



THE *Alpine* MARQUE

*A magazine by the SAOCA*



FALL 2005  
ISSUE 14



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Cover: Geoff Tedder prepares to race.

Inside Front: Geoff Tedder dices with a Mini Cooper.

Inside Back: Geoff Tedder and Don Sessler take the turns at Mid-Ohio.

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Paul Scofield - Membership Secretary

Steve Silverstein - Racing Historian

Ian Spencer - Alpine Marque Editor



# OFFICER REPORTS

## *President - Mike Phillips*



**W**ell, we've reached Invasion time again. Time to climb in the car and head

off to Indiana. Time to renew old friendships and make new ones. To relax for a few days and let the worries of the world slip by. This will be a good event. The folks have been working hard and it's something not to be missed.

So I look forward to seeing as many of you as can possibly make it there.

We now have available a membership survey available from the website, [sunbeamalpine.org](http://sunbeamalpine.org). Or if you'd prefer, see the announcement in this newsletter to see how to go directly to the URL or obtain a paper copy. This is being provided to us by Jim Stone and his employer marketing research firm Maritz Research, for which I give a big thanks. The results, which will be published in later newsletters, will help us serve the membership better and hopefully add value to belonging to the club. So I encourage each of you to fill out the form and let us know what you think.

Things are also changing in the relationship between the various clubs with closer ties being urged by some. We have agreed to a set of universal rules for autocross competition, which since we're not an auto crossing group doesn't really affect us one way or another. We've also been approached about a having a coordinated effort on planning for the next SUNI. I will be discussing this with the TE/AE leadership at their United and will report the results. I think working together for some of these things can benefit all clubs, however if anyone is concerned I am not looking to or in favor of surrendering our autonomy.

So I'll be seeing you at Invasion and until next time, drive them til the road wear out.

Mike

## ***Vice President - Scott Christie***



It's the end of June as I write this and the blazing heat has been unbelievable here in southern Ohio. The Alpine has been out a few times, but frankly when it's this hot even convertibles aren't fun. So I've busied myself with parts and information gathering for the Humber.

I went back and read through my Spring report and I must admit to being pretty disappointed. I'm not sure how much more candid I can be about asking for help, but virtually no one

responded. Does this mean we're one of those clubs which exists only in newsletter or website? I know there's people out there who read the club newsletter and visit the club website. We all benefit – why not give a little back and step up and become an active member of the club? We need new officers to lead the club in new directions and we need to see growth in existing and new regional chapters.

This begging and pleading is getting tiresome so I'll move on. I'm looking forward to our Invasion in Indiana. Bill Blue and the Adams have everything pretty much nailed down and are anxiously awaiting the first sounds of Alpine exhausts coming up the bend. Remember, this is the ideal time to bring those extra parts littering your garage. Why not sell them off to someone who can bring yet another Alpine back from the dead?

Again I want to encourage any non-Alpine Rootes vehicles to come along as well. Ed Esslinger just bought a beautiful 1953 Sunbeam-Talbot 90 saloon, and I know there are others out there who own Imps, Rapiers, Minxes, and such. If your Alpine isn't running but your other Rootes-mobile is, BRING IT!

Cheers,

Scott Christie

# *ANNOUNCING THE 1<sup>ST</sup> SAOCA MEMBER SURVEY!*

**Help us keep this the best car club in the world!**

**H**ave you ever had an idea for making the SAOCA better? Do you have any ideas for improving the club's website? How about the annual Invasion? Do you have a complaint you'd like to lodge with the powers that be? The SAOCA is conducting a survey in order to learn more about our members: who you are; how you feel about the club; what you want from your club membership.

Club member Jim Stone, who works for one of the world's largest marketing research companies, has volunteered to design, conduct and analyze a member survey. Our thanks to Maritz Research ([www.maritzresearch.com](http://www.maritzresearch.com)) for donating the manpower and computer resources needed to conduct the survey.

The survey is primarily going to be conducted online and we'd like you to complete it this way if possible. A link to the survey has been placed on the SAOCA website ([www.sunbeamalpine.org](http://www.sunbeamalpine.org)). You can also go directly to the survey at [www.survey.confirmit.com/wix/p281714034.aspx](http://www.survey.confirmit.com/wix/p281714034.aspx). If you have access to the internet, please complete the survey this way. If not, please call (636) 827-3856, leave a message with your name and address, and he will mail a survey to you. Either way, we want to hear from you!

The survey will give you a chance to tell us what you think of the club, the website, and the Invasion. It will also give us a chance to learn about your cars. (Ever wonder what percentage of members' cars have been converted to the V6 engine? We'll soon know!) Finally, we'll learn a little about you; standard demographics like age, sex and marital status, plus a few unique questions for car guys (and gals). The survey will be completely anonymous, unless you choose to provide your name and address.

We will be collecting data at least through the end of July. Jim will analyze the results and will write several reports for subsequent issues of *The Marque*. So, please fill out the survey at your earliest opportunity (remember to call right away if you need a paper copy) and stay tuned for more information in the next issue of the *Marque*!

## SAOCA Web Site Woes!

**A**s many of you are aware... we have been having major problems at the SAOCA web site. I know this has been very frustrating to many of you and let me tell you... it's been frustrating to me too!

What has happened is this. Our hosting company, Trident Networks, Dayton, Ohio, has been purchased by a new hosting company based out of Seattle Washington. I've been with Trident since the early 90's and they have always provided me with very good service. Sure, we have had a few bumps in the road. Any good company experiences growth pains and they have had their share. Mostly server upgrades and stuff like that. Typacally they get us back up and running within a few days and things are back to normal. This dosen't seem to be the case at this time.

