

October/November 2015



Pacific Tiger Club Newsletter

ROOTES OF THE PACIFIC NORTHWEST



*Postcards from
the U.K.
by Kevin & Judy Jewell*

*Best Brit Classic
Tour (BBCT)*

*(photos by Kevin & Judy
Jewell unless noted)*

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Club Officers

President: Dave Dunn
5906 Mont Blanc Place NW
Issaquah WA 98027
ddunn@andoverco.com

VP/Newsletter Dick Sanders
4239 S. 261st S
Kent, WA 98043
253-332-0253
RootesRooter@aol.com

Secretary: Jim Clark
17711 10th Ave NW
Shoreline, WA 98177

Treasurer Bob Bennion
Pro Tem: 37904 Fawn Rd NE.
Hansville, WA 98340
360-638-1992
904star@centurytel.net

Committee Chairpersons

Membership: Dan Kuenzi
370 N. East Camano Dr.
STE #5, PMB #36
Camano Island, WA 98282
509-952-7120
shelbycuda@hotmail.com

Historians: Dave Dunn / Dan Kuenzi
Activities: Volunteer needed!

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.

Secretary's Report 10 October 2015

Annual General Meeting held at Griot's Garage Cafe in Tacoma, Wash. Meeting called to order by Dave Dunn

Dave thanked Dick Sanders for setting up the outing before the AGM at 132Slotcar raceway (across the street from Griot's) for the club.

Dan Kuenzi reported that the club currently had 98 members. Dan is still getting a lot of phone calls and emails from people showing interest in PTC. He also welcomed new members Gene and Nancy Williams to the club.

Remember to send your club dues to Dan Kuenzi.

Bob Bennion reported that the club had \$12,501 in the bank.

Dick Sanders thanked everyone for their donations to the newsletter. A few auto bios have come in, but we all have a story about purchasing our cars, or members can write a brief bio about their car. All of our stories are interesting.
Bob Bennion reported that 22 members get the hard-copy newsletter by snail mail

Old Business: none

New Business: Officers for 2016:

President - Dave Dunn

Treasurer - Bob Bennion

Membership - Dan Kuenzi

Vice President/Newsletter - Dick Sanders

Secretary - Jim Clark

November 21 - Planning meeting at the home of Dave and Anita Dunn. Please pass on any ideas for club meetings and/or outings, if you can not make it to the meeting.

December 12th will be the club's Christmas party at the home of Bill and Glenda Clemens.

January 16th meeting will be at the home of Larry & Linda Atkisson for a tech session.

Dave thanked Anita Dunn, the Atkissons and the Kuenzis for helping setting up at Griot's Café.

Meeting was adjourned
Minutes submitted by Jim Clark

President's Corner



Our September meeting started off at the Bloedel Reserve on Bainbridge Island. We broke up into two groups with a docent for each group. We toured most of the approximately 50 acres of

gardens (the entire site is over 200 acres) as well as walking through the main house that the Bloedels once occupied. The gardens included ponds, Japanese garden with tea house, as well as many rare trees and plants. The weather held out and the hour and one half tour was both enjoyable and informative. The Bloedels were early timber magnates and became very philanthropic over their lifetimes. After the tour we all convened at the home of Paul and Camilla Sanders where we were treated to a great lunch. Many thanks to the Sanders for organizing the event and opening up their home to us.

Next month is our Annual General Meeting where we will start off at a slot car track and then proceed across the street to Griot's Garage for lunch and activities. Check your email for more details and elsewhere in the newsletter.

Bill and Glenda Clemens have volunteered to host the Christmas Party on Saturday, December 12th, more details to follow.

I know most of us don't check our classic car insurance policies too often, but with the rapidly escalating prices of our Rootes vehicles, it is something we need to pay attention to. Check the values you have for your car(s) on your policy, you may be surprised how low they are compared to market values. Take some time and search the various auction results to get an idea of value ranges. Contact your agent and change the values to more accurately reflect the value. If you do have a loss, it would be eye opening to have to fund the replacement

out of your pocket instead of having insurance proceeds. Once we put the cars away for winter, insurance policies tend to get forgotten about.

Dunn for now

PTC Auto-Biography by Ed Erickson

As far as me, I purchased my first Alpine in 1969, from a used car lot in North Seattle. At the time I lived in an apartment on Capitol Hill in Seattle. Back then, we all parked on the street and thought nothing of it. I loved that car and it was my only form of transportation.

