able to compete in this event at PIR without a racing competition license, as an influential member of the racing community had vouched for me. I became a member of SOVREN (Society of Vintage Racing Enthusiasts) in 1992.

My second race was in 1997 with SOVREN at the Fall Finale event in Kent, Washington. The course was known as Seattle International Raceway in those days after initially named Pacific Raceways. Alternating driving at Portland and Kent, the next two races at Pacific Raceways were ran in 1998. In 2003, the Kent track was raced again and also in 2004 and 2005, making seven events total at Pacific Raceways. It was always SOVREN Spring Sprints and/or Fall Finale, never the Pacific Northwest Historics. I had been somewhat intimidated by Large Bore Group's aggressive driving and disliked consequential laps ran under a yellow flag.

When I first began driving at Pacific Raceways, the original circuit existed with a straightaway from turn 9 to turn 1, also known as Big Indy. Drag racers use a substance called VHT to soften tire compound, enabling maximum adhesion for quarter mile competition. In those days, a number of road race cars had lost control and wrecked upon encountering VHT at the beginning of the drag strip. I think the last straw occurred when Boeing employee and SOVREN stalwart Doug Kirk crashed his Ford GT40 coming out of turn 9 onto the front straight. The track name had reverted to Pacific Raceways by then and track management, with input from SOVREN reconfigured the front straight for road racers to avoid the slippery VHT.

The solution was to move track walls, pinch turn 9 and drive through the old hot pits, re-entering the main course about 2/3 of the way down the former 3/4 mile straight via a high-speed left hand turn which became known as "The Kink/Turn 10." Jersey barriers and tire walls in the vicinity of The Kink leave no room for error with zero runoff. I once inquired to a respected long time Shelby GT350 racer just how he negotiated the kink safely at speed and he replied "You have to know the guy you're going through there with very well". Somehow this did not comfort me.

21 years went by. I continued racing at PIR during that time, amassing nearly 75 racing events in my logbooks, gaining experience. Over the years I yearned to return to Pacific Raceways and get back in the groove. I had knowledge of a number of bad accidents, some deadly at the Kent venue.

Mark: ***Seems like during the off-season, all one does is think about getting back on a road course. Matter of fact, the thought occurs practically year-round. 2016 in the pits at the SOVREN Columbia River Classic at P.I.R.***

I finally decided to return in July 2026 for the Pacific Northwest Historics. The dangers of the track

still haunted me, although I considered Pacific Raceways to be my favorite track due to the challenges and incredible elevation changes. Made it to the event and set up my pit Thursday evening July 2. Spirited racing took place the following 3 days although my car only got a couple of laps in the entire time due to mechanical difficulties, initially believed to be rear axle and suspension. Troubleshooting was conducted in my pit but eventually I called it a weekend. I spent much time becoming a student of the famous track again, taking many road course photos and engaging in driving technique and hazard evaluation with seasoned racers.

A driver fatality occurred during a Formula Ford race on Sunday July 5, at which time activities were terminated. What are the chances with over 160 entries that the highly skilled driver and crew whose car suffered a mechanical failure on course precipitating the racing incident would be pitted next to me. Became friends with them almost immediately. The driver survived the 3-car accident. How extremely unfortunate for the deceased driver, family and racing community. I have been touched by grief as a result of the tragedy. Life goes on...

Sunbeam Tiger number 45 is one of the few remaining Tigers actively competing on the west coast of the United States. Where did everybody go? Actually, I do know the answer to that question. I am invigorated and consider it an honor to be one the last man standing and God willing plan to do my best to represent the marque and this club.

2017 SOVREN at PIR. 1969 Corvette 427 L88 of Matt Parent closing on Sorsdahl's Tiger.

After the Pacific Northwest Historics, the Tiger participated the next weekend in a major event at Portland International Raceway. The Rose Cup Race was established at Delta Park in 1961 and is the longest continually running sports car race west of the Mississippi.

The race car was unloaded at PIR Thursday and maintenance work was performed Friday. The rear axle/differential assembly featuring Eaton Detroit Trutrac 3.31:1 final drive ratio had been checked at Pacific Raceways and determined functional. Koni 82-1348 rear shocks were evaluated at Kent and found to be showing wear. Koni America no longer rebuilds shock absorbers. New Koni rear shocks were found to be unavailable worldwide. Am developing a relation-

ship with a vendor in upstate New York to facilitate Koni rebuilding in Holland by a man who used to work for the company. Very long lead

time and almost prohibitively expensive considering parts, labor, shipping and fluctuating tariff rates which can virtually slaughter a bloke. New QA1 rear shocks from Summit Racing were installed and initial compression and rebound settings were made per recommendation.