I'm only guessing that we are having problems writing to the MySQL database that we use to power the forum. This is more than likely caused by incorrect configuration or permission settings. Whatever it is, they can't find it and I have no way of accessing it to figure it out myself.

So, you might ask. How are we going to survive! Well, thanks to member Andrew Zizzo, we now have a solution. Andrew has offered to host the SAOCA web site for us and migrate all our forum date at his server! This migration should be completed by the time you read this issue of The Alpine Marque.

My plan is to restore the forum and bring the web site back to it's old glory with galleries, Alpine history, Production Numbers, Registries and all.

I would also like to remove the SAOCA members area and simply have a restricted memebrship roster available to members only. I plan to make the new site more friendly for you and easier for me to manage.

Thanks to Andrew Zizzo for stepping up and saving the day. He is truly earned his way in to the Alpine Hall of Fame and I hope that all of you remember to thank him whe nyou see him.

Thank you Andrew!

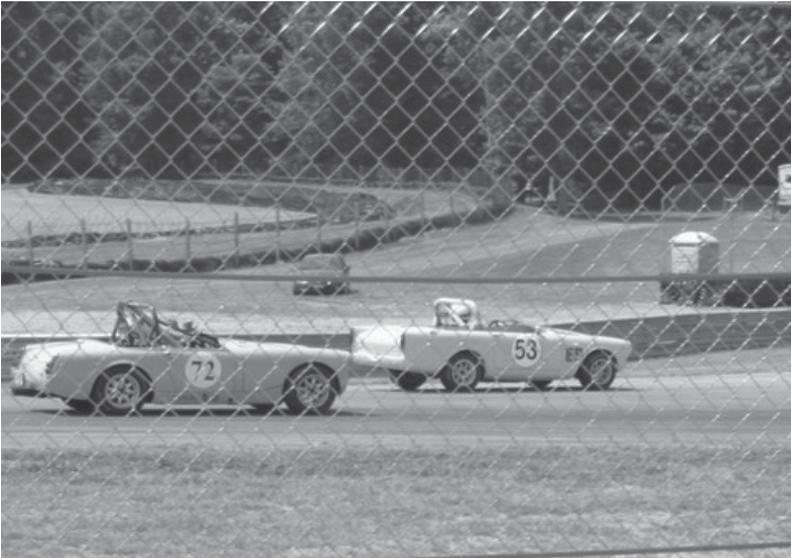
Ian

## 53... No, it's not Herbie the love bug!

by Ian Spencer

It was just over a year ago that I crossed paths with Geoff Tedder. Geoff was looking for someone to rebuild two Alpine engines and wanted to work with Jan and me to get something done. Jeff has two Alpines, neither were running and needed some help. After talking with Geoff, Jan Servaites and I decided to drive over to his place to have a look. Much to our surprise, Geoff had quite the collection of British cars. Not only did he have the two Alpines. He also had a Mini, a Triumph GT6, and an MGB GT. We spent a few hours talking and listening to Geoff's plans for the cars. He wanted to restore the blue SV and make the yellow SV into a race car.

Geoff had past experience racing british cars. Back in the day, he raced an Austin Healey 3000 and if I remember correctly he also told me he raced a Triumph TR-3. I was convinced that Geoff was going to make good on his words, so I soon found myself taking on a race car project.



*Tedder takes the lead on number 72, an Austin Healy Sprite. Honestly, the sprite is passing him! The Minis and Sprites have a giant leg up with all the years of development that is now available for their engines. We need to start developing a Sprite killer 1725 for our Alpine racers!*

Now, I've built many Alpines in my time, but not an Alpine race car. I knew that there was going to be a lot to learn along the way and didn't want to send Geoff out for his first race looking foolish. I decided that first he needed to decide who he was going to race with and obtain a copy of their rules. Geoff decided to go with the SVRA which was dominate in the Mid-Ohio region. After obtaining a copy of these rules the questions really began and Geoff soon became on a first name basis with the SVRA competition director... who was very helpful along the way.

The project break dow was like this. Jan Servaites was responsible for entire rebuild of the engine, transmission and rear end. I was going to build the chassis and prep the body. Geoff was going to help with assembly along the way.

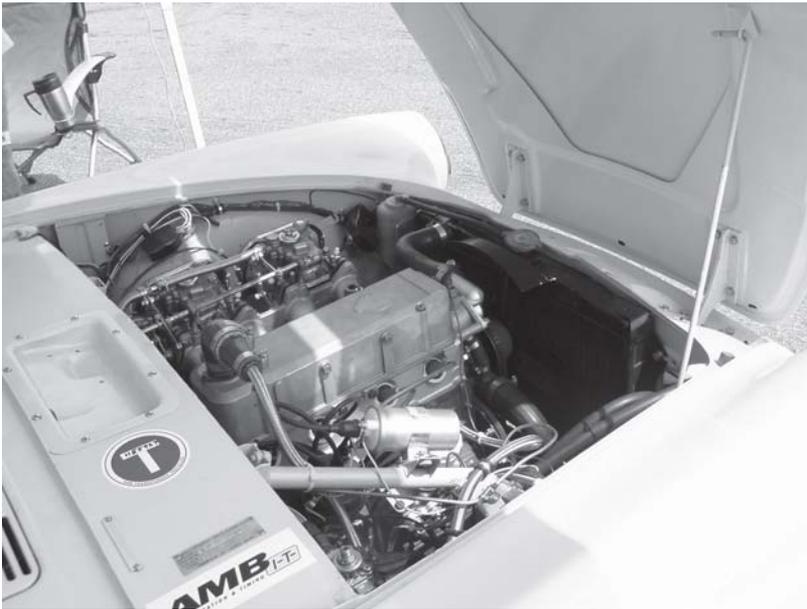
As with all projects, this one did indeed get off to a slow start. I spent a lot of the first months sourcing and obtaining parts. The 1" sway bar and Mallory dual point distrabutor came from the Invasion IV parts room finds. The racing windscreen came from Martha & Carl Christiansen. Since Geoff provided me with a decent painted body, I really was able to spend the first part of the project on sourcing and not worrying about body work. Besides, the Winter months were upon us and I was unable to work in the garage due to the cold.

