



Pacific Tiger Club

Newsletter

Rootes of the Pacific Northwest

PRESIDENT'S CORNER

BY ED ERIKSON

Craig Burlingame led club members on an eventful Spring Dash tour on Saturday, April 29. Starting from Issaquah's Triple X, we cruised 30 miles through the back roads of eastern King County, losing two stragglers along the way, until we all eventually found our way into Snohomish where we stopped for lunch.

While lunching at the restaurant, I was asked to take over the vacant office of President of PTC. I accepted the request, surprising myself and I swear that I had not imbibed in any alcoholic drink and I certainly didn't drink while driving my Sunbeam. Truth is, it was unfair for Dick Sanders to have to act as President while being in charge of the Newsletter. Dick promised that my term will only be for six months and will end at the AGM in October. At that time someone else will have to step up and take over as I will become a "Snowbird," spending six winter months in the Palm Springs area. I feel confident that this job will not be that difficult since there are a lot of members willing to help and offer advice.

Our next meeting was at Brooklands British Car in Tacoma. We had never visited this long-established repair/restoration shop. They cater mostly to MG's but work on all British cars including Sunbeams. When I

purchased my Alpine in 2004 from a former PTC member, a number of receipts of work done by Brooklands came with my car.

On a beautiful driving day, an excellent contingent of Sunbeams arrived at Brooklands for our meeting on Saturday, May 20th. Owner, Matt Graham, had never seen so many Sunbeams on his premises. Showing up were five Tigers, four Alpines, and a Hillman. It was interesting to get a close-up view of Matt's own Rootes vehicle, a Commer van that sat among his many vehicles in various states of repair and/or restoration. Matt showed us through his shop that had a wide variety of cars and used parts scattered throughout many rooms. He has been in business since the early 1980s and by his reckoning, his shop is the last remaining shop in the Pierce County area that works exclusively on classic British cars of all makes. He said that he can do most everything from complete restorations to simple tuneups.

Make plans, if you have not already, to attend our next meeting at Greg Oliver's home in Mukilteo on June 10. A professional photographer will be there to take pictures of your Rootes vehicle that will be downloadable and suitable to frame if you desire.

See you there!

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Renewing your membership?

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

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 1790 Longmire Lane
 Selah, WA 98942

509-952-7120
shelbycuda@hotmail.com
Annual Membership Dues: \$32.00 (US funds).
 Make checks payable to: Pacific Tiger Club.

PTC Club Events

June 10 – Meeting at the home of PTC member Greg Oliver in Edmonds, WA. Get out your best wax and Armor All. A professional photographer will be on hand to take quality photos of your Sunbeam or Hillman. Catered lunch too!!
 6309 138th PI 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!
www.wwabfm.com to register.

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

Sunbeam Events

Tigers United XXXVIII
 June 23-25 Sacramento, CA
 Sponsored by Sunbeam Tiger Owners Assn. At least half-a-dozen member of the U.K.'s Sunbeam Tigers Owners Club (STOC) will be shipping their Tigers over. Sunbeamtiger.org for registration info..

British Events

Portland All-British Field Meet
 Labor Day Weekend. Portland International Raceway. Lots of activities: car show, rallye, funkhana, autoslalom, Land Rover Adventure Ride. More info on their Facebook page.

Local Interest

Greenwood Car Show
 Sat. June 24. A mile of Seattle's Greenwood Avenue N. is blocked off for this hugely popular all-makes show. Registration info at Greenwoodcarshow.com.

SOVREN Historic Car Races
 June 3—July 2 at Pacific Raceways. Celebrating the 50-year anniversary of the 1967 race which decided the Trans-Am championship.

Blast from the Past

One of the true characters among Sunbeam owners around the Pacific Northwest was the late foreign-car junkyard operator Charley Heitz. While some saw him as benevolent, others counted their fingers after a handshake deal with Charley. Some 25 years ago, long-time PTC member Jim Leach visited and described the then-current state of the Portland-area junkyard.

Follow-up Newsletter columns document the last days as creditors closed in. All photos and the early 1980s advertisement from Hemmings are courtesy of the collection of Mark Sorsdahl.

