

February / March 2016



Pacific Tiger Club

Newsletter

ROOTES OF THE PACIFIC NORTHWEST

President's Corner



Our January meeting was well attended at the Hansville home of Larry and Linda Atkisson. It became apparent that we have many members now living on the Peninsula or at least west of Seattle. It seems to be a trend to

move west to avoid the ever increasing congestion in King, Pierce and Snohomish counties. Kevin Jewell gave us an informative description of the many different speed and wear ratings that tires carry today. In addition each tire has a date of manufacture on it. Thank you to the Atkissons for hosting and providing a home cooked lunch and to Kevin Jewell for his presentation.

February found us at Denton Restorations in north Seattle. Jim Clark arranged for us to meet Jeff and Joyce Denton, who provide complete restoration and repair services for both vintage and modern vehicles. The Denton's scheduled the father and son representatives of Verax Chemical Co. auto care products. They demonstrated the two step process to polish and wax to remove blemishes in your paint and then finish with a quality polish/wax to protectio. They used a hood from a 1960's GTO that was painted black and they were able to remove virtually all the scratches and blemishes.

Thanks Jim for putting this meeting together.

In April, back by popular demand, will be the Sunbeam Swap Meet. Max Pahemier will once again host the event on April 16. Bring out the parts that have been sitting around unused and find them a new home. Look for more details as we get closer to the date.

Dunn for now

Sat. April 16 11am-1pm

PTC's 3rd Annual

Sunbeam

Swap Meet!

Bring your Rootes parts, manuals & memorabilia to buy, sell and trade.

Sellers, please RSVP to:

(360) 668-1303 or pahmeier@comcast.net

16108 SR 9 SE

Snohomish, WA

From SR 9, go west at 164th St SE, take first right onto 83rd Ave SE, look for long driveway on right

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Activities: Volunteer needed!

Renewing your membership?

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

Pacific Tiger Club
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Selah, WA 98942

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

Secretary's Report 6 February 2016

At Denton Restoration shop, Lynnwood, WA
Meeting called to order by Dave Dunn

Membership: Dave D. reported that we currently had 96 members. Welcome to new member Joe Robin

Newsletter: Dick Sanders thanked all who helped contribute to the Newsletter and hoped that members would keep contributing articles of interest about their cars. Thanks to Jim Clark for his auto-bio and looking forward to part 2 of the Honolulu Tiger. Greg Oliver mentioned he may write an article about his Sunbeam. Dick asked Denton's PR rep Cristin Osterhout for copies of her pictures for the newsletter.

Old Business: Glenda Clemans asked anyone who does not have a name tag and wants one, to contact her. Budd Bennion reported on the 2016 All British Field Meet. They are looking for help in the area of Web design and programing for online registration. See Budd if you'd like to volunteer in some capacity.

New Business: Dave D. reported that he will be looking into possible sites for a Sunbeam NW event n 2017. Olympia is a possible area, also Monroe. If anyone has an idea for a location for the 3-day event, contact Dave D.

Dave Dunn's Mk II Tiger was photographed for use in the Forza game (Xbox). He may write an article about the experience.

Tech Session: The club watched a Verax Chemical Co. demonstration on polishing and finishing automotive exteriors. Mark Casteel and his son Brent demoed their product on a black firebird hood, showing just how they can make those hairline scratches, on a painted surface, disappear. Their website is:
www.veraxproducts.com

Meeting was adjourned

- minutes submitted by **Jim Clark**



Honolulu Tiger/2



A PTC *Auto-Biography* by "Honolulu Tiger"

In the last issue, Honolulu Tiger owner Jim Clark told us the story of how he and his Navy buddy Bux earned money in their spare time while stationed at Pearl Harbor buying and repairing British sports cars, then selling them to their fellow shipmates. Although Bux snagged the Honolulu Tiger for himself and eventually shipped it to Seattle in 1972, it was Jim who later rescued it from rotting away almost two decades later. As Jim was about to continue with the tale, Honolulu Tiger cut in and said, "Hey! I know my own story better than you! The title says 'Auto-Biography.' Isn't that me?? My turn!" And so we begin...