Once the weather started to turn I was able to focus on cleaning and prepping the body. We had just over 3 months to the dead line which was the last week of June for the SVRA Vintage Grand Prix at the Mid-Ohio Sports Car Course in Lancaster, Ohio. Jan had been busy on the engine and Geoff was getting anxious to see some results. The yellow Alpine's body was clean on the outside, but the engine compartment, interior cockpit and trunk were filthy dirty. This required a good cleaning and wipe down with laquer thinner. Wasn't long before I was ready to paint. Since this was going to be a race car, I used the good old brush and gray paint method. I know this may make you cringe, but honestly it turned out pretty nice.

After cleaned and painted we could begin assembly. First we installed the freshly rebuilt crossmember by Doug Jennings at Tiger Auto Service. This was fitted with Delron bushings, rebuilt brake calipers with stainless break lines, and a 1" sway bar. Koni shocks and trimmed springs finished off the suspension. Moving our way to the rear we installed a set of CAT competition Tiger springs (which I think may be too stiff and replaced with stock springs soon). If those springs weren't stiff enough, we added Koni shocks to the rear just to keep it tight. Completing the rear end was the freshly rebuilt 4:22 to 1 rear end prepped by Doug Stockman and Jan

Servaites. A rear end breather was installed to SVRA specifications. The front and rear ends are held to the road with a set of Hoosier Street TD tires size 205 60/13 mounted on Superlite racing rims (which look like Minilites). Geoff and I really put a lot of effort into selecting the tires. Not that we were looking for just the right compound that would stick just right or anything like that... we were looking for something that the SVRA would approve. When it came right down to it... i don't think they really even looked at the tires!

With all that work out of the way, we were starting to approach the dead line and it soon came time to install the engine and transmission. Jan had completed the engine but the transmission had given him problems. He soon decided to replace it with a new transmission he had purchased from Doug Jennings. While we waited for the engine and transmission I started wiring the ignition and plumbing the fuel lines. Geoff had been hard at work creating mounting brackets for the Fuel Safe Enduro fuel cell and the two competition seats. Geoff also created a metal panel to block off the cockpit from the trunk.



*Tedder's engine bay the day of the race. Tech inspection went very well and the inspectors were very pleased with the "attention to detail" that went into the car. The 40mm Weber DCOE's make an awesome finishing touch.*

We also had some issues on the best way to mount the roll bar correctly, which was going to require more fabrication than we could provide on our own. We turned to an expert to fabricate a nice bracket that was welded firm to the frame section below the rear package shelf. Per regulation the roll bar had to have padding and a head rest.

The cockpit was finished off with a basic SV dash and standard Alpine gauges. The tach ended up being a bit unreliable so we added a Sun unit that clamped onto the steering column. I also blanked off the cubby box with a textured piece of ABS plastic for a nice clean looking dash. The steering wheel was a 13" black rim provided by Geoff (I think it was on the car when he got it!). Starting the car is done with a aircraft style toggle switch and push button starter. All ignition and alternator is wired through regulation safety cut off switch mounted just in front of the cockpit. For the finishing touch, we added a black tonneau cover trimmed to fit around the roll bar.

The 8 gallon aluminium fuel cell is neatly mounted in the center of the trunk. A Fram racing fuel filter and Holly blue label fuel pump with regulator has been set up to feed the dual Weber 40mm DCOE's. Stainless steel fuel lines complete the job with a very nice touch. For safety we used the required fuel pump cut off switch which won't allow the car to start unless oil pressure is present.

Down to the 4 week mark we received the engine and transmission from Jan (He will discuss engine mods in another article in this issue). We really needed to hustle now because I was planning to take a trip to Florida the week before the race. Everything had to go off without a hitch or else we might not make it to the race. After about an hour, Jan and I had the engine and transmission installed. We soon had the headers, carbs, alternator and radiator installed. With in no time it took it's first breath of life. The Alpine fired right up and sounded great! Time to call it a day and start fresh with the details.

At this point we still needed to get a front end alignment, fabricate an exhaust system and polish up some final details like numbers and stuff like that. I was ready for vacation in Florida, so we relied on Doug Jennings at Tiger Auto to get the car over to the alignment shop and fab up an exhaust. Luck was on our side and we were able to have the car completed for the race. Now, the fun was really getting ready to start!

It's now Thursday morning and I'm on my way to Jan's house to pick him up. We are on our way to Mid-Ohio Sportscar Course to help Geoff run

the car in for the first time and get him through inspection. The car appears to be running ver well, but we don't know what problems we still might be up against.

When we arrive, Geoff has already unloaded the car is and is getting suited up for the first open track session. Jan and I decided to go watch at he hill by the main bridge. The car really sounded good and we could tell that Geoff was going easy on it to get a feel for the car and be careful no to damage the new engine. After making about 15 successful laps he pulled back into the paddock. We could see a smile on Geoff's face as he said "This car really wants to pull!"

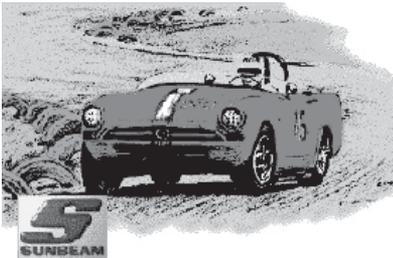
Next we had to pass inspection. Everything we had done to this car was "by the book" according to the SVRA rules. I was nervous because you never know what might happen at the last minute. Everything seemed to be going well and I feared that inspection would be the trouble spot that would have us re-engineering the car before they would let us race.