“Charley's”

by Jim Leach

[first appeared in July 1992 PTC Newsletter]

Allen Foreign, Inc. is a large British-car wrecking yard operated by Charles Heitz, a Rootes Group quasi-enthusiast in Portland, Oregon [pictured below in his memorial service program in Aug 2000-ed.]. It is now owned by



the Estate of Kathleen Allen, but to most who have visited the yard, it is simply known as Charley's. In addition to the cars in the yard, either Charley or the Estate, depending

who you talk to, own a Tiger which had considerable success in local drag racing in the

sixties, a Harrington LeMans, two Sunbeam Venezias, and a variety of other Rootes marque cars.

I visited Charley's for my first time last February and was astonished by the number and variety of collectables, including bug-eyed Sprites, MGA-B-C's, Triumph TR3's and TR's, Austin Healeys, Mark-everything Jaguars and E-Types, a Reilly 1.5 and many Rootes Group vehicles. There are many more cars including Daimler SP 250 Dart, two NSU's, a Porsche Speedster, a Karmann Ghia and a Ford Maverick.

My tour lasted nearly three hours, but 10 minutes into my excursion a melancholy feeling came over me. Can you imagine an elderly person reviewing his high school yearbook, pulling up pictures of friends passed on? There was no attempt to preserve any of the cars at all. Hoods, trunks, doors and windows have been left open for years and most cars are supporting a variety of flora. To approach some cars a machete will be required and one Singer Gazelle will be able to feed the entire Club blackberry cobbler this summer. I had to remind myself that this is how wrecking yards used to be operated in spite of the value at hand. Most wrecking yards park cars side-by-side in an orderly fashion and have pathways reserved for access of yard equipment, tools and clients. This yard subscribes to the tossed salad theory and requires its customers to be part mountain goat: All parts must be removed and exited by hand. The donors are stacked up to 3 units high and some stacks are leaning at dubious angles and are potential widow-makers.

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There are at least two dozen Audax-body cars, including 4 Series II Sunbeam Rapiers (one hardtop), two Singer Gazelles (one estate car), 3 Hillman Huskies and a variety of Hillman Minxes. Three Apex cars (Hillman / Sunbeam Imps) have found their way here as well as a Commer Fun Wagon. The later A & K models are represented by two fastback Sunbeam Alpines and one Sunbeam Arrow sedan. Two Sunbeam Tigers are resting adjacent to a structure next to 2 Hillman Super Minxes. 50-60 Sunbeam Alpines, including one GT model, are distributed throughout the yard.

Charley claims that he has not added any Rootes cars to the yard for at least 15 years and their condition tends to verify it. He also claims 15 years of

non-usage warrants very high prices since the parts "...don't have any wear over the years."

This collection is really something to behold and surely will not be allowed to remain in limbo forever. If you have a few free hours in Portland on a weekday, you might consider visiting. I feel I have entered through a graveyard of Rootes family cars and this has made it even more important to me to preserve the relatively few cars that remain alive.

[PostScript. I returned to Charley's this May to snap some pictures and found some big changes have occurred. Charley was cited, fined and allegedly jailed briefly for operating the yard without ever obtaining the proper business license. He has been legally removed as executor to the estate of Kathleen Allen and a court-

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appointed representative has been named. Charley says he cannot sell parts any longer but he can sell complete cars from the yard. I inquired about several of the cars and was not really surprised by his outrageous prices. I think it is unlikely he will sell many - maybe *any*? He then asked me what part I really wanted and let me to believe you will sell individual parts anyway. I am sorry to report many of the Sunbeam Alpine shells have been removed and the stacks of cars around the yard are fewer and shorter. I suspect he is crushing everything in the yard and selling the hulks at scrap value.]



Circa 1972. Charley operated the junkyard for many years out of the small trailer at left rear. To the right of the big Jag is a Series V Alpine. At left is the Dave Frezza dragster Tiger. More on that car next issue.

August 1992 - Fill'er Up! By Dick Sanders

"Charley's," the Portland-area wrecking yard featured in last month's Newsletter, was not expected to be open after mid-July, as the plaintiffs, including one PTC member, in a lawsuit against op-

erator Charley Heitz were planning to serve papers and legally kick Charley off the premises. Mr.

Heitz apparently has enough lives for two cats, and is still open. No word on how many Rootes cars remain uncrushed, though.