In 1970 I was in my third year of teaching in Burien when I woke up to go to work and went down to get my car. Car? What car? It was gone. Stolen, and never recovered.

Thirty years later, retired, and I began to feel that it was time to replace that car, I did so by buying a similar (forest green and a 1966 model) Alpine off of the Sunbeam Alpine Owner's Club website.



I still had my original keys for the stolen car and tried them in the new one, but no such luck. I often wonder just where that car is.

My Alpine is the perfect car for my residence on Vashon Island and I drive it whenever I get the chance.

PTC

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Best Brit Classic Tour (BBCT)

September 2015

By Kevin & Judy Jewell

PTC members **Brett Simpson, Alex and Joan MacLaurin, Kevin and Judy Jewell** accepted the invitation to join 27 other British car enthusiasts for the first ever BBCT. The event was organized by the group that sponsors the ABFM in Vancouver, BC. The tour was a nine-day, whirlwind sensory overload.

Day 1, Friday: Departed Vancouver on a mid-afternoon flight. With the 8 hour time difference, we basically had an overnight flight. For those of us who don't sleep well on airplanes, the next day was a bit trying. All travel in England was by motor coach. With the exception of one day, when the driver had to take a safety-mandated day off,

Ross was our driver, from Nottingham, and did a lot to make the bus trips more enjoyable. Our coach was a full size, 49-passenger coach. If you have ever been on British roads, you would appreciate the difference that rear-wheel steering added to the maneuverability of the coach. Even so, it must be ulcer inducing to drive such a rig. We became so fond of Ross, that he soon became Sir Lord Ross of BSingham.



Imagine a swap meet where obscure European marque parts were in abundance and Chevy parts a rarity.

Day 2, Sat: After an early morning arrival we boarded the coach to Beaulieu (originally called Bewley, and still pronounced that way), home of the National Auto Museum. This weekend was also the multiple-day International Autojumble, what we would call a swap meet. The difference was there were thousands of people and over 2,000 vendors.

As we walked the Autojumble we heard multiple languages. Supposedly, if you can't find what you want at the Autojumble, it doesn't exist. One of the most unusual things I found was a large model of the 1950's hydroplane Slo-mo-shun IV, with a Meydenbauer Bay Yacht Club burge(flag) on the tail. At one booth, some of us contributed



As pure a Seattle relic as you'll find, a scale model Slo-mo-shun IV hydroplane far, far from home.

to the fund to restore one of the Sunbeam race cars to its former glory. That night and several other nights during the tour we stayed at the Winchester Wessex Hotel. Right outside our hotel window was the 900-year-old Winchester Cathedral, made famous in the U.S. by the 1960's pop song.

Day 3, Sun: We returned to Beaulieu to complete our visit. In addition to the car museum, this is the home of Lord Montagu and his family. Sadly, Lord Montagu had died the previous week, but his death did not diminish the activities. For those tired of cars, much of the palace was open for visiting, and there was also the remains of the 13th century abbey.

This was our first exposure to the British intelligence effort in WWII, as Beaulieu also

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featured the Special Operations Executive (SOE) where secret agents were trained. Recently added to Beaulieu was a Top Gear exhibit which included many of the spoofs conducted over the years, such as modified cars they tried to take across the Channel.

Day 4, Monday: We are off to Brooklands Museum. Brooklands was the home of a very early concrete highly banked race track. In addition to the auto collection which included land speed records vehicles, motorcycles and bicycles, Brooklands also features an extensive collection of buses and airplanes.

Airplanes featured were the Viking, Viscount, Wellington bomber and a Concorde. There was a worthwhile, extra cost, tour of the Concorde which included a simulated flight.

Adjacent to Brooklands in a large Mercedes Benz facility, with a small race track where we could pay extra to drive a new Mercedes on the track and skid pad. For the motorcycle fans we were then off to the Ace Café for a beverage before arriving at our new hotel.

Day 5, Tuesday: In the morning we had the option to tour the Aston Martin factory, or tour Bletchley Park. If you have seen the movie *Imitation Game* about the effort to break the German Enigma Code during WWII, you know some of the history of Bletchley Park, as that was the location of the war effort and also the movie.