Two inspectors looked the car over and talked to us about the work we had done. Before long one inspector approaced me and asked, "Who built this car?"

I hesitated before answering, "All three of us." (It had been a collective effort!)

The inspector replied "Well, you guys make a great team because this is a nice car." He continued to copplement us on our attention to detail.

In short, they only suggested we make a couple of small changes to the oil breather system and passed us to race for the weekend. - End



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What's this lurking in the bushes? Scott Christie will provide a detailed report of his salvage yard find in the next issue of *The Alpine Marque*.



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# Invasion V

## July 29-31, 2005

### Holiday Inn Express Rushville, Indiana

**HOOSIER HOSPITALITY** – All Rootes made vehicles are invited to participate in the **SAOCA Invasion V** in scenic eastern Indiana. Although the Sunbeam Alpines are featured, all things Rootes are welcome! To get to Rushville,

Indiana you might **drive** part of two famous highways: the National Road (US 40) and Route 66 (US66). Or you might **drive** the interstates to get to the “fun” **driving**. We have lots of interesting back road **driving** planned for Friday and Saturday. Friday we will have an informal **scenic drive** in the cool of the evening to a great restaurant. Another **scenic drive** is planned for the road rally. And of course during the weekend there is also good food, car parts, tech help and old/new friends enjoying the Sunbeams and other Rootes vehicles.

**SCENIC ROAD RALLY** – This year we will have a slightly different kind of rally on Saturday (not Friday as previously announced). In conjunction with the rally there will be a scavenger hunt. The rally starts and ends in Rushville, Indiana near our host hotel, Holiday Inn Express. You will see **5 covered bridges** as you **drive** approximately 50 miles over flat and gently rolling terrain. There are two pit stops planned and lunch will be on your own. The organizers asked us to warn you that there is one teeny, tiny stretch of unimproved gravel road (about 50 yards) on the route. Prizes will be awarded at the banquet Saturday evening. **Please note that there is a separate charge for the rally - \$20.00 per car. Drive your Sunbeam/Rootes Vehicle if you can, but other vehicles are welcome.**

**COST** – \$25 each adult registrant (includes the Saturday night banquet)  
 \$20 for those under 18 yrs old (includes the Saturday night banquet)  
 \$20 for each car **driving** the rally

**ACCOMODATIONS** - We have arranged special rates (\$63.00 plus tax for double/double or one king) at the Holiday Inn Express, 320 Conrad Harcourt Way, Rushville, Indiana 46173. The hotel has 58 rooms, plus a few suites. Just mention “car show” when you make your reservation. Otherwise they are \$79. A block of 35 rooms has been reserved. We'd like to sell out the joint! If you procrastinate, alternate housing is about 15 –20 miles away. Reservations must be done over the phone if you want the good rate. Phone Number is (765) 932-2999. Do not hesitate to reserve your room. The Holiday Inn will accept cancellations as late as 6:00 P.M. of the arrival date.

**SCHEDULE (Tentative, but pretty firm)**

Thursday, July 28, 2005	Early Bird arrivals, Parts Room setup
Friday, July 29, 2005	
8am to 5pm	Registration, Parts Room and Parking Lot Car Show
5pm –6pm	Group scenic <b>drive</b> to dinner in Brookville, Indiana
6pm - ?	Dinner (cost not included in registration)
8pm to 10pm	Registration open
Saturday, July 30, 2005	
6am – 9am	Continental Breakfast for Holiday Inn guests
8am to 5pm	Registration and Parts Room Open
All Day	Car Show in the Parking Lot
Mid morning	Rally Starts (Lunch on your own) during the 50-mile <b>drive</b>
Mid afternoon	Car Show participant voting after the Rally. Road dirt is beautiful!
6:00pm - ?	Banquet, Awards and Surprises
Sunday, July 31, 2005	
6am – 9am	Continental Breakfast for Holiday Inn guests
	Last chance to see the Sunbeams as they <b>drive</b> toward home



Invasion V  
 July 29-31, 2005  
 Holiday Inn Express  
 Rushville, Indiana

## REGISTRATION FORM

**Please send the following information with your check or money order:**

Registration ( <u>Postmarked before July 25, 2005</u> )	Cost	Total
Adult Name:	\$25.00 ea*	
Adult Name:	\$25.00 ea*	
Under 18 Name (s)	\$20.00 ea*	
Street Address:		
City, State, Zip:		
Expected Date of Arrival (Circle one):	Thurs.	Fri. Sat.
Do you plan to <u>drive</u> the road rally? (Circle one):	Yes No	\$20.00/car
<b>Make Checks or Money Order Payable to "SAOCA Invasion V"</b> Send to: Jean and Mike Adams 312 Elm Street Greenwood, IN 46142 <a href="mailto:mjadams@iquest.net">mjadams@iquest.net</a> Phone: 317-881-8875		<b>Total Enclosed:</b> \$ _____ (US Funds)

**\*Includes Saturday Night Banquet. This form/envelope must be postmarked by July 25, 2005 for Early or Pre-registration. On site registrants will only be able to attend the Saturday night banquet if space is available.**

For additional information contact Mike and Jean Adams or the Invasion V Head Honcho:



Bill Blue  
[dablue@lightbound.com](mailto:dablue@lightbound.com)  
 317-862-3086

*Invasion V for the  
 Routes driver in you!*



# The Invasion 5 Road Rally

*“For the Rootes Driver in you!”*

This year we will be hiring a professional team to design and coordinate the Invasion 5 road rally. This team of experts will create a fun, yet challenging course full of puzzles, tight turns, scenic roads and yes... a scavenger hunt!