October 1992 - Fill'er Up! by Dick Sanders

"Charley's," the Portland-area British car junkyard mentioned here for the past few months, has been seized by state officials, according to unnamed club members. Charley Heitz, who operated the junkyard and was also executor of the estate which holds title to the junkyard, has been given the boot. Cars and parts are up for sale. The row of Alpines can be bid on, and a number of other Rootes cars remain, as well as a few assorted parts.

“Charley's” - the Final Chapter.

Saturday, November 21, saw the last cars and equipment auctioned off from the southeast Portland wrecking yard of Allen Foreign, Inc. AKA “Charley's.” Despite a continuous effort over the last several months by the court-appointed receiver to either sell or crushed as many cars as possible, they were still over 150 British and other European vehicles remaining, including 20 Alpines, two Rapiers, two minxes, a Husky, an Imp, and a Singer Gazelle.

A drenching downpour with gusty winds throughout the day kept the turnout of bidders to a minimum, numbering perhaps 70 at most down to less than a dozen near the end, just before most of the Sunbeams went on the block. Besides myself, PTC members Jim Leach and Brett Edinger of Seattle were on hand, as well as Gary Christensen and Ray Marty of Portland and Lon Bopp of Kelso.

The highest car price of the day was the \$2,500 fetched by a disassembled and partially restored 1950 Jaguar. More typical though was

the \$5 winning and sole bid for a complete 1959 Borgward by the buyer holding card #114, a local scrap dealer. The auctioneer's call of “Sold for \$5 to buyer #114” accounted for at least half the vehicles. About 14 motley-looking Alpines and a Rapier were lined up together near the end of the vehicle portion of

the auction. Most have been picked clean of any usable parts years ago, leaving perhaps one undented panel per car, a front suspension or a rusty-looking tranny for the Sunbeam enthusiast with extra storage space. Some were missing both vehicle numbers and titles. The top price paid for an Alpine was \$110 for a Series 1 with a complete drivetrain. Half a dozen others were \$5 scrap specials, with the rest priced between \$10-\$60. Highest price for all

Rootes cars was the \$115 paid for a restorable 1959 Singer Gazelle ragtop. An early series Alpine hardtop with good chrome but no window or headliner was sold separately for \$7.50.

The vehicle auction ended with the sale of several Jaguar E-Type shells. Such was the lack of enthusiasm by the tired, rain-soaked bidders at this point that the shells went for no more than \$4 each - to buyer #114. **PTC**

30-Year Collection
ALLEN FOREIGN INC.
95% Local Cars
NO RUST
(other than surface)

PARTS & CARS

ROOTES
 100 or more ALPINE I, II, III, IV, V, 4 Tigers, (FREZZA TIGER 1966 NHRA Nat'l Champion Dragster World Record Holder superb condition), 5 Alpine GT's, SUNBEAM Fun Wagon Motorhome, 4 Imps, Sunbeam Arrows, Crickets, 2 Sunbeam Venezia Superlegga Coupes (all aluminum bodies by Touring on Humber Scapier tube frames. Full synchro overdrives.) 2 of 27 left in World. Probably only 2 in Western Hemisphere. Serial nos. 99 & 110. NO RUST. Hillman Minx, Super Minx, Husky, Rapier, Talbot 90 4 place convertible. Semi-restored. Drivetrain and body perfect. MANY COMPLETES.

FIAT
 FIAT 500, 600, Multipla, 600 D, 1100, 100R, 1100D, 1200, Sedans, Wagons, 1200TV Rdstr., 850, 124, Spydors & sedans, 124 Special, 3-Rare 1500 Rdstrs. MANY COMPLETE.

LANCIA
 Appia Roadster, 2 Sedans, Betas 2-4 door.

RENAULT
 4CV's, Dauphines, Caravelles, R8, R10, R12, R15, R16, R17, 17GTL, Gordini, R-5 Le Car. MANY COMPLETES.

SIMCA
 Aronde, (pickup, sedans), Vedette (2 dr, 4 dr), Plien Ciel coupe, Simca 1000 Bertone Coupe. (Rare. New no miles 60-over engine. Original 1000), 1204 (sedans & wagons).

OPEL
 REKORDS (KARAVANN & OLYMPIA), some 1000's, KADETE 1000, 1.1, 1.5, 1.9, Mantlas, 4 GT's.

