



Pacific Tiger Club

Newsletter

ROOTES OF THE PACIFIC NORTHWEST

President's Corner



The March meeting was our first ever “swap meet,” hosted by Max and Kathryn Pahmeier. Just as everyone finished setting up their tables with items to sell, the sky opened up and started raining on the parade. Thankful-

ly most everyone was able to set up in Max's shop so the weather did not prove a deterrent. I heard nothing but positive comments and I witnessed parts changing hands frequently. Many of the sellers were also buyers so the action was brisk. My feeling is the event was a success and I think it would be a good idea to try this again in the future.

Our April meeting found us at Jim Green's Performance Center in Monroe. Most of you know Jim has been in the high performance engine building and tuning business for quite a while. When you enter his facility you immediately see some of his collection of cars and some customer cars. In addition he has constructed a mock-up of a 1950's Shell gas station, complete with pumps, signage and other related automobilia. He has just finished up creating an area that replicates an old diner with a B-17 airplane motif. He and his wife have collected some interesting parts from B-17's over the

years and they are on display in the diner [which they rent out for parties, weddings, etc – Ed.]. Jim took us through his shop and described an array of projects they are working on. He is resurrecting an old Ford Maverick (1969?) drag car that he has had since the early 70's sitting in the rafters. A client of his noticed it and has commissioned him to put it back on the strip. He is performing restorations, upgrades and building high performance engines in his shop as well as selling many of the performance parts that are hard to find locally.

As you all have read over the last year, 2014 is the 50th Anniversary of the Tiger. Many events will be celebrating this milestone, including SUNI VI at Colorado Springs (June 30-July 4) and the Vancouver, BC All British Field Meet at Van Dusen gardens on May 17th, as well as STOC's planned celebrations in England and Europe.

Spring has sprung, so take off the covers, take down the top and get out and drive. The car show schedules are showing up now with many of the regular events all planned. The Triple XXX Rootbeer Drive-in in Issaquah has some sort of cruise-in or show nearly every Saturday
cont. next page

or Sunday. Many are open to all makes so check their schedule. In addition, Griot's Garage in Tacoma has Saturday morning cruise-in's during many of the summer months.

Our May meeting is scheduled to be a drive around the Snoqualmie Falls area on Saturday, May 10th. We will send out further information when available.

Dunn for now

Club Officers

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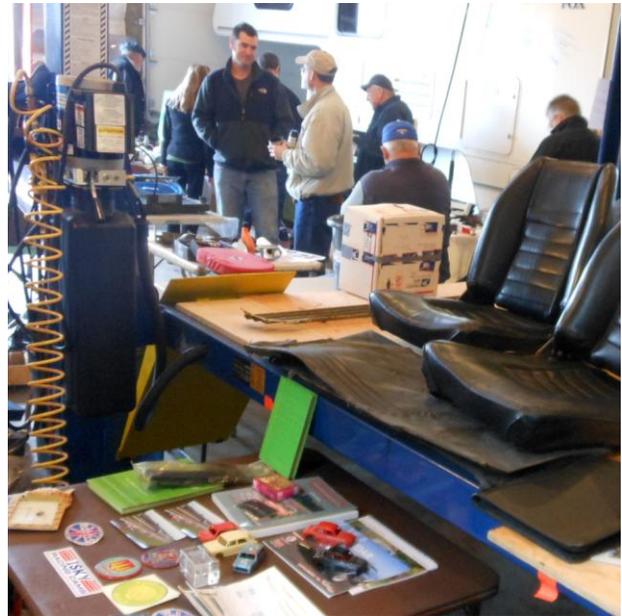
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Committee Chairpersons

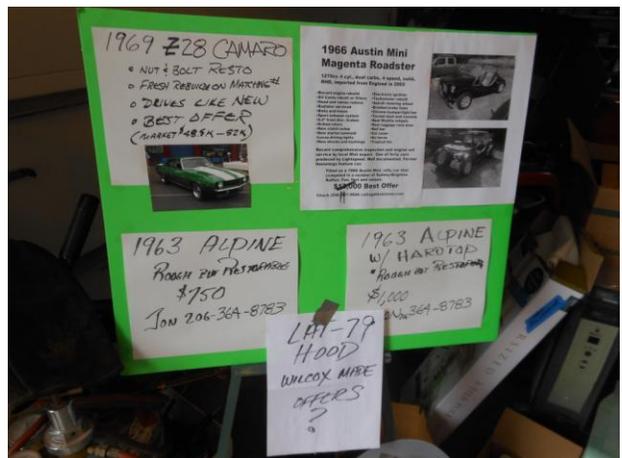
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Historians: Dave Dunn / Dan Kuenzi

Activities: Volunteer *still* needed!