It was a sunny spring day when I woke up with someone pulling off the canoe that was resting upside down on my hardtop. The grape vines that had encircled me were pulled back and someone hooked my axle and drug me backwards down the driveway. Someone was hijacking me from my Wallingford hideaway, where I'd spent the last 10 years growing old in a lovely back yard. This must be a dream. I was moved to a garage in Ballard, flat tires and all. Indoors at last. But before I could roll in, the hijacker put new tires on all four corners.

I was starting to like this guy as he cleaned grass, bugs and spider webs from my engine compartment. He reworked my brakes with new pads and replaced my wheel bearings at

the same time. I began waking up from the years of neglect, the only down side was the terrible music from his radio he played in the garage. I thought he was stealing my carburetor, but he soon brought it back, completely rebuilt and then dumped the nastiest



Long-time member Elliott Fletcher supplied the only known, undated photo of Jim Clark's Tiger while it was owned by his old Navy buddy Bux and parked on Wallingford Ave N. in Seattle. It's probably still in the mid-1970's here, as the tires have plenty of air and the doors aren't yet bulleted with rust. Bux later coaxed the Tiger up his driveway and under a grape arbor, where it languished for another decade.

tasting gunk down my throat. He said it was for my own good. I was distracted as he replaced all my spark plugs and then shot 30w oil into the cylinders of my heart. Next he carefully dripped enough petrol down my throat to get my engine turning in short spurts. He had to clean and reline my petrol tanks, plus buy a new electric fuel pump. With a new battery and some scratching on grounding lugs, he managed to light up my 289 ci. engine and make

me idle in that tiny garage. With half my exhaust system gone I sounded pretty rough and loud.

My carpeting was starting to smell pretty bad, in fact it had rotted to shreds; it was removed along with all the interior panels. What was left of my wood steering wheel was a circle of steel. He replaced it with an Italian steering wheel; the least he could have done was find something from England.

The fellow that shanghaied me needed more room so he moved me to a Shoreline garage and I was indoors again. Now he got serious.

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He started dismantling me and talking to me, sometimes in frightening terms like “paint stripping,” “cut and weld panels,” and the scariest one, OH MY GOD! He still played bad music on the radio.



Finally out of the elements in Jim Clark's Ballard garage. All restoration photos by Jim Clark.

I was relieved when he removed my doors, they were rusted so badly at the bottoms that the inner and outer skins were disconnected. They weren't worth salvaging. My floor panels were replaced and covered with dynamat. I say it was for heat blocking, but he said it was for noise reduction. Come on I'm a convertible, noise is part of the ride. The green replacement doors he bolted on were not to my liking; they didn't match the gray primer he painted my body. It was embarrassing. To make things worse he found a blue replacement boot, but that too, was soon painted gray. My engine didn't start well at first, as I faked a bad grounding strap. That had him stumped for a while. But I decided I liked my new owner and with a new ground strap, I responded every time he turned the key to my starter.

I was able to drive around the block at this point, but it was scary, I didn't shift well, my stopping distance was not good and I had seats that would rock back and forth as I stopped or accelerated.

One day he carefully drove me to a very crowded auto repair shop full classic cars. They welded some flowmaster silencers and new tail pipes on my carriage. They didn't do great work, but they did replace my bell housing that had cracked years earlier. They also installed a

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Mallory electronic distributor. They locked me in the shop over a weekend with some other guy's axle resting on my rear fenders. It was so heavy it left creases on my fenders. Now I wasn't a thing of beauty, but you should have heard the language from my owner when he came to pick me up Monday morning. He told them I was a collector car and a survivor...not some old jalopy! I realized what a car "nut" he was that day. We've never gone back to that shop.

One morning Shanghai took me to a coffee shop, where we met with a group of hot rod enthusiasts. I really looked out of place, next to Corvettes and beautiful 1950's hot rods. I was showing gray primer and green doors with attitude. But they looked me over and asked questions like “Who made Sunbeam?” They had some suggestions for upgrades; telling old Shanghai about some talented mechanics and where local auto paint shops were located. One upgrade for me was a GPS speedometer and another was the addition of Honda model 2000 seats.