DATSUN
 Blue Bird, Fair Lady's, 1600's 2000's, SP411's, sedans & wagons, Early 510's.

CITROEN
 2CV's, (1 Mahari), 1 D19, DS 21, ('63-71 wagons & sedans) NO RUST.

DAIMLER
 Daimler SP250 (hemi-headed V8 Roadster in good running order), V-8 Sedan, Sovereign (R & LHD) MANY PARTS TOO.

MERCEDES BENZ
 190SL, '53 220 4-dr, '55 European 220 cpe, '61-'64 220 cpes, '67 250 cpe, 219, 220, 230, 250, 280, 300SE, 300SEL Sedans, '55 170 flathead, 180, 190 (d's thru 190 C) three 300D's, '59 300D Mercedes Benz Diplomat Sedan (16000 mls 1 of 47, with sun roof, 87 boxes of new parts. Cost \$22,000+ Car is disassembled. Will make concourse.) MANY COMPLETES. 90% local. NO RUST.

SAAB
 93, 95, 96, 99, 99E, some Shrike 3-carb. (Most cars '63-'74. NO RUST.

JAGUAR
 Mk V, VII, IX, X, (5 or more running) LOCAL CARS, MK I, II, 420 G, 3.8 S, 3.4 MK II, RHD 420 for parts, '63 XKE cpe, '89 XKE D Model (hand crafted), '83 XKE Rdstr, 73 XKE V-12 Rdstr, 2 1/2 litre 4-dr 340, rusty but complete, XK 120, XK 140 for parts. MANY COMPLETES.

NSU
 Prinz, 1100, 1200 Sedan (complete).

VOLVO
 B-14, 444, 544, P-1800 (2 '62's & others thru '71), 122's (2 '62 6V and others thru '68, 2-4 dr), 142, 144, 145, 242, 244, 245 Sedans and Wagons, 164, 264. MANY COMPLETES. Some overdrives. Some fuel injection.

TRIUMPH
 TR 2, 3, 4, 4A, 4A IRS, 250, 6, 7, TR 10, 1100, 1200, Herald, 2&4 dr, Spit 1,2,3,4, GT6, 6+, TR2000, GT6 Conv. as factory.

BORGWARD
 Isabella Cpe, Sedans, Wagon.

PEUGEOT
 304, 403, 404, 504, 505, '83-'78 many parts & cars. 2 Diesels. NO RUST.

ROVER
 75 Series, 3500 V8, many TC's & SC's.

ALFA ROMEO
 1300, 1500, Spyder Giulia, Super Giulia, Sedans, Sprints, Alfettas, 2800 Rdstr (body by Touring).

AUSTIN, MG, AUSTIN HEALEY
 A35, 40, 45, A40 Austin Shooting Brake, (unrestored body, no miles rebuilt engine), Magnette, Cambridge, Austin Diesel London Cab, (runs great, unrestored). Many others: B4 4WD Austin Gypsies (Post War thru '50's) NO RUST. MGA coupes & rdstrs, 1500-1600, MGB, MGBGT, 3-litre MGC, MG1100, 2dr & 4dr, Austin America, Midget, Sprite, Morris Minor, Austin Mini, Austin Maxi, Cooper & Metropolitans. 2 Marinas. No Rust.

RILEY
 4 1500 sedans, 2 completes.

ENGLISH FORD
 Thames Freighters, Consul, Anglia, Cortina, 2dr & 4dr, GT. Local Cars. NO RUST.

PARTS, PARTS, PARTS & MORE PARTS
 Blaupunkt & Becker radios, Wire Wheels 48-54, 57, 60, 72 spoke, 1000 disc wheels, 500 transmissions AH100-4, 6, 3000 OD up to 124 Fiat 5 speeds, TR 7, etc. 1000 doors and door accessories, 400 rear ends, 400 bumpers, much glass, lots of chrome, Calipers, rotors, brake, clutch masters, slaves, wiring harnesses, V-regs, starters, gens, alts, Roll bars, hard tops, frames, suspension, instruments, 400 engines. Much upholstery (used & reconditioned). New & used headliners.