Swap Meet Mania!. A great variety of parts and memorabilia could be found. Those that couldn't bring their parts posted ads on the bulletin board.
(photos by Dick Sanders)



BRAKE CHECK

by Budd Bennion



When was the last time you checked your brakes? No, I don't mean how much brake material was still on the shoe. I mean how old is the brake shoe material? You'd be right to think some advancements have

been made in the last 20 years.

Example: I was recently checking the brake drums and shoes on my Hillman Husky. There was about 20% of the material remaining, so at roughly 1,700 miles of driving I figured I still have about five years left on my brake shoes. However, I noticed the shoes were very glazed over. I have said in the past about my drum brakes: even when working very good, they are just average in stopping distance. I had a new set on the shelf so I figured I might as well install the new ones, which should last me until I am too old to drive.

Wow. Guess what? The new brakes are at least 30% better at stopping.

In a quest for understanding I took my old brake shoes and an extra set of new shoes to the company that has for years re-lined my brake shoes and clutches: **Brake & Clutch Supply, 2930 6th Ave S., Seattle 98134. 206-622-5655.** (They also rebuilt my clutch pressure plate)

What they told me was that my glazed brake shoes were very old (I checked my records; they went back 25 years) and the material back then would get hard and glaze. The new materials are much better and they were not surprised that I had better braking with the new shoes.

So how do you tell if your brake material is old or new? If you take a sample to Brake and Clutch Supply they can look at it and tell. However, a simple but not exact test is to try and scratch the surface of the shoe material with a screwdriver. If you cannot see much of a mark they are probably old. If you can put a small scratch in the shoe surface then maybe it is made of the newer technology material. **PTC**



A good crowd was on hand at Max & Kathryn Pahmeier's for the swap meet in March.

Attendees got the added treat of lunch provided by the Pahmeiers, including Max's homemade chili.

(Photo by Dave Dunn)



SUNI VI

Registration Form
June 30 through July 4, 2014
Colorado Springs, Colorado
"Fifty Years of the Tiger"

Please Print

Name: (first/last) _____

Name: (first/last) _____

Address: _____ City: _____ St/Pr: _____ Zip: _____

Hm Phone: _____ Cell: _____ E-mail _____

Additional Members in your party: _____

*Event Vehicle (circle one): Tiger – Alpine – Other Year/Make/Model: _____

*All vehicles participating in this event must pass a Technical Inspection.

Preferred Registration No:
 1st _____ 2nd _____

Circle one: Stock Personalized Modified

Are you interested in having your Tiger authenticated during this event? YES NO

Are you planning on trailering your vehicle to this event? YES NO

Vendors/Swap Meet – Indoors. Tables provided. Will you bring items for sale? YES NO

Event	Description	Cost per Person	Number of People	Cost
Registration	1 st Participant (includes meals)	\$200.00		\$
	2 nd participant in same vehicle (inc. meals)	\$175.00		\$
	**Spectator (Age 18 & up)	\$25.00		\$
Late Registration	Participants (After May 1, 2014)	\$225.00		\$

**A Spectator registration allows access to all activities, but not participation in events or meals.

SUNI VI Regalia and additional meals may be purchased separately as indicated below.*** Add \$2.00 for XXL and \$3.75 for XXXL

T-Shirt	S() M() L() XL() XXL() XXXL()	\$15.00***		\$
Polo Shirt	S() M() L() XL() XXL() XXXL()	\$30.00***		\$
Cap (one size fits all)		\$15.00		\$
Opening Night BBQ Dinner		\$25.00		\$
Wednesday English Dinner & Anniversary Celebration		\$35.00		\$
Friday Awards Banquet – Circle Your Choice of Steak, Chicken or Vegetarian		\$35.00		\$
Auto-X		\$15.00		\$

Mail Registration to:

Glenda Clemans,
 6710 151st Ave. NE
 Lake Stevens, WA 98258
 Questions: 509-430-0641
 bgname1c@comcast.net

Hotel Reservations:

