



Pacific Tiger Club Newsletter

ROOTES OF THE PACIFIC NORTHWEST

Visiting Dale's Restoration

It is always a treat to stop in and visit with Dale Akuszewski at his restoration shop in San Bernardino, CA. He is always generous with his time to curious autophiles like myself and enjoys giving tours of his well tooled shop. He has so many work stalls, it's easy to lose count of the number of projects he has under way. Dale has been involved with Rootes cars for many years, either repairing, restoring, or racing, and has become skilled in all areas of restoration. He has lots of room for parked cars

stationed England. While there, he purchased an Alpine and started learning the intricacies of right handed driving. He was enjoying the sporty Alpine, when someone in a pub told him



Driving Through Paradise

by Jim Clark

outside his shop, but inside the garage doors, cars fill every available stall. Unlike my garage, he has plenty of room to work on the various projects.

As a young man, Dale was allowed to change the oil and plugs of the family car, under the watchful eye of his father. The family car was his father's pride and joy and Dale watched his Dad take care of all major repairs. Later, Dale joined the Air Force and was



**Another day on the job for Dale Akuszewski:
"It has *how* much rust?"**

about a Sunbeam Tiger. A "bloke" asked if he liked the Alpine so much, why didn't he buy a Tiger with a Ford V-8 engine. At first he

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Club Officers

President: *Still need a volunteer!*

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Committee Chairpersons

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Selah, WA 98942
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Historians: Dave Dunn / Dan Kuenzi

Renewing your membership?

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

*Pacific Tiger Club
c/o Dan Kuenzi
1790 Longmire Lane
Selah, WA 98942*

*509-952-7120
shelbycuda@hotmail.com
Annual Membership Dues: \$32.00 US/35.00
for foreign members. Make checks payable to:
Pacific Tiger Club.*

PTC Club Events

April 29 Spring Dash Tour Sat. 10am Craig Burlingame always finds the roads less traveled for our tours. We'll start at the XXX Drive-In in Issaquah, ending in Snohomish at the First and Union Kitchen and Bakery.

May 20 Brooklands British Car Restoration Shop. 10am Tacoma, WA Come tour one of the few remaining repair shops that specialized in British cars. The majority of their business is MG's, but they do work on Sunbeams. 8237 S. Tacoma Way.

June 10 – Meeting at the home of PTC member Greg Oliver in Edmonds, WA. Get out your best wax and Armor All. Greg's sister is a professional photographer who will be on hand to take quality photos of your Sunbeam or Hillman. Catered food too!! 6309 138th Pl SW, Edmonds, WA 98026 (425)750-4725

July 22 Western Washington All-British Field Meet. St. Edward State Park in Juanita, WA. An epic display of British iron!

August 26 West Seattle Car Show. South Seattle Community College. Details TBA

Sunbeam Events

West Coast Invasion 2017
May 18-21 Cambria, CA
Celebration of Rootes Group cars. Sponsored by Sunbeam Alpine Owners Club of America SAOCA.org for more details

Tigers United XXXVIII
June 23-25 Sacramento, CA
Sponsored by Sunbeam Tiger Owners Assn

Local Interest

Richmond Beach Rehab "Cars of Yesteryear" show. May 13. 10am-2pm. Live music!
More Info: CRJones@Avamere.com

British & French car show May 21 9am
XXX Drive-In, Issaquah, WA.
Vive la Coventry!

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thought it was a joke, an Alpine with a V-8. Right. When Dale realized that it wasn't a joke; he went out and found a Tiger and bought



Dale's race Tiger. His shop has the right tools for the job.

it. It was a right-hand drive car, and when he finished his stint in the service, he shipped it home and it eventually became his race car. That's right his race car was his first Tiger, and he still owns it! Not many of us can say we still own our first race car that we bought. For that matter, not many of us can say we owned a race car. Of all the cars I've owned, I can't remember owning a race car. As a teenager, what I drove recklessly on the street would be labeled the family car.

Dale owns a second Tiger that is left hand drive. This black beauty can be seen on his web site.

My visit to his shop had two purposes, the first was to find a decent hood for my Mark 1A. During the tour of his shop, I spotted a LAT fiberglass hood leaning against the wall. "No I don't have any hoods right now", Dale told me, "and that one in the corner was made so poorly that it won't fit any car." I struck out finding a hood in California.

In his office, I told him the second purpose of my visit. I explained that our

club needed to attract new members to keep a healthy membership, and we were looking for ideas to increase membership. The younger generation seems to lean toward Japanese cars that they can lower, add horsepower to, and do crazy things with the wheels. I asked him his thoughts on attracting younger members to established car clubs.