More Swiss cheese under the windshield

In November I couldn't believe that Shanghai dropped me off at another auto shop. It was the Denton Restoration shop. What an experience-I recommend it to all. First they took that ugly gray primer off my body, then they repaired some funky body work and massaged my skin – for weeks. They took every body part off of me that would unbolt, and sanded them. Then they put them back on, to see how they fit, only to take them off again to paint them. At least they played better music on the radio at Denton Restoration. I did hear the “OMG” several times during the first weeks of my “spa” treatment. One day body technician Lester



removed the metal frame of the windscreen, and because it was so rusty, it nearly fell to pieces in his hands. When he examined where the windscreen frame had been bolted to the body, he muttered “OMG” again. I thought it was drafty under the dash; it was because my metal had been eaten away by moisture sitting under the windscreen gasket. How did that happen? Then I remembered driving across the island of Oahu through monsoon type rains. I miss the sun and music of Hawaii, but not the rains.



Readied for anti-chip painting

I felt naked when my chipped and cracked wooden dash and dash pad were removed. Everything was exposed: electrical taped wire connections, firewall holes with no rubber grommets, running rust, and wires that went nowhere. Sunbeam Specialties sent a new wood dash and I was almost as good as new, the exception was that my tachometer still didn't work.

After nine years, I thought I was going to be primer gray forever, but by the summer of 2015, I was my original color of Arctic White. Even better, I now had anti-chip paint on my rockers and front valance. I was getting attitude, especially when new tires came for my nose; they were 185 x 55 15 inch tires on Panasport rims. No more tire rub on my front panels. There was a big push to get me put

back together by middle of August, for the Pacific Tiger Club picnic. With no top and over heating problems remaining, I still made the 20 mile trip to Hansville, Wash. and parked on the lawn with other club members' cars. I'm sure no one recognized me as the rusty, tired looking canoe holder from Wallingford. **PTC**



At left, restorers Jim and Joyce Denton celebrate the Honolulu Tiger's debut with Jim and Vicki Clark at the Sunbeam Bash in Hansville last August.

* * * * *

FEBRUARY AT DENTON'S RESTORATION IN LYNNWOOD



Above: Polishing demonstration by Mark Casteel. Below: Jeff Denton (center) shows Max Pahmeier (L) and Elliott Fletcher the tools of the trade. Photos courtesy of Denten Restoration.



Mark Your Calendar

PTC - Club Events

April 16 PTC's 3rd Annual All-Sunbeam Swap Meet Snohomish, WA Details on cover

May 14 Tour of LeMay/Marymount Museum
The Tacoma area is home to *three* of the best car museums. America's Car Museum (ACM); the LeMay estate grounds (open once per year), and the **LeMay Family Collection** at the **Marymount Event Center**. In the last few years the displays have been completely revamped. Look for Rootes in the rafters!

Other Sunbeam Events

June 18-21 Tigers United XXXVII Santa Maria, CA catmbr.org for more details.

British Iron

Sept 2-5 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.

Vintage Racing Action

April 29-May 1 Spring Sprints – Pacific Raceways

July 3-5 Pacific Northwest Historics – Pacific Raceways

Sept 3-4 Columbia River Classic - PIR

Sept 24-25 Fall Finale – Pacific Raceways
Check SOVREN.org for more info.

Autocrossing

May 14(school) PTC members are invited to
May 15 join the Puget Sound Corvette
June 12 Club at Shelton Airport near
August 14 Olympia at several regional
Sept 11 autocrosses this summer. Their club has run two autocrosses for our Sunbeam Northwest events
Details at PugetSoundCorvetteClub.com

Tire Technology

by Kevin Jewell

In the movie “The World’s Fastest Indian,” the New Zealander shows up at Bonneville only to fail tech inspection as the bike’s tires are full of cracks. He “solves” the problem later that night in his motel room by liberally applying shoe polish to the tires. This was probably not the recommended solution.

Speed Ratings: Generally for passenger tires that you would be buying, the tire will be rated by the maximum speed that it is considered safe. For most applications, the ratings range from S (112 mph) up to H (130 mph).

Originally, ultra-high performance tires were Z rated (in excess of 149 mph). Then cars got even faster, so the tire manufacturers added W (168 mph) and Y (186 mph). Now it gets confusing. Since the buying public was getting used to the Z rating, many ultra-high performance tires still reference Z, such as 215/45ZR18. Sometimes you have to look beyond that Z reference to determine the ultimate speed rating. As examples, if the tire code reads as follows:

285/35ZR19 99Y: The tire is rated “Y”, or 186 mph.