So, start prepping early! Fine tune your Alpine, Tiger or other Rootes vehicle now and get ready to fasten your seat belts. Prizes will be awarded to the top finishers.



This year's road rally will take place on Friday, July 29 and will offer a lunch stop along the way. Road rally fee will be additional to event registration.

Cost: \$20.00 per car

What will you need to bring?

- 1.) A Rootes Vehicle
- 2.) A Driver & Navigator
- 3.) Your brain

This will be a fun event for EVERYONE to enjoy. You don't need a race prepped car, just a safe one that will finish the drive. We have only been given one rule for this road rally: NO ALCOHOL during the course. Other than that you can enjoy your favorite beverages any other time during the Invasion 5 event. Questions about the road rally, please contact Scott Christie: [schristie@cinci.rr.com](mailto:schristie@cinci.rr.com).

*“Drive ‘em if you got ‘em!”*

# Alpine Racing History

## Mid-Ohio

### “A reunion of two cars and friends past and present”

by Steve Silverstein



**Y**ears ago at the first Alpine

Invasion I found myself starring at a the un-restored Sports Car Forum Tiger sitting at Tiger Auto in Dayton I thought wouldn't it be great to see the Alpine and the Tiger reunited?

Amazingly

everything started to come together for the 2005 SVRA Mid-Ohio Vintage Grand Prix almost 4 years later. It wasn't smooth sailing but it sure was great to see so many Sunbeam owners and racers coming together. It was even better to watch the people who were involved with the dealership reunited after almost 40 years! It was also the first time that I had been on a track with another Alpine – Geoff Tedder's freshly completed Alpine.

How did the Alpine run at Mid-Ohio? Well, it was my first time there and my first impressions were like most – a great track and well suited for the Alpine. In my first practice session on Friday I stayed close to Geoff. He was familiar with the track even if it were his first time out in the Alpine. Geoff was consistent and hit his lines every time. I couldn't have asked for better teacher. During this first session it was clear a high-speed miss that developed at my last race in New Hampshire was still there. I wasn't quite sure what was going on but I checked a couple of things and thought it might be better.



*The Sports Car Forum Team: Steve Silverstein, Dan Carmichael, and Don Sessler all pose for a historical shot! This is the first time both cars have been reunited in many years! Good job Steve!*

The next sessions on Friday and Saturday Don Sessler took the car out! Amazingly he had gone to get his license the previous week. Imagine the thrill of seeing Don out there on the track in the Alpine after 40 years! He drove as smooth as ever but alas the “miss” was still there. Even so, he had a great time with the Alpine. I know that HJ Meyer, President of Sports Car Forum, his son, and Don’s son thought it was great to see Don and the car racing around the track.

It was Saturday morning when Doug Jr. and I were talking about spark plugs and he suggested replacing the plugs – which I had just done before the trip – with fresh Bosch Platinum’s. He suggested changing back to an old set of Champions and during the next session Don found a few hundred RPM. During lunch I raced out to grab new sparkplug wires and a coil at NAPA. This did the trick.... much better running!

During all this time at the track more and more people stopped by – many associated with the dealership from way back. Dan Carmichael showed up late on Saturday and what a surprise. I don’t think he was that interested in the cars but you could tell he was so glad to see HJ and others.

Sunday rolled around far too quickly. It was now “race” day and the car was running and handling well in the morning practice even though I was on the narrow Bias-ply Goodyear Blue streaks, which is a requirement of the Vintage group I run with in New England. The race started with myself an Austin-Healey 100/4, an MGA, a Spitfire, and a Sprite closely boxed together. I found myself braking later and going deeper into the turns than most but acceleration and top end were lacking. In the back sections of the winding track I could find myself making up time on these guys – until a late starting Mini-Cooper passed through and broke us up! I found myself going through Turn 1 flat-out and entering the keyhole at a good pace but the esses were more than challenging. I don’t think I ever got that section right. But if I focused hard I could put the next few turns together and move rapidly through this very challenging section of the track.

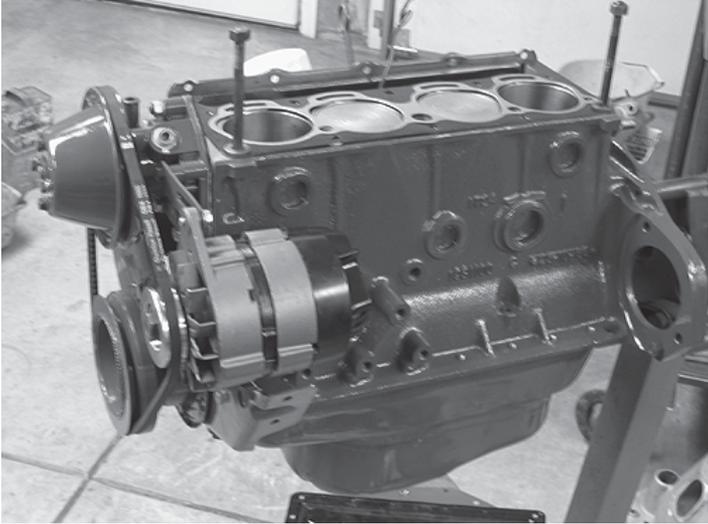
After 10 laps I found I was exhausted and overheated, me not the car, and the checkered flag dropped. The race was completed and the Alpine ran great – not powerfully but reliably. I couldn’t have asked for a better way to finish the weekend.