He thought that the Tigers were so pricey that it wasn't affordable for young people, plus many people want a safer car than the older Rootes cars. I told him I liked the idea of driving our cars, so they can be seen by the younger generation.

Dale chuckled and told me that the clubs in Southern California can't get club members to drive Rootes cars to meetings and club events. "The CAT club might get eight cars at an event," he joked. "Well, maybe a few more than eight," he grinned.

What Dale has noticed is that the younger generation in car clubs are announcing



everything on social media. A few hours before a pre-determined day, a member will tweet out, or text, the time and location of a cruise-in. Like a "flash mob" event. Every so often there is



Dale's well-known black beauty.

a flash mob car cruise-in near Dale's shop.

It is so close by that he's been tempted to drive his Tiger to the event. It's usually held in a vacant mall's parking lot and he added that he



Not just for show. 2014 SUNI VI concurs at Colorado Springs, CO.

can tell when a flash mob event takes place because he can see all the black burnout marks on the pavement. There can be a huge number of cars at one of these events, since it is sunny California.

It's an idea for a PTC summer cruise-in, but it doesn't allow much time for planning to get our older English cars prepared. I know mine needs a couple days to check for leaks and the occasional electrical glitch. I also don't know how many of our members are on social media. I know a few members that stay away from the so called "tools of information" (social media). I don't care for the blah-blah-blah I see on my Facebook, either. The idea of spontaneous cruise-ins may only work for car clubs with a large membership and with people always on social media - which are young people. Wait, that's who I was looking for, for the club.

I left Dale on the phone with a possible customer. Someone had purchased a Tiger sight unseen in Florida and was shipping it to San Bernardino. It's a total rusty mess, Dale told me and then asked who would buy a car from Florida? But that is the kind of thing he is seeing more and more of. People are finding cars in fields with trees growing thru the middle of a rusty hulk. If anyone can restore a hulk from the ground up, I guess it would be Dale Akuszewski. PTC

Tech Tip

Larry Atkisson reports that Hagerty Insurance now offers special coverage for project cars under restoration. As your restoration progresses, the covered value automatically increases month-by-month. See Hagerty.com for more info.

A PTC Tiger in Florida Tells its own Story



(as transcribed by caretaker Tom Bennett)

Let me introduce myself. My VIN number is 382100394, and as you can tell I am a Mark II Tiger. I used to live and play in the Pacific Northwest and was very active in PTC. I had a lot of good times with some other Tigers whose caretakers were named Atkisson, Dunn, and Jewell. Then there was this Canadian Tiger that would show up at events with a very quiet and reserved caretaker named McLaren, NOT!

What really got me started with PTC was my caretakers' decision to attend SUNI 1. I still remember that morning when I was loaded on to my new car trailer and was taken over to meet up with some other Tigers that were headed for the trip to Snowmass, CO. When we arrived at the meeting point I was shocked to see the largest car trailer I had ever seen short of a full car transporter, the Triple Trailer! What a trip that was, and what a way for my caretaker to get initiated into PTC.



PTC was in charge of the concourse for this large event, but since I was so new to PTC my caretaker did not have any duties with the concourse. He simply spent many hours detailing me after the trip on an open trailer. It was a

great event and I was very lucky to place 1st in the Stock Tiger class.

The times were good, I had many great times with my other Tiger friends, and all of the other caretakers were also very nice to me. This went on for years with many events with fellow Tigers and Alpines, and occasionally those other

marques at the All British Field Meets. My caretaker had built me a new garage where I lived with several other cars, which were all Ford Powered.

Then things started happening, all of my spare parts started getting packed into boxes. My caretakers work bench was totally cleared of tools, and my TV was taken away. My garage mates, a clone GT350 track car, and a Mark 1A Tiger also knew something was happening.

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Then one day the three of us were loaded onto car trailers, at least I was on MY car trailer, the other guys were on rental trailers, the scarlet T ! On a Saturday morning in October of 2000 we started our trip. Boy did I get to see a lot of country from behind my friend the Lightning who always towed me around. We drove and drove. I remember seeing the SUNI 3 site in Montana where I had attended the event a few years earlier. Then the trees disappeared and there were these flat fields. The fields gave way to palm trees and then one afternoon we finally stopped, for good. It had a 3-car garage which was great for me and my garage mates.