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May / June 2017

PHOTO GALLERY

April 29 Spring Dash from Issaquah to Snohomish

(photos by Dick Sanders)



Veep! Beep!

by Dick Sanders

Things were a little different when I first joined PTC about 39 years ago. We didn't have nearly as many shop tours or driving events in the non-summer months, like the Spring Dash held two months ago or last month's tour of Brooklands.

During my first year we had one regular meeting place: *Precision Tire and Wheel* in downtown Bellevue. We either stood around or seated ourselves rather inelegantly atop upright-mounted display tires in the showroom. Early arrivals got their choice of the wider, more comfortable tires - if such a thing is possible.

Our host was the owner Terry Flanagan, Tiger owner and racing enthusiast. Terry eventually migrated to road racing in SCCA in his BMW. He kept his Tiger but we saw less and less of him, until he finally dropped his membership.

So it was a great surprise when Dan Kuenzi emailed me a couple of months ago that Terry had contacted him about rejoining PTC. I remembered hearing that Terry had schmucked the front end of his Tiger in a wreck in Seattle's University District many years ago. I figured that Terry had probably retired and decided to finally tackle the nose damage and get involved with the club again. But it was not to be. A month later I got the good news/bad news.

Dan had received his renewal dues but just a week later Terry suddenly passed away from natural causes.

I know several people in PTC who have their eyes set on retirement before they plan to re-start that long-put off restoration of their Sunbeam. Time's a-wastin' folks. Remember: he who dies with the most toys.....is still *dead!*

PTC



Sunbeams everywhere on the road to Snohomish



In front of the former Snohomish Library

May 20 tour of Brooklands British Car in Tacoma



Sunbeams fill the parking lot of Brooklands British Car. In the background is owner Matt Graham's rare Rootes Commer recreational vehicle.

(Jim Clark photo)

SECRETARY'S REPORT

Meeting held at Brooklands British Car shop
Meeting called to order by Ed Erikson
Members attending: 15 May 20, 2017

Ed Erikson announced that he had volunteered to become President of PTC until the AGM. He also thanked Matt Graham for the shop tour of Brooklands British Car.

Ed reported that last month's Spring Dash was successful and that the caravan of 8 cars met up at the Snohomish Bakery for lunch.

NEW BUSINESS:

Ed had Greg Oliver talk about the June 10 PTC meeting at his home in Mukilteo, WA. from 11-2. Greg told the group to polish their cars and be ready for a professional photographer to shoot their cars; and with the files she would send to owners, people could enlarge the photos enormously. His sister is a chef and will prepare a buffet for the club. Ed testified that the buffet is not to be missed.

Ed updated us on the July 22 PTC meeting as part of the All British Field Meet at St Edward State Park. Sign up for the meet online until July 15th for \$35; after the 15th the cost is \$50. Secretary's note: if you wish to volunteer at the ABFM you can do so at the website WWW.Wwabfm. They need cashiers and parking directors for 2-hour segments. There will be a Friday night social (\$15) with a fish and chips food truck. And remember your Discover Pass to park for free in the spectator parking lot, \$10 otherwise on day of show. They will not sell Discover passes on day of show.

August 26 is the West Seattle car show, more info to come.

Sept 16 is the Simpson Design tour. This shop is 10 min from the Clinton ferry terminal on Whidbey Island. A possible drive to a second mechanic's shop is in the works.

Treasurer's report: Susan Pray reported that the club had \$11,993 at US Bank. Our CD had matured and made the club \$32.00. Susan also made a payment to Stark Shelby for PTC's insurance. She purchased new software to manage the books.

Re: October AGM: Budd Bennion commented that, although the meeting hall at Griot's was free, the club had enough money to pay for a meeting at a restaurant dining room, a change of venue. Budd is looking for something along the I-5 or 405 corridors. Any suggestions are welcome.

Meeting adjourned

Minutes submitted by *Jim Clark*

MORE GALLERY

May 20 tour of Brooklands British Car in Tacoma



Club members gather for the tour – and maple bars!
(Budd Bennion photo)



Owner Matt Graham hoists a Bugeye with one hand!
(Jim Clark photo)



Brookland's shop floor. (Budd Bennion photo)



Tommy Thomas at the wheel of a Series IV Alpine in 1965 at an unknown racecourse in the northwest. Thomas, an avid racer, was also the service manager for sponsor Sheppard Motors in Eugene, Oregon, which is still in business.
(Dick Sanders collection)



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