*Below: HJ Myers has fun pretending to push Steve Silverstein out to the track. It was obvious how much fun and friendship there was amongst the Sports Car Forum team mates.*



# The Tedder Project

by Jan Servaites



*Jan assembled the short block and painted it with the “late” series 5 bluish-gray engine color. The alternator is the late MGB Lucas “ACR” and Jan explains how to install one in this article.*

In this article, I am going to briefly comment on what I contributed on the Tedder Alpine (engine, transmission, rear axle assembly & drive shaft). Since I used the Chevrolet rods in the engine, I have some follow-up information to a previous Jim Stone article, 1789cc Chevy Rod Engine (Alpine Marque, issue 11). The Tedder Project’s aim was to race prepare Geoff Tedder’s 1967 Alpine for the 2005 VSRA meet at the Mid-Ohio race track. Our plan for engine performance was to rebuild the 1725 engine into a  $\frac{3}{4}$  race street engine for it’s initial outing, then as time & money and driving experience permits, build a second full-race engine for future racing.

The Engine Building Phase - I incorporated the following engine modifications:

1. Rods - Stock rods were replaced with the lighter & stronger Chevy “5.7” rods (more information will follow)
2. Pistons – New stock replacements (cast aluminum, flat top, 0.020", w/cast iron rings).

1. Delta "KB" profiled, reground camshaft
2. Flywheel, 8", chopped 5lbs, with MGB pressure plate
3. All rotating & reciprocating components were balanced
4. Head, modified chambers per Vizard specifications & 3-angle racing valve grind
5. Blueprinted oil pump for maximum flow rate.
6. Mallory dual-point distributor.

All these items & services may seem trivial, but many manhours were exerted in deburring, grinding, polishing, lapping mating surfaces, bearing clearance checking, and careful cleaning & assembly of the engine. The sheetmetal engine components to include the oil pan & engine covers were cleaned by a professional metal cleaning facility to remove all oil & carbon deposits. All my racing engines have the cast iron blocks "dipped" at the facility to remove all the rust in the water jacket areas for the best cooling possible.

Rods – I did some careful measuring of the Chevy 5.7 rod and the Rootes 1725 stock rod to fully understand this modification. What I found is given below in the illustration. You will notice the Chevy rod is slightly longer (0.075") and this additional length needs to be addressed (this longer rod will displace the stock piston an additional 0.075" away from the crankshaft spin axis). The excess amount could be compensated by the following suggestions: 1) using custom pistons that correct the piston pin height, 2) cut the amount from the top of the piston head (possibly weakening the top compression ring land significantly and increasing the temperature of the top ring), or 3) de-stroke the crankshaft by 0.075" (while using the stock pistons). The latter is what I recommend for a hopped up street engine and possibly for a racing engine as well. I say this because if you modeled the 1725 engine in one of the many engine performance computer programs, it will show that the piston velocity is getting critical at 6500rpm, so this slight de-stroking will help.

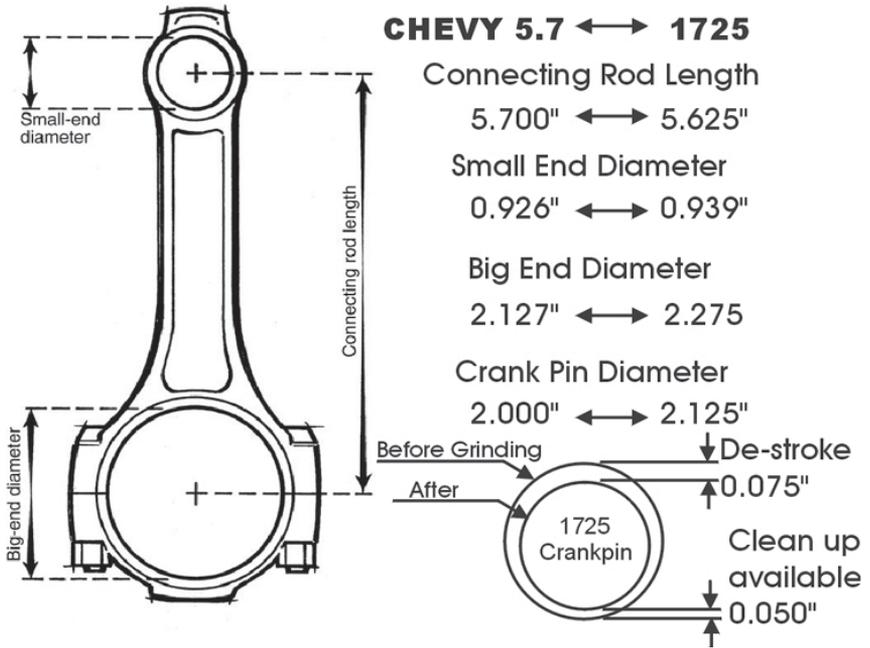
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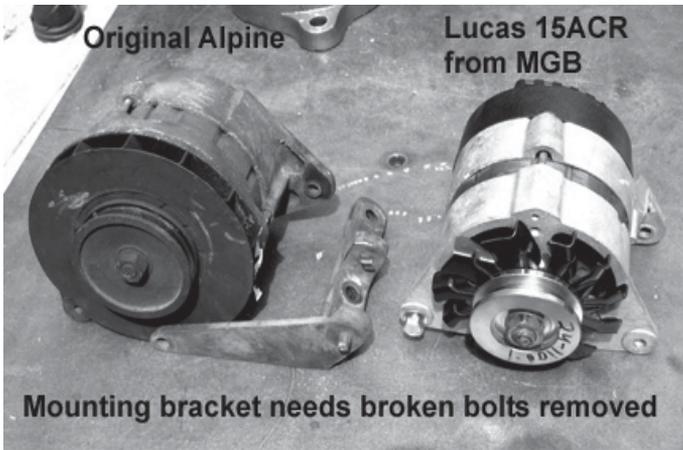