I no more got in my new garage with my other garage mates and the door closed and we sat for several months. Finally my caretakers opened the garage door and took me out for a short drive, I quickly saw the Florida plates on most of the cars, I was in Florida. It didn't take more than one summer to realize that they didn't use heated garages here in Florida, they needed to be air conditioned. It took a few years for my caretaker to get me an A/C system in my garage, but now it's nice in there in the summer. I really like winter in Florida, that is the best time to get road time in, the summers are HOT. I have trouble keeping that temp gauge in the proper range, but my caretakers just melt in the heat and humidity. Well now you know a little about me and how I got from Seattle to Florida. I have come a long way from when I first drove away from the Vincent Motors dealership lot in San Gabriel, CA back in 1967.

My life in Florida has been much subdued from my Seattle days. My caretaker takes me out on short trips on a monthly basis. Over

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the years in Florida my fellow garage mates have changed, but I am still the queen of the garage. However, I will admit that this Italian job that appeared several years ago has certainly tried to take over the garage. At first, she really appeared to be a bitch, but then I realized that she had a Ford engine in her like I did, well she does have a few more cubic inches than I do, but if that is what my caretaker wants, so be it.



At first, she wasn't very friendly, but after being towed home with a sick engine a few times she lost her "I'm better than you" attitude. She was real sick for several months before my caretaker flushed her fuel tank out. I could not believe how much stuff came out of her fuel tank, serves her right for eating that Italian food!

Since her D&C of her fuel tank she has really become a member of the pride. We have occasionally both gone to the local Cars and Coffee events at our caretakers local Starbucks. Several months ago, our caretaker came out to the garage and announced to three of us that we were all going to a car show here in our home town of Longwood. The 4th of our pride is a rescue Mustang that is still waiting for her new engine and trans, along with many other items.



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Our caretaker has been spending more time in the garage getting the three of us ready for this car show, my first in many years. I will admit that I certainly got the most of the attention, after all I am the senior of the pride. Our caretaker travels a fair amount throughout Florida for his job, so his garage time is limited; he is also the editor for the Italian jobs newsletter, Southeast Panteras.

He explained that the Mid-Florida Mustang Club has its Annual Round Up in February

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be the only Tiger at this event, while the Pantera had to share the paddock with three other Panteras. After all what were the chances that another Tiger would be there ?

At last February 25th was here, I was still in the garage at 03:30 hours, when the caretaker slipped into the Pantera to fire her up, she wouldn't start at first! It was priceless to me, not to the caretaker. After several attempts the Italian finally came to life.

Now how do you get three cars to a car event by yourself ? It had been planned out by the caretaker, now will it work??

I was loaded onto MY car trailer, strapped down and we were off to the show. Plenty of parking, off-loading was a breeze and I was driving over to my parking spot in the Super Ford Display paddock when I saw a black Tiger in my spot, not only was she black, but she was also a Mark II ! At least, they did move her off of my parking spot ! Tim the caretaker of a GT5S Pantera who had fixed a short in my electrical system a few weeks ago

was there with his beautiful Pantera. He was the driver to help my caretaker get the other cars to the event. Well nothing goes as planned, and Tim decided to stay with me. Like most car events, my caretaker soon



each year and that this year they have a special Super Ford Display. After our caretaker met with the event organizer, the Pantera and I were extended an invitation to be in the Super Ford Display, but our garage mate the Boss 302 LS had to enter as a regular car. Our caretaker started in getting the three of us ready, while he was coordinating with other Pantera caretakers to also attend the meet. Ms. Caretaker was really on him about trying to get three cars to the same meet, she had to work that day and was very happy to go to work that day. I will admit that she did make snicker doddles cookies for the human types. Our caretaker thought he had a Thunderbolt Fairlane lined up for the event through a fellow Pantera owner, but that didn't pan out.

So as with most car events, things came down to the wire, I was thinking that while the Pantera has more cubic inches, I was going to



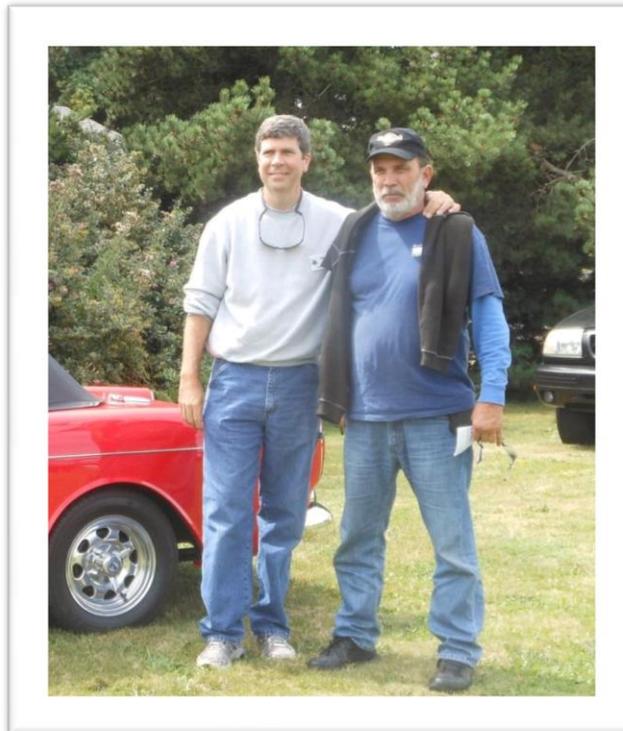
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found a driver to assist in getting the other cars to the event.