A 20 oz. capacity stainless steel recovery tank from Summit Racing was installed in the engine bay to manage another issue. Last weekend at Kent, a gearbox vent line to atmosphere had pressurized sufficiently to allow oil to escape the end filter in vicinity of right side exhaust headers, creating smoke. A new catch can was designed to contain gearbox oil blow-by which would drain back into the transmission upon engine shutdown. Racing conditions cause severe windage in the gearbox and some Pennzoil 80/90W lubricant migrates until the remainder is stabilized.

Sorsdahl: "I call this picture "The calm before the storm." The 1969 Corvette 427, prepared to IMSA specification, is having a bad day at PIR in 2017, milliseconds away from slamming into my Tiger. Photo by Ben Carscallen

The first outing at PIR was a race qualifying session Saturday morning. Only two laps were completed as problems continued. The rear shock settings were too high, disabling leaf spring operation. The 225 lb. rear springs transitioned to what is known in race engineering as infinity rating. Felt like the back of the car was driving on ice. Another issue presented at the front end of the car, amplified by the excessively firm rear suspension. The steering was vague, intermittent, generally uncontrollable, very spooky. The car was darting left upon clutch engagement even at relatively low RPMs. Drove into the pits believing the MG Midget steering rack had broken. With the car on jack stands, inspection discovered excessive free play in the steering wheel movement. Slight clunking noises could be heard by the manipulating the left front tire and steering intermediate shaft by hand. No steering rack spares were currently available with inventory situated in secure mountain storage. Once again, had to conclude race activities prematurely.

The following week, a trip to the off-grid parts stash resulted in finding seven MG Midget steering racks, including a RHD unit. One rack was already cleaned and painted. Have been collecting spare race steering racks for years, primarily at British car swap meets. The MG Midget steering rack at 2.5 turns lock to lock is very quick compared to the factory Tiger steering rack 3.2 turns. Importantly, the MG Midget rack has straight tie rods as com-

pared to the factory Tiger rack bent tie rods which exacerbate Ackerman angle geometry. Use of longer MGB steering arms allows fitment of the MG Midget rack maintaining 180 degree tie rod orientation relative to the rack. The steering rack was removed and inspected thoroughly. To my surprise, no problems with the rack were found. Subsequent steering component disassembly was conducted and the LH driver side tie rod end (spherical bushing type) was found to have 100% failure consisting of slack rose bearing to chassis clearance with no heim chassis fracture. The RH passenger side tie rod end was found to be okay. Apparently the bad tie rod end condition had degraded slowly over time becoming rapid approaching full failure. Research efforts have identified precision USA manufactured aircraft grade four-piece tie rod ends from which 3 replacement

sets have been ordered. Redline CV-2 high pressure, high temperature grease has been ordered in cartridge form to lubricate the steering rack. New steering rack boots are on hand.

A professional front end shop had set the front tires to zero toe immediately before Rose Cup as some toe changes were made at Kent in the pits.

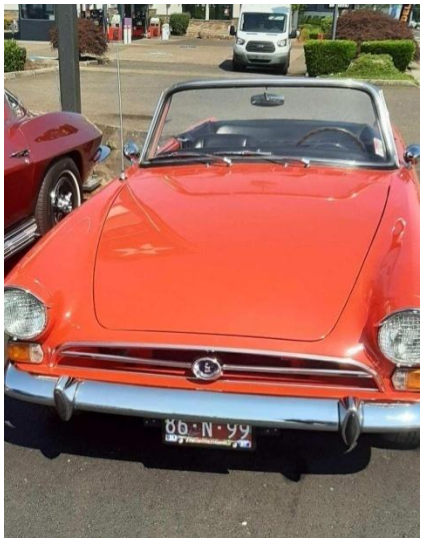
I found a loose LH driver side tie rod end locknut at PIR after pulling off course. When possible, it is prudent to always re-check all shop work on your own. Although a race friend had suggested the shop should have detected the failed tie rod end at time of alignment, I disagree. Anything pertaining to race car maintenance and repair is ultimately the responsibility of the owner/driver much in the same way as small aircraft pilots conduct personal pre-flight checks of propellers, control surfaces and landing gear. One time, a well known Tiger racer told me in response to this situation: "It's your arse out there"! In the future, a replacement schedule for tie rod ends will be implemented. A track test day would be a good idea under the circumstances.

Long ago at PIR after the track had gone cold, I encountered in the restroom two men dressed in white clothing, obviously volunteer turn workers. I inquired as to which corner they were stationed and they said turn 10. I responded something like: Wow, must be incredible action and responsibility at the end of the back straight. One of the men smiled and said "Yeah, it's a secret society, man. You know what? You drivers have the best seat in the house but we've got the second best seat!"

PTC

In memoriam of

Starke Shelby (1947-2026)



Carol Christensen spotted this Alger for sale on a lot in Portland, OR. Gotta peek to see the great plate!

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Brett Simpson, of Nampa, Idaho, added a similar finishing touch to his recently acquired Mk I Tiger.

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