



# Pacific Tiger Club

## Newsletter

ROOTES OF THE PACIFIC NORTHWEST



### A Word from your New President

I look forward to being the President of Pacific Tiger Club in 2019-2020. Our first planning meeting will be at Budd Bennion's home on January 18<sup>th</sup> at 10:00 am, so start thinking now about what you'd like PTC to do this coming year. Then be sure to come to the planning meeting to share your ideas.

How have I wound up being your president? Well, when I met Bill in Richland in 1962 on a blind date he had a black Sunbeam Alpine, Series II. Bill belonged to the Sage and Sand Sports Car Club and during the two years we dated, we went on many road rallies with the club in the Alpine. We married in March of 1964. One day I was asked "Glenda where did you get this car?" by the attendant at a gas station and Bill answered "She married it!"

Bill has always worked on our cars and I've always been available to help. Sometimes it was handing him tools, holding a light, or pumping the brake pedal to bleed the brakes. We stayed in Richland until February 1965, when Bill's job took us to Syracuse, New York to work for General Electric since GE had lost its contract to run the Hanford Plant in

*cont. on page 5*

### PTC Holiday Party!

**Sat, Dec 14 1-3pm**



**Where:** Bill and Glenda Clemans' home  
6710 151<sup>st</sup> Ave NE  
Lake Stevens, WA 98258  
360-572-0045

The community gate will be open. Bring a dish to share. Bill and Glenda will have the main meat dish, so think about a salad, vegetable dish or desert.

Also we will have a gift exchange. At the AGM it was decided that either a regular or "white elephant gift" was acceptable. Bring a gift per person (under \$20) who wish to participate.

*Hope to see you all here on the 14<sup>th</sup> of December.*

*- Glenda and Bill Clemans*

## Club Officers

**President:** Glenda Clemans  
6710 151<sup>st</sup> Ave NE  
Lake Stevens, WA 98258  
360-572-0405  
[bgsname1c@comcast.net](mailto:bgsname1c@comcast.net)

**VP/Newsletter** Dick Sanders  
4239 S. 261<sup>st</sup> So.  
Kent, WA 98043  
253-332-0253  
[RootesRooter@aol.com](mailto:RootesRooter@aol.com)

**Secretary:** Jim Clark  
17711 10<sup>th</sup> Ave NW  
Shoreline, WA 98177  
206-714-2653

**Treasurer:** Susan Pray  
16239 14<sup>th</sup> Ave NE  
Shoreline, WA 98155.  
206-276-9634  
[Susanjpray@gmail.com](mailto:Susanjpray@gmail.com)

## Committee Chairpersons

**Membership:** Dan Kuenzi  
1130 Spring Lane  
Centralia, WA 98531  
509-952-7120  
[shelbycuda@hotmail.com](mailto:shelbycuda@hotmail.com)

**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  
1130 Spring Lane  
Centralia, WA 98531

509-952-7120

[shelbycuda@hotmail.com](mailto:shelbycuda@hotmail.com)

**Annual Membership Dues: \$32.00 (US funds).**

Make checks payable to: Pacific Tiger Club.

© 2019 Pacific Tiger Club, Inc. All rights reserved.

## Calendar - PTC Club Events

### January 18 – PTC Event Planning Meeting 10am

Meet at Budd Bennion's house and bring ideas for club events in 2020.

Bring your ideas, or weigh in with an email to Budd or a club officer: Places to go, drives to take, shop tours or tech demonstrations you would like learn about. I already have one suggestion that we go England! Budd Bennion 14720 30<sup>th</sup> Ave NE, Shoreline, WA 206-291-0232.

### June 18-21 Tigers United 41. Big Bear Lake, CA

C.A.T. will host the 41st Tigers United. Our hotel will be the Lodge at Big Bear Lake, a Holiday Inn Resort. Located right in Big Bear Village. Plenty of secure parking for cars and trailers; hosts many car events. For spouses, guests and families, the Big Bear area offers plenty of hiking, mountain biking, sailing, fishing and fresh mountain air. The rally and pleasure drives will explore the San Bernardino mountains and the Big Bear Airport will be the autocross site. More details to come.

## TREASURER'S REPORT ~ Susan Pray

For the fiscal year ended Sept 30, 2019

Cash Balance at Oct 1, 2018: 12,282.85

Receipts:		
Dues	3,033.00	
Interest	<u>6.17</u>	
Total		3,039.17

Disbursements:		
Advertising	365.00	
AGM Food & Prizes	605.05	
Bank Fee	4.00	
Donation: UK Archive	500.29	
Meeting Snacks & Gifts	345.00	
Newsletter	233.09	
Postage – Newsletter	56.97	
Postage – Other	13.00	
Software – Newsletter	<u>99.00</u>	
Total:		<u>2,