So after a fair amount of work for my caretaker, we were all there. The Boss 302 had to park far away with the regular Mustangs, while the Pantera and I were on center stage. In the Super Ford Display we had 2 Mark II Tigers, 4 Panteras, 5 Factory Cobras, a Ford GT, and a GT40 replica. I found it very interesting that even in this special Ford display group the caretakers were a very closed group and really didn't mix with the other caretakers outside their own marque. Strange?

The other Tiger's VIN number was 382100123, whose care taker was Clark Vegazo, who lives a few miles to the north of my garage. Talking to "123" she was fitted with a 5-speed Tramex trans with cruise control and a LAT hood. She told me that she had driven to the SUNI meet in Colorado this last year. While I couldn't really check out her engine bay out, my caretaker told me she had her original rivets in her VIN number plate.

As my caretaker was doing the most common thing to be done at a show, sitting in a folding chair behind the cars, he noticed a Sunbeam Tiger shirt on another caretaker, that started the three caretakers talking and off they went to look at his car, which had not registered for the event. His Tiger was a Mark 1A, the paint was not bad, but the engine compartment was tired, as well as the interior. There is some naked Alpine out there because her interior was in his Tiger, but the important thing was the Tiger looked good 30 feet away and it went



Tom Bennett (r) and Dave Dunn at the 2015 Hansville Sunbeam Bash. Tom and Dave campaigned a vintage Mustang in SOVREN racing for several years.

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down the road under her own power on a set of LAT 9's.

So I had been thinking I was going to be the only Tiger at my first show in many years and there were three of us there ! That was great, I really had a fun time at this meet.

This was one of my last events in Florida, the time has come for me to find a new caretaker. My current caretaker needs to retire from his normal job that gives me an air conditioned garage to rest in. He has looked at finding me a new caretaker, but it isn't easy. One prospect called, but he didn't pass my caretakers interview process. I have had a good life since Howie Schoenfield found me in disrepair and was storing me in his warehouse. Howie and my caretaker met over the sale of some spares and that is how I met my current caretaker. Norm Miller of the Rootes Group Depot did my restoration back in the 1980's while my caretaker was working internationally.

Should you be interested in being my next caretaker, please contact Melody Bennett, who is the wife of my current caretaker at frgtigergolf@hotmail.com or (407) 256-9818. My

caretaker was trying to take me to Tigers United in Sacramento this summer, but the transport cost for me alone may cause the trip to be canceled.

Tom Bennett: Caretaker for 382100394

TAC certified

LAT Options:

LAT 70 wheels

LAT 4 Tiger Oil Pan,

LAT 8 Tiger Valve Covers

LAT 1 Tiger Induction Kit (currently runs Holley 4150 double pumper

289 HP all centrifugal advance

distributor

PTC

Pacific Tiger Club meeting at Dragers International Classic Sales story and photos by Budd Bennion



Budd Bennion's Hillman Husky blends into this clever mural on the side of Dragers depicting old-time Edmonds, WA. Dragers plan to expand soon into another connecting building.

There was a good turnout for this February 18 meeting with about 15 people attending. A few members did drive their classic car but it is early in the season. I hope the rest are taking the winter covers off of their classic and at least thinking about prepping your cars for summer cruizin'. The father & son team of Jeri and Andrew Drager call this "Dragers Club House," like a giant man cave. Though all of the cars are for sale, there is a big screen TV and a dance floor and auto memorabilia on every wall.

First of course we spent an hour just walking around their club house/sales floor to view the inventory on hand. They do have other storage next door for overflow. Jeri gave a short speech about how he got into the business [the first shop was on Seattle's Dexter Ave N, the second on Aurora Ave N. just south of the Woodland Park Zoo from the late 70s to mid-80's. - Ed.] and described how and where he buys cars and where most of the cars are sold. This was interesting as he said most cars are sold out of the state with many being shipped overseas.

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Andrew gave information about some of the cars displayed on the floor. Note, they welcome visitors but mostly they are open by appointment. Obviously they are there a lot, who of us wouldn't be, but Jeri said he is looking every day for deals to buy or sell.



Man Cave, indeed!!

They purchase cars that are mostly restored but they do correct items or finish a detail that needs attention. It's interesting that the mechanical shop he likes to use is in Port Orchard, WA. which is a ferry ride and about 40 miles away. Jeri said driving one of the cars there gives him an idea of how good a purchase he made.



If you want to pop in just to view their collection at 18805 Aurora Ave N, just north of Seattle, call to see if they are in their club house: 206-533-3600. They love to talk cars. (draggersclassics.com, to see their inventory)

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Tech Tip

Courtesy of Bob Bennion:

Here is some information I found out about fasteners direct from the *LOCTITE Guide in Designing Assemblies with Threaded Fasteners*, dated September 1990.

“Some of the well accepted myths are:

A properly tightened bolt will never loosen.

Wrong. When friction in the threads and under the head of the bolt start to drop, it doesn't take long for a bolt to loosen.

It takes thousands of hours of vibration to loosen a bolt.

Wrong. After side sliding starts, as few as 100 cycles are needed to loosen a bolt.

Fasteners take more torque to loosen than to tighten.

Wrong. It is easier to go downhill than uphill.

Nylon rings can dampen machinery vibration

Wrong. No effect.

I know it's tightened properly because “I torqued it.”

Wrong. Friction is 80% of the effect of torque, not tightness.

Split ring lock washers exert a powerful auxiliary pressure on the underside of the screw head to prevent assemblies from loosening.

Wrong! No effect.

High torque loads automatically mean high clamp loads.

Wrong. 85% of tightening torque is absorbed in the threads and under the head. Only 15% produces clamp load.”

PTC

WANNA SELL! WANNA BUY!

For Sale: I have a 1962 alpine that I purchased in 1969 that I am ready to sell. I drove it until 1975 when I parked it with the intention of creating a Tiger clone. As things go we had children and money was tight and the interest was lost. The Alpine has been in the garage since. I push it out and wash and clean it but still have not found the interest to get it going again.

It is a complete and in in very good shape, has a hard top as well but has not been started since 1975. My car has been garaged since we purchased it in 1969. There is no rust on it that I know of. \$8495. North Thurston County.

Milt Densley
360-491-2846



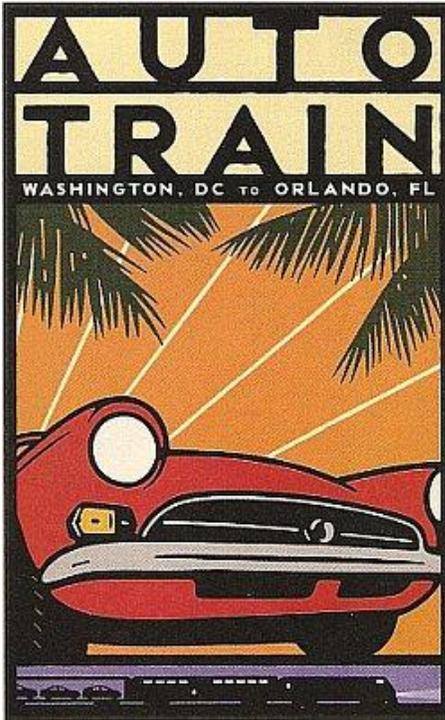
For Sale: To Whom it is of Interest: Habitat for Humanity recently started clearing a future build site and stumbled across what I believe is a Sunbeam Alpine or Tiger, it is hard to tell. The only number I've been able to locate is "SAL 608400" which I understand is the body number. It is screwed to the ledge of the engine compartment on the passenger side. There is a rivet visible as well which I believe held the ID plate. The car is red, the trunk lid is primer gray outside and powder blue inside.

The police have provided an affidavit allowing me to dispose of it. My original plan was to cut it up and recycle it but one of our volunteers suggested that it might be worth more than scrap metal. If we could sell it the money would go to build houses here in Whatcom County. Open to offers.

Paul Stromdahl
Construction Project Manager
Habitat For Humanity in Whatcom County
206 251 6354 (M)
360 715 9170 (W)



For Sale: Need a new interior for your MKI Tiger? Complete soft interior includes new seats, console, kick panels, door panels, rear trim panels at soft top areas, new imitation Wilton wool carpet. Color: Buff. This is an interior by Martha Christiansen. These interiors normally sell for \$5,500 plus. Sell for \$3,500. Larry (360) 638-1998



Amtrak's two Auto Train posters



CELEBRATING 35 YEARS



5906 Mont Blanc Place NW
Issaquah, WA 98027