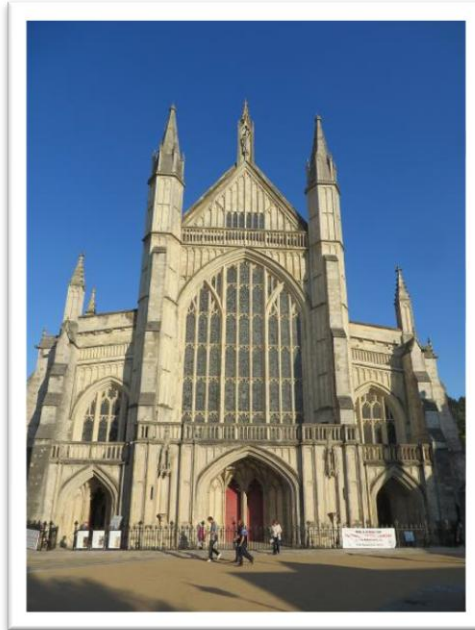
The PTC contingent all visited Bletchley Park and the biggest issue was that you could spend several days trying to tour the grounds and absorb all the exhibits, but we only had a few hours. After lunch we headed to the Heritage Motor Centre, home of the world's largest collection of historic British cars. By now, even the most jaded was starting to feel just a bit car saturated.

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Day 6, Wednesday: A very complete tour of the Morgan factory. Morgan no longer ships any standard cars into the USA or Canada due to crash restrictions. However, they ship all over the world and currently have a six-month waiting list. Every car they make is pre-sold to an individual; none are for dealer stock.

Morgan still ships their "newer" three-wheeler in North America, and we watched those being built. That afternoon we arrived in Oxford and had the opportunity to walk the town. In the evening we had a guided tour of many of the spots that fans of the TV program *Inspector Morse* would remember. This was mostly a Canadian group, so most of them were very familiar with that BBC program. We also were treading where Shakespeare and Sir Christopher Wren trod.

Today, Queen Elizabeth became the longest reigning British monarch in history, replacing Queen Victoria.



Winchester Cathedral



Morgan trikes, still being made a century later.

Day 7, Thursday: We started at Fiennes Restoration. This shop specializes in the early coach-built cars by Rolls Royce and Bentley. Fiennes also has a substantial business in

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custom manufactured restoration parts. They were making custom pistons during our visit and re-grinding crankshafts.

Up to this point we had seen only a few Sunbeams, other than those in museums. What a surprise to find a Series IV Alpine among all the Bentleys. It appears that a woman drove by and suggested that Fiennes freshen her Alpine.

This shop is right next door to a RAF airport and all the gear heads in the group would immediately head out the door to see what was flying overhead. We were in a small village that also offered Costswold Wollen Weavers. Most people had the opportunity to do a bit of wollen shopping there and watch the stone mason working.

Day 8, Friday: Our day starts at the Goodwood Revival, the largest vintage auto race weekend in the world. On the motorway, we watched many collector vehicles on their way to Goodwood, including a red LHD Tiger.



It is impossible to fully describe the Goodwood festival. Probably half the people (of thousands) were dressed in vintage costume. It was suggested that the dress be 1940-1960 dress, and most were in WWII dress. Hair, makeup, seamed nylons all contributed to the look. There were many in military dress including one very brave soul in a German officer uniform with a Luger on his belt.

Although much more upscale than the Autojumble, there were acres of displays and sales tents. This weekend was the start of the 75th anniversary of the beginning of the Battle of Britain. The infield of the race track included a large grass runway. All during the

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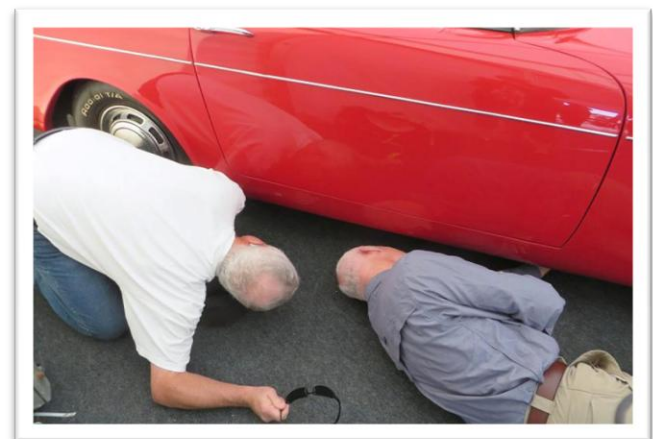
racing we had Spitfires, Hurricanes, Mustangs taking off and flying overhead. There were about 20 fighters and one Blenheim bomber in the ground display.



A WWII British Spitfire being readied for flight.

Among the cars on the track were all six of the Cobra Daytona Coupes. This was the first time in 50 years that all six cars had been in the same place. Also on the track was Lister Tiger #8. On our way back to the coach we walked thru the collector car parking area. Literally hundreds of cars, from Blower Bentleys to more modern. A Sunbeam Imp Stiletto, a two door fastback, caught our eye. That evening as we returned to the Winchester Essex Hotel we spotted an early, "Grace Kelly" Alpine in town.

Day 9, Saturday: Many of us paid extra to return to Goodwood for the second day. Although it had rained all night and was still raining on the way to Goodwood, the weather cleared up and all the racing was dry. In addition to pre-war race cars, there was a large class of mostly early 1950's Ferraris. There was another race series consisting of motorcycles, mostly 500 cc Manx.



Alex and Kevin took in some of the most exciting tourist sites in the U.K., but nothing beat the underside of a Tiger found parked at the Goodwood Revival.



Sorry, Mr. MacLaurin, you can't drive it around the block.

For the North American contingent, there was a Can-Am class which was especially fast and loud. In 1963 Ford had sent a fleet of 1963 1/2 427 Galaxies to England to compete in the sedan racing series. There were three of these Galaxies competing this weekend. Probably the most exciting race of the weekend happened in the sedan class on Saturday.

During qualifying on Friday, a 427-powered 1964 Fairlane sponsored by Allan Mann Racing had fuel problems and consequently had to start at the back of the grid

What a sight to see those big Galaxies racing in a sedan class consisting of everything from the Cortinas, to a Mercedes sedan, Vauxalls, Minis etc.



Hillman AeroMinx / Brooklands Museum Brett Simpson photo

For those that didn't go to Goodwood on Saturday, the day was spent touring Winchester Cathedral and riding the Watercress Line, a steam train. (These folks got to claim the Planes, Trains, and Automobile tour.)

Day 10, Sunday: Early morning drive to Gatwick and our return flight home. The organizer's indicated that they had learned a few things on this tour. I expect there will be a few changes next year, but it was pretty clear that they hoped to return to England



#8 Lister Tiger circles the historic Goodwood track

photo by Brett Simpson

on Saturday. The driver drove an exceptional race, gradually passing everyone but the two leading Lotus Cortinas. With about two laps to go, the Fairlane got the past the Cortinas and won the race. The announcers were almost breathless as they exclaimed that this had been the best race they had ever seen at Goodwood.

next September.

If the tour sounds interesting, contact Trevor Sandwell at tsandwell@cruiseshipcenters.com and let him know you would like the 2016 information as soon as it is available. Talk to any of the PTC participants, I suspect all of us would highly recommend the tour. ***PTC***

Fill 'er Up!

by Dick Sanders



Ran into something odd at a garage sale recently: an old car racing trophy. It was fairly tall, topped by a heavy metal, 1950s-style Ferrari-ish sports car. The engraved

lettering indicated that it was awarded to the fastest Toyota at an autocross held in 1966 at Tacoma Mall and sponsored by Doxon Motors. "What the heck was Toyota selling in the U.S. in 1966??" I wondered.



A little Googling when I got home revealed that 1966 was the first year that the Toyota Corona was imported into the U.S. and probably sold locally by Doxon Motors. If there isn't a book on this era of Japanese cars, there should be. Per info gathered from Wikipedia and elsewhere, this was a time, almost the last time, when British car makers could honestly claim they made a better product than the Japanese. Available specs and owner sentiment found online suggest the 1966 Sunbeam Minx, by then a dated body design, but powered by

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Rootes' recently-introduced 1725cc motor, was certainly a better all-around sedan than those early Toyotas.

Just six years later the situation was totally reversed, when Chrysler UK/Rootes' entry to the U.S. market, the Plymouth Cricket (a rebadged Hillman Avenger) was replaced by Chrysler by another of their captive imports, the more advanced, Mitsubishi-built Dodge Colt. It joined Toyota Coronas, Colloras, and Datsun 510's in the beginning of the takeover of the U.S. small car market.

* * * * *

A mixed bag of a summer for Jeff & Kylie Keyser. After spending many months meticulously rebuilding the 1592 in their Series II, they took the Alpine out in April for an inaugural spin down to the Snowball Rally, a car rally venturing from Sacramento to Lake Tahoe and back. During the trip, a valve seat decided to suddenly recede, forcing Jeff to reset the valve every evening.

Enjoying the rally despite the inconvenience (including occasional snow flurries that didn't quite stick to the highway) they returned home without further incident. Jeff then pulled the head and found scratched bores from an unknown source, plus a buggered up camshaft. Jeff says the scratches can be honed out, and the cam easily refurbished by PTC.

Mark Your Calendar

PTC - Club Events

Nov 21 – 10am Planning meeting at the home of Dave and Anita Dunn. (see Officers for address) Please pass on your ideas for club meetings and/or outings, if you can not make it to the meeting.

Dec 12 - Christmas Party at the home of Bill and Glenda Clemans in Lake Stevens. Details TBA

Jan 16 Monthly meeting and tech session at the home of Larry & Linda Atkisson in Hansville. Details TBA

Slot Car Racing & AGM Gallery



**Photos by Nick Emmanouilides
& Hollic Sanders**



MODS FROM THE DARKSIDE

by Nick Emmanouilides

Having been bopped several times by my falling trunk/boot lid, so I looked for ways to avoid said bops on the head. An SAOCA member Joel Griffith (aka PROCRAFT) mentioned he had a Gas Spring Mod. He made me a set of inserts and then decided it was too time consuming to bother with them again. Told me I could make a batch of them myself. I went to a local machine shop and gave him the drawings and he made me a few sets which most of my V6 friends have installed on their cars. I have a set of brackets and inserts and could mount a set on a member's car to demo it, and remove it same day if anyone would be interested in seeing it work. When I get my car up there, members can inspect my set up and decide if they want to alter their cars.



Nice thing about it is you can keep the stock pieces in the event you wanted to go Factory Stock for a show. No mods to the truck or body. Watch your fingers when you close this as the springs will tend to force the lid shut. I



can show the "Proper Method". We Darksiders are so very formal and proper.right.

I also devised a driver-side hood/bonnet mod which is easy to make. We like to display our cars with the hoods open. I noticed the hoods twisting in the wind one day. When guys park cars for long periods with the hoods open, they tend to warp. This supports both sides. Also, when I work on the passenger side, the prop rod sometimes is in the way..... Sooo, now my car has two new brackets on the left side, attached to the hood and inside fender and a second prop rod. Solves all issues.

Ok. Here we go.

- 1-Open trunk
- 2-Remove trunk side panels
- 3-Have someone hold the trunk lid open or use a 2x4. Using a 2x4 will allow the trunk lid one last vengeful bop.
- 4-Remove the bolts from the trunk lid and slowly rotate the hinges toward the rear of the car. Remember the spring has some tension in it at this point.
- 5-Remove the spring.
- 6-Remove the nut from behind the hinge and carefully work it out of the body. Take a toothbrush or wire brush and clean out the tube.
- 7-After applying a LIGHT coat of oil or lithium grease on it, install the aluminum dowel with the large end facing the inside of the trunk and put a small drop of blue Locktite on the threads of the allen head bolt. Install the washer and allen head in from inside the fender.

8-Thread in one of the ball head bolts you got from McMaster-Carr (see invoice below for part #'s) to the big end of the dowel.

9-Install the trunk lid bracket using the beveled head allen bolts.. Don't tighten them up just yet. Just snug so they will hold a location in step 12. (Once "centered" you can unscrew one at a time and put a little blue Locktite on

each. I didn't on mine, but you might want to.) I marked them Driver and Pass. The 5/16" hole should be towards the floor of the trunk. (The flat sides of the brackets should be facing each other from across the trunk when you're done.) Install a ball head bolt with the head facing outward, then secure with the lock nut from the inside



10-Make sure your assistant has a hold of the trunk lid.....

Attach the gas piston, black cylinder end up, to the trunk lid bracket ball head. I smack it with my hand but you can use a rubber mallet. If you are using the 2x4 method, this is where you'll get at least one additional vengeful bop.

11-Do the same on the other side.

12-Test fit.. Remember, you now have 60 pounds of force trying to open or close your trunk now. Hang on to the chrome trunk lift and keep your fingers clear of the sealing surfaces for this part.. Don't ask how I know..... Slowly lower the trunk lid until it touches the body. Should be smooth and non binding. Open slowly and tighten the bevel heads holding the trunk lid bracket. Do this a few times to confirm smooth action.

Assuming all's well, put your panels back in, pop a can of your favorite and invite your friends. People tend to like to play with it...

McMASTER-CARR		Purchase Order	
9630 Norwalk Blvd Santa Fe Springs CA 90670-2932 562-692-5911 la.sales@mcmaster.com		EMMANOVIDIDES	
Far Rider Llc 18642 W Sunrise Dr Goodyear AZ 85338		Order Placed By Nick	
McMaster-Carr Number 2775938-11		10/06/2009	
Line	Description	Ordered	Shipped
2	9416K74 10 mm Steel Ball Socket for M6 Thread, Gas Spring with Threaded Ends	4	4
	Unit Price: \$1.98		
	Extended Price: \$7.92		
1	9416K162 Gas Spring with Threaded Ends, 30 Force, 13.74" Extended Length, 5.47" Stroke	2	2
	Unit Price: \$12.28		
	Extended Price: \$24.56		
3	9512K73 Ball Mounting Hardware, 10 mm Zinc-plated-Steel Ball Stud with 5/16"-18 Male Thread	4	4
	Unit Price: \$1.14		
	Extended Price: \$4.56		
Charges for this shipment			
Merchandise Amount: \$37.04			
Shipping Charge: \$5.26			
Total: \$42.29			

Trunk Brackets for Gas Spring Installation on Sunbeam Alpine

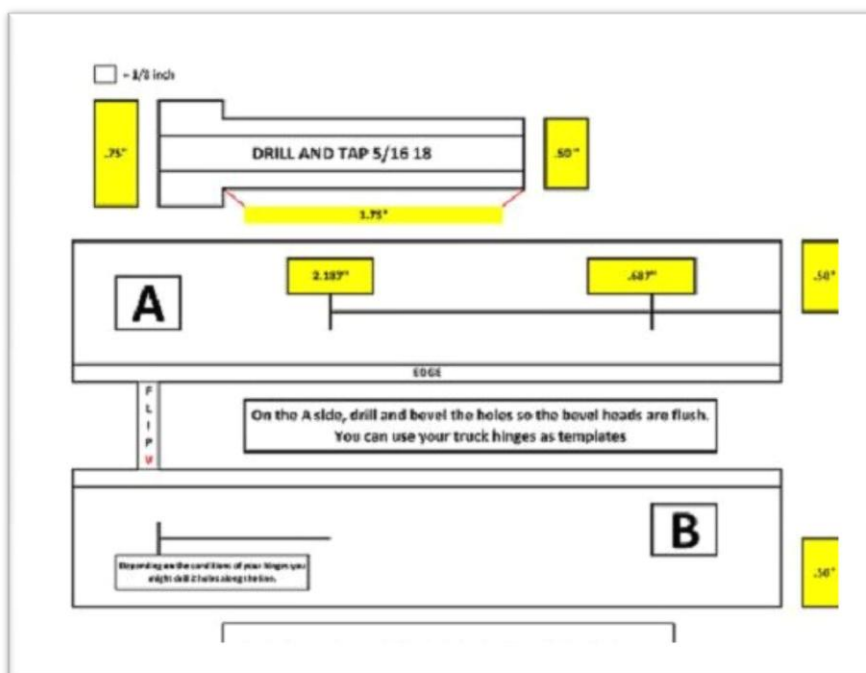
At any hardware store get at least a foot of aluminum angled stock, 1/8" wall thickness. 1" walls.

Cut two sections 4 3/4". I think it comes in 4 foot sections but I messed up a few before I got it right.

Draw a centerline from the inside wall of the angle, not the outside. Then at 5/8" from one end, drill a 1/4" hole. Use your existing trunk hinge as a reference to center the second hole. Countersink them.

From the inside of the other wall, draw a centerline and drill a 5/16" hole, 3-7/8" from the edge you started the two other holes. (See pictures.) I'd recommend making a set out of stiff cardboard for practice.

Once you get the first one done, use it to make a mirror copy. The pair have to be a dead on match.



[Nick owns a "Darkside" V-6 Series V Alpine that he is in the process of moving from Nevada to his new home in Olympia. He is also the incoming president of the Sunbeam Alpine Owners Club of America.]



Is *your* Tiger ready for winter?



5906 Mont Blanc Place NW
Issaquah, WA 98027