285/35ZR19 (99Y): The tire is rated in excess of 186 mph. Note that the only difference is the addition of the parenthesis.

Load Ratings: Tires are also rated by the weight that they are designed to carry per tire. The weight ratings range from 70-110 with a higher number having a greater capacity. In the example above the weight rating of 99 indicates that the tire is rated to carry 1,709 lbs/per tire. My experience with weight ratings is that you don’t really need to pay much attention to this for your standard tire. As the tire gets larger for a larger vehicle, the weight rating automatically increases accordingly. Since we often have oversized tires on sporty cars, the weight rating is generally far in excess of what you need. For 99% of your driving you are probably OK.

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It is only if you heavily load a pickup, or SUV would you really need to pay attention to weight ratings.

Tire Location: If you buy only two new tires the newer tires should always go on the back, regardless of whether the car is front or rear wheel drive. The concern is stability. If you get into a situation with hydroplaning, or other loss of traction, we want to keep the rear of the car better stabilized than the front. If the front loses traction, we get an under-steering condition. With understeering, the natural tendency is to lift off the throttle and the car tends to tuck back into the desired direction. If the back of the car loses traction, we get an oversteering condition. The rear of the car wants to swap ends. The oversteering condition is much harder to correct, especially when we loses traction so fast, that we get snap-oversteer. If you are in an oversteering situation and you lift off the throttle, there is a good chance that the car will spin. The tire with the most tread will generally have the most traction, which is why we want to put the best tires on the rear of the vehicle. Due to a physics concept, cars like the Porsche 911, with engines placed well rearward, have a tendency to oversteer. Modern 911s have rear tires that are significantly wider than the front tires. This isn't so much for acceleration traction as it is for stability. The wider rear tires have more traction than the front, so they reduce the tendency to oversteer, or the rear end to come out and spin.

Tire Wear: All tires have a wear rating shown on the sidewall next to the size. You will often see something like 200-400. There is no universal standard for tire wear, each manufacturer really compares its own tires to each other. However, you can generally assume that the higher number, the more miles the tire will last. Conversely, the lower the number, generally implies that the tire will have more traction, although it won't last as long. That difference makes sense as harder rubber should last longer, and softer rubber should have more traction. Street tire technology has

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changed so much that we now have DOT rated street tires that exceed the capability of the slicks we could buy just a few years ago. Some autocross and racing organizations now will have minimum tire wear ratings for cars in "stock classes." This might be a minimum rating of 140, or even 200. Passenger tires have tread depths rated in 32nd of an inch. Even when you could convert to 1/16, 1/8 or 1/4", it is still rated in 32nds. A new passenger tire might have a tread depth of 12/32nd inch. SUV and truck tires usually have much deeper tread depths, although it doesn't necessarily mean the deeper tread tires last longer. When the remaining tread depth reaches 2/32nds of an inch, by law the tire is considered legally worn out. The manufacturers have wear bars between the treads. When the wear bars are contacting the pavement, it is definitely time for you to be visiting the tire store. This is where you often will hear of using an Indian head penny. If you put a penny on edge between the tire grooves, and the head is fully exposed, the tire is probably worn beyond the 2/32" depth. With the rain we experience every winter, tread depth is more of an issue than in some parts of the country. As the tread depth decreases, there is more of possibility of hydroplaning and losing control of the vehicle.

Tire Life: You will sometimes see recommendations that tires should be replaced, regardless of wear, every 6 years. You should realize that these recommendations are generalities that are meant to apply throughout the country. Much of a tire's degradation over time comes from UV exposure. A tire that is constantly exposed to the Arizona sun is going to experience totally different degradation than a tire that is mostly garage parked in the Northwest. If a tire exterior rubber is showing cracks or checks, you can assume that the inside of the tire is also compromised and the tire should be replaced. **PTC**

[Kevin was kind enough to write up a summary of his presentation at January's tech session held at Larry & Linda Atkisson's]



Inside: Read how Jim Clark (with help from Denton Restoration) turned a beast into this beauty.
Above, PTC members toured the shop in February. *photo courtesy of Denton Restoration*



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