Marriott Hotel
 5580 Tech Ctr. Drive
 Colorado Springs, CO 80919
 719-260-1800
 800-932-2151

Amount Enclosed: \$ _____

Additional Information:

Max Pahmeier, Chair
 206-660-8034
 pahmeier@comcast.net

Fill 'er Up!

by Dick Sanders



When **Bill Sandell** first floated the idea of an all-Sunbeam swap meet last fall, it seemed pretty audacious. After all, Rootes Group cars were never a huge presence

even in their day. A trip these days to regional swap meets at Puyallup, Monroe, or even the mega-meet at Portland's PIR, is unlikely to turn up a single Sunbeam part, and hardly more of anything else British. Even the regional All-British Field Meets rarely feature more than a smattering of Rootes bits.

Against these odds, PTC's first try at a stand-alone swap meet went off well, with a healthy turnout of both buyers and sellers. There was common parts and rare stuff, too. Yours truly brought a pair of beat-up original Mk II Tiger door panels that I had almost thrown away several times. Turned out they still had the rare metal stiffener strips tucked under the moldy fabric. Someone spotted them and the panels ended up in a good home.

Should we do it again? You tell us!

The **Western Washington All-British Field Meet** went through a rough patch lately, but is back on track to host their event at St. Edward State Park on July 26. Commercial sponsorship is hugely important to be able to pull off this event year after year. Site rental, insurance and other expenses push the budget far beyond what the entry fee covers. The organizers ran into headwinds this year because of Jaguar of Tacoma's long-standing sponsorship. The owner of Jaguar of Bellevue felt his sales turf was being encroached upon, and forced Tacoma to pull out. Worse, Bellevue's owner is all about the latest 2014 models and doesn't give a rip about classic cars – even Jags. As Bugs Bunny used to say: "What a mo-roon!"

Only appeals to Jaguar's U.S. corporate offices finally got Bellevue to play nice and allow Jaguar of Tacoma back into the fold.

Earlier in this Newsletter you've probably already read the nice tech tip contributed by **Budd Bennion**. The tip itself is interesting, but just as valuable is the name of the shop where he got his work done. During the last decade, more and more of the specialists, machine shops and repair shops we've depended on to keep our Sunbeams running have disappeared. Dependable sources that I'd counted on for years for machine work, like Hill Machine in Ballard – gone. Hill Headworks, also in Ballard – also closed - but re-opened a mile away under a new owner. But does anyone there still know which modern valve seats to use when rebuilding an Alpine head?

So I'll take this opportunity to make the familiar editor's plea for more member contributions to the Newsletter. In addition to requesting the usual 'auto-biographies' of your personal histories with your Sunbeam/Hillman, please send the names/locations of local/regional shops that you've used recently and the type of work they did for you. Would you recommend them to others? We'll compile a list to be published later this year. **PTC**



Just one of Jim Green's incredible creations.

Secretary's Report

PTC Swap Meet & Meeting was held March 8 at the home of Max and Kathryn Pahmeier

Meeting called to order by club president Dave Dunn

Treasurer's Report: Club now has \$12,213.00. Bob Bennion has just purchased an \$8,000.00 CD for a period of 18 months. (With a rate of .15%). The club checking account has no fee at this time because it was set up by Linda and Larry Atkisson. Linda Atkisson thanked Bob Bennion for filling in for her as Treasurer while she cares for her mother.

Membership Report: Dan Kuenzi reported that club membership is at 84 people - with one new member this month. Dan thanked former membership chair Budd Bennion for being a good teacher.

Old Business: none

New Business: Budd Bennion reported on the Western Washington All British Field Meet and its new location at St. Edward State Park, Kenmore, Wash. ABFM sponsor Jaguar of Tacoma was forced out by nearby Jaguar of Bellevue, but the Bellevue dealership would not contribute to the event. Jaguar International got involved and told Jag of Tacoma to go ahead with their sponsorship. It costs \$21,000 to put on the show. Two-thirds of the cost is generally covered by entrance fees.

The Puget Sound British Auto Assoc., headed by Steve Hanegan, would like car clubs to help cover costs by selling advertisement space in the event brochure. Discussion was held on how the PTC could pay \$300.00 and not add advertising pages to the event brochure, which would add printing costs. Larry Atkisson suggested giving \$300.00 with a PTC business card-sized advert.

Dave Dunn suggested that the point was to get vendor advertising and we could just donate \$300 without an ad. Budd B. related that Steve Hanegan

would rather have ads than direct donations but would never turn down cash. Dave D. related that the meet is about clubs and should be a club sponsored deal. Larry A. said the 2014 ABFM marquee car is the Triumph, in honor of the Tye Triumph Club's 50th anniversary, and suggested we should also be acknowledged since this year is also the 50th anniversary of the Tiger; and it would be nice to start the new venue at St. Edward State Park off right. Dick Sanders suggested a quarter page for the Tigers 50th anniversary would be great advertisement for the club. Motion was presented and passed by unanimous vote to donate \$300.00 to Puget Sound British Auto Assoc. with a small ad.

Budd B. added that 2014 ABFM parking spaces for club entries are set based on the previous year's attendance. Currently PTC had 13 allocated parking spaces. Budd will ask for a few more spaces, because the new venue and the 50th year of the Tiger should bring out more PTC members. Already, 16 PTC members have said they will probably attend.

Max Pahmeier reported on the upcoming SUNI VI. He told us that they were overwhelmed with applicants in the beginning followed by a lull. It is June 30th to July 4th and only happens every 5 years. Rooms are available for \$99.00 per night with breakfast included.

Guest John Bailey from Florida was introduced as traveling the farthest to attend our swap meet.

Future events discussed: April is a possible meeting at Jim Green's Garage. May meeting is a drive to Snoqualmie Falls. June meeting to be at the home of Dan and Cindy Kuenzi. July meeting at Western Wash. ABFM



Meeting was adjourned.

**Minutes submitted by
Jim Clark**

Laps from the Past

March, 1993: Budd Bennion reports spotting a Hillman Husky in Quito, Ecuador. The PTC Newsletter discussed a parts source in Spokane that had bought up all the Sunbeams and parts in the Inland Empire. At the time the gentleman had 13 Sunbeams and a shop full of parts. Sunbeam Northwest was announced for Centralia. Autocross will be held at the airport, with Avgas and open headers; what more could a racer want?

April, 1998: Craig Burlingame regales us with two pages summarizing Hillman advertising from the 1950s and 60s. One in particular caught my eye. In 1949 Hillman introduced the Mark IV Hillman Minx Magnificent. The addition of an enlarged, more powerful 1265 cc engine warrants such marketing superlatives as the “Plus Power” engine designation proudly displayed on sales brochures. All kidding aside, it was an impressive collection of sales brochures. Dick Sanders reports in his column that the 1-liter Imp engine is gradually being replaced in the 1 Liter Modified Hydroplane class by a Mazda engine as the Mazda parts are now easier to find.

March 2001: Barry Schonberger, from Indiana, is attending the March dinner meeting to

talk about his SOLO II Tiger escapades. Two of the tidbits from the Newsletter: Did you know that “Half of all Americans live within 50 miles of their birth place?” and “Coca-Cola was originally green?” David Ho buys a Series V Alpine racecar from the estate of the late Jann Helzer. Jann, who once operated Sports & Imports, a Sunbeam and foreign car parts emporium in Tacoma, raced this car up thru the mid 1970’s. While the car was missing the entire drive train, it was totally rust free and still in the original race livery. Where is that car now?

April, 2004: The club is headed to a charity concours at St Michelle Winery, since the new management at the Ballard Locks withdrew the welcome mat. The club toured the PACCAR Technical Center in LaConner, which is only open to the public one day each year. We are attending the car corral at the PNW Historics races. It is worth noting that the ticket cost in 2004 is identical to the cost in 2014. The back page features a reprint on an ad for the 1972 Hillman Avenger Tiger II, which would sprint from 0-50 mph in just 6.7 seconds. 50 mph is not a misprint. From that change from the normal 60 mph, I would assume that between 50 and 60 there was a shift to 3rd and the acceleration fell dramatically. PTC



A sea of mahogany. Back in February, PTC members toured the Hydroplane & Raceboat Museum in Kent, Wash.

In the background is Slo-mo V, winner of the 1951 APBA Gold Cup, the first hydro race held as part of Seattle's Seafair summer celebration.

(Photo by Dick Sanders)

Mark Your Calendar

PTC Club Events

May 10 - Tour to Snoqualmie Falls when river flow is near its peak, with time for lunch and a slice of pie in nearby Snoqualmie. Details TBA at press time. Check your email or the PacificTigerClub.com website.

June 14 – Tour of Camano Island, ending at the home of **Dan & Cindy Kuenzi**. Last year's tour was a blast. Dan has an all-new route for 2014. Details TBA at press time. Check your email or the PacificTigerClub.com website.

July 26 - Western Washington ABFM Bring your Rootesmobile down to the grassy lawns of an all-new venue: Saint Edward State Park in Kenmore, Wash. ABFM.com for details.

Aug – TBA

Other Sunbeam Events

June 30-July 4, 2014 SUNI VI Colorado Springs, CO. Held every five years since 1989, this is the granddaddy of national Sunbeam/Rootes meets. Scheduled featured guests include author Graham Robson and Rootes ex-Works Rally driver Rosemary Smith. Includes a full slate of activities for all enthusiasts. This SUNI celebrates the Tiger's 50th anniversary. Get your hotel room early! SuniVI.com for more details.

July 25-27 – Hillman Gathering III
PTC's Craig Burlingame is organizing the latest Hillman Gathering, which will be held partly in conjunction with the Western Washington ABFM (see above). Contact Craig at: MightyMinx@comcast.net for registration information.

British Iron

May 17, 2014 Vancouver ABFM. Van Dusen Botanical Gardens. Vancouver, BC. The Tiger's 50th anniversary will be saluted as a featured marque. The world-class Gardens are worth the visit, even *without* the car show! http://www.westerndriver.com/?page_id=5288

June 6-8 BritsBest Classics. Radium Hot Springs, BC. All-British, featuring the Tiger's 50th. <http://www.calgarymgclub.org/home.html>

July 20 British Car Show. Ventura, CA. "This year we are featuring all cars of the Rootes Group and especially the Tiger in honour of the 50th..." centralcoastbritishcarclub.com

Aug 30-Sept 1 Portland ABFM, Portland Int'l Raceway. 800+ entries, plus SOVREN vintage racing taking place just a stone's throw behind you on the PIR race track. <http://www.abfm-pdx.com/2014>

Vintage Racing Action

May 3-4	Spring Sprints – Pacific Raceways
June 7-8	Spokane Historic Races
July 4-6	Pacific Northwest Historics – Pacific Raceways
Aug 30-31	Columbia River Classic - PIR
Sept 27-28	Fall Finale – Pacific Raceways
Oct 4-6	Maryhill Loops Hill Climb and Car Show – Goldendale, WA

Check SOVREN.org for more info.

Our Members Suggest...

June 8 – 4th Annual All Convertible Cruise In at the last surviving Triple XXX Root Beer Drive-In, in Issaquah, WA. A summer evening with burgers, fries and a sea of ragtops – what could be better?

WANNA SELL! WANNA BUY!

[Yes, these are almost exactly the same ads you saw in the last issue! Keep the Sunbeam Swap Meet going all year (and freshen up this page at the same time) by advertising all those extra parts taking up room in your garage.–Ed.]

FOR SALE: Tiger parts. Per photos below, plus much more!

Barry
Corvallis, OR
brschnittger@comcast.net



WANTED: Sunbeam Alpine/Tiger **hardtop** for Tiger Mark 1a. Please call Josie at 250 613-0065.”

WANTED: A PCV (positive crankcase ventilation) valve and elbow. The elbow is most important but will gladly relieve you of your unwanted and worn out complete assemblies. Brett (253) 277-0705 or brsjal1@hotmail.com

FOR SALE: 1967 Series 5 Alpine 70,000 miles, stored last 10 years, rust free Arizona car, in British Green. Asking \$10,500 – Offers! Contact Don Atchison 360-275-2773. Located in Belfair, WA

Renewing your membership?

Members are asked to send all membership checks and correspondence to:

*Dan Kuenzi
370 N. East Camano Dr.
STE #5, PMB #36
Camano Island, WA 98282*

*509-952-7120
shelbycuda@hotmail.com*

Annual Membership Dues: \$32.00 US/35.00 for foreign members. Make checks payable to: PacificTiger Club.

DO WE HAVE BOTH YOUR CURRENT SNAIL-MAIL AND EMAIL ADDRESSES? HELP US KEEP IN TOUCH. SEND ANY CHANGES TO THE MEMBERSHIP SECRETARY, DAN KUENZI.



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