In the Jim Stone article, the rod length difference was reported as 0.060". This value may have worked in his engine because of differences in his Chevy rods to mine (the actual length depends on how many times the rod was reconditioned because it gets shortened every time it's reconditioned). Jim took the option of removing the material from the top of the piston and he mentioned that an additional .004" (for a total of 0.064") to compensate for the deck resurfacing, was needed. I strongly recommend taking measurements of where the piston top surface meets the deck of the block. A certain amount of clearance is required between the piston and head (the flat area in the chamber), and this is called the "squish". I believe I had about 0.030" + head gasket thickness of squish for this engine. Every engine builder has his own theories on how much clearance & area is required. I strongly advise you to make precise measurements of the Chevy rod lengths and the crankpin diameter. The maximum "clean-up" amount (0.050") could vary in each case because of the number of crankshaft regrinds from previous rebuilds. The Tedder engine only had about 0.021" available (using standard Chevy rod bearings) for clean up. Another point to make is the Chevy rod's big end width (1.030" vs. 1.000" for the 1725) is also larger than the stock rods. This is really great because the unusable 1725 crankshafts, that have sloppy ground crankpins, can be reground to have the correct side

play again. An additional benefit is to grind a larger radius in the crankpin fillets. This will help reduce fatigue cracking. To find these Chevy rods, you could ask for the Chevy inline-6, 250cu-in, from a 1968 Camaro, or the Chevy inline-4cyl/140 Mercruiser boat engine. The larger & later Chevy 292 engine should be avoided because the 292 rods are too long (rod length = 6.750"). The Chevy small block V8 should also be avoided because the rod's "I" beam is offset to one side of the rod.

Upgrading the Stock Alternator – All the stock series V alternators need to be replaced or rebuilt. I have taken Doug Jennings' recommendation of upgrading to the late MGB, one-wire Lucas alternator (model ACR). These units are plentiful and parts are readily available to rebuild them. They fit the original mounting brackets exactly like the original units and since they contain the voltage regulator (and other functions), a lot of extra parts & wire can be removed. The MGB pulley needs to be replaced with one from a GM alternator to have all the pulleys align up correctly (the MGB



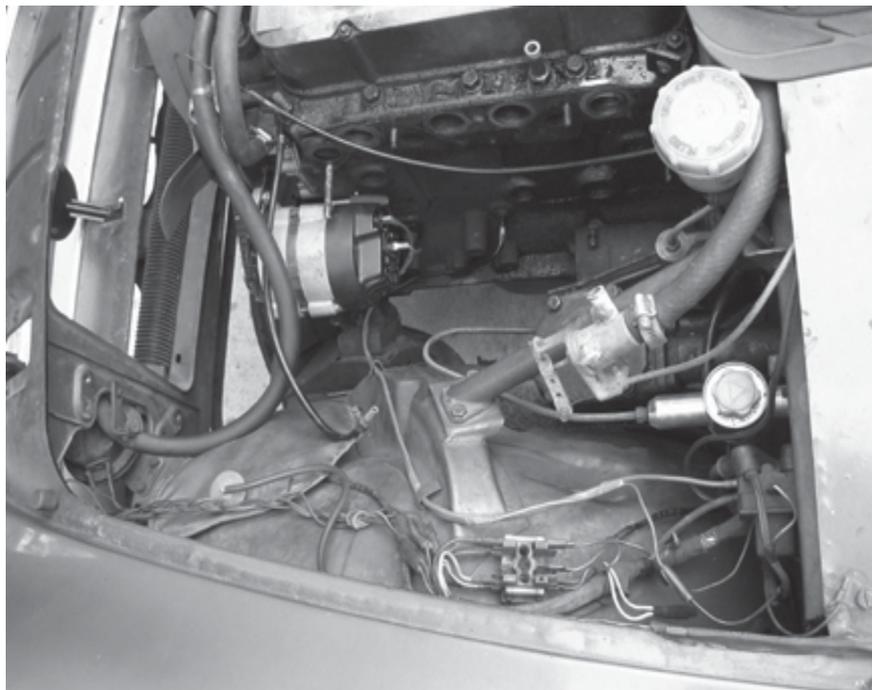
*The 5/16" mounting bolts will break after 40 years of use. These need to be carefully removed and replaced with new grade 8 bolts. The two 3/8" bolts, that mount the bracket to the block, are susceptible to breakage too. Be very careful.*

pulley is spaced forward an extra ¼”). Luckily, I have a very good rebuilder in the Dayton OH area, and he rebuilds all the cores that I find & buy. Some of the ACRs that I find have a 2-wire connector type rectifier. For these units, he completely replaces the rectifier unit with a new one-wire unit. Sometimes I find an ACR with a +battery terminal and a –battery (ground) terminal. Please remove the ground terminal with a saw because I have accidentally connected the +battery wire to this ground terminal (it is the same size & located beside the + battery terminal) and consequently, I fried a nice 30amp ammeter!

Speaking of ammeters, I usually loop the alternator battery wire (10 gauge) through the ammeter and then to the starter solenoid B+ post. Some owners disagree to this scheme because they say one cannot see ALL the indication of charging/discharging in the vehicle’s electrical system. To answer this question, I like to reference Doug Jennings’ comment “...if the shunt in the ammeter did burn out, the car will still run, but not charge...so at least, the car will still operate by just running on the battery”. So, with 40 years old ammeters still around, I don’t like to take the additional risk. - End



*Remove all the parts shown. There should be some ground wires, a white wire and a brown-green wire (to be connected to the ACR field wire) remaining.*



*Make a new wire harness and install everything. Very simple task and easy to perform. This swap can be done in one afternoon. A new fan belt is required too. I buy a DAYCO "TopCog" belt # 15375 (37.75" circumference). Sometimes, that size belt is too small for some Alpines and then I use the next size (38.00"). You can measure your length by wrapping a metal tape measure around the pulleys and reading the circumference directly.*

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# How to clean and seal gas tanks. Have you done yours yet?

By Jim Ellis

**Y**ou may be getting around to this job sooner or later if you or the DPO has not yet done it. In my case the DPO had done a poor job of sealing the tanks, which resulted in making the job even harder for the current DO. Here is what I found and did:

Upon removing the tanks from my SV I found they had been sealed at some point in the past. At first I thought, "Oh joy! I can skip this and carry on with other parts of the project." But no. The previous seal job was botched. The tank had not been cleaned well before sealing and the sealer was starting to come off.

So I now had to figure out how to remove the old sealer, clean the insides of the tanks, and get a sealing kit. For the sealing kit I went with Bill Hirsch. For cleaning I went to the hardware store and made a lucky mistake (see below). The Hirsch sealing kit was recommended to me by a fellow Alpine owner. I also did a search on the net and read good things about his product. So I placed an on-line order for just the sealer - my first mistake. Seems you need to buy the etch to ruff up the inside of the tanks so the sealer will bond. I found this out later and through a semi-complex deal, I combined with another Alpine buddy on etch and a cleaning product that Hirsch sells. About this time I found out the etch is phosphoric acid. Remember that, as it will come in to play later.

Now I needed to get the tanks ready by getting the old sealer out. The Hirsch instructions informed me that paint stripper might remove some forms of tank coatings so that is what I tried. Off I went to the hardware store and got a gallon of the stuff and poured about half in each tank. I used duct tape to cover the holes and just rotated the tanks every few minutes for a couple hours. Then I emptied the mess out into a bucket and washed the tanks out with water. Lots of sealer came out but upon inspection I saw that much was left inside, hanging in strips and stuck to the walls of the tanks. Hmmm now what... I was thinking the paint stripper was still ok, so I put it back in the tanks and repeated the whole thing. Once more, lots came out but much was still left in the tanks. Ok, now I was getting mad.... I poured the stripper back in and left it for several days, rotating the tanks every now and again. This time I figured

they would be clean as a whistle, but no, still there was old sealer in the tanks. So out came the steam cleaner and I blasted the things with water hot enough to cook a turkey. Still there was sealer in the darn things. Next I tried dumping in some Purple Stuff and a bunch of rocks from the driveway shook the tanks for all I'm worth. This worked to some degree and more sealer and some old paint came out. Finally I decided they were clean enough to use the etch. So I dumped it in and rotated the tanks, sure now that when I was done it would be ready to seal. I was counting on the etch to remove the last of the old sealer and paint. But while the etch did do something, the tanks were still not how I thought they should be. Since I had split the sealer and etch with another fellow I was getting worried because at this rate I will have no etch left. So off to the hardware store I went to buy more acid. Looking around the store I saw no phosphoric acid. I asked and was given a gallon jug - total cost under \$5. Now, Mr. Hirsch gets a whole lot more for a whole lot less of this stuff. I could slosh this stuff in the tanks like there was no tomorrow. I went back to the shop to have another go at it when I noticed that this was not phosphoric acid, it was muriatic acid (hydrochloric acid). I dumped it in anyway... rotated the tanks every few minutes for an hour or so, dumped the acid back in the jug, and rinsed the tanks in cold water. Right away I noticed a difference. This stuff has bite. Not only did it clean the inside of the tanks but if you spill it on the concrete it cleans it too. Still the tanks were not good enough, so I gave it one more go with the muriatic acid. This time they looked great: as if they were bead blasted on the inside - all I could ask for and more.

This is the point where I made a mistake. I left my tanks to dry and they rusted. What I should have done was pour the etch in the tanks as soon as I washed the wrong acid out. The correct etch causes some sort of chemical reaction and leaves a whitish coating in the tanks that does not rust. When I found my tanks had a nice coat of rust I was heart broken, but since I had the muriatic acid and knew it would make short work of rust, I dumped it in and sloshed it around for a bit. I followed up with a rinse and shot of compressed air. Then I dumped the correct etching acid in and sloshed it around for an hour. Now I was golden. The insides of the tanks were almost too pretty to seal.

At this point you need to let the tanks dry completely - as in bone dry - before dumping in the sealer. I waited a few days and then poured it in. One thing about the sealer is that it is thick and you will need a good bit of it to have enough to coat the tanks. I bought a quart plus one pint and when I was done had a full quart to forward on to my cohort. I think if you are doing one set of tanks a quart will be enough but a pint might be too little. The final step was easy. Just rotate the tanks with the sealer inside

and get a good coat. Do not get in a hurry. Spin them around slowly and the final product will be lovely coated tanks and no more paint chips in the fuel line.

In summing this up, the real job is getting the insides of the tanks clean. I was very happy with how the muriatic acid worked and I think it was a lucky mistake that I tried it. I can tell you it is nasty and burns if you get it on you and you must wear safety glasses. I have also been informed by some well respected know-it-alls that it will eat metal so I would suggest you do not leave it in the tanks for any extended length of time. Also the phosphoric acid leaves a nice rough surface that does not rust. It is what the makers of the sealer suggest you use to give the sealer a surface to stick to. Finally you want to save any left over acid or sealer. I just dumped it back in the containers it came in. You certainly do not want to dump it on the ground or down the drain.

There you have it! A back yard tank clean and sealing. - End



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**To join the SAOCA:** Please visit [www.sunbeamalpine.org](http://www.sunbeamalpine.org) and complete the online application form. You may also contact Paul Scofield to obtain more information regarding membership. **All material for this publication must be submitted to the Editor no later than the 15th on the months of March, June, September and December for quarterly publication.** Printed by: Merrick Printing / DPI 2604 River Green Circle. Louisville, KY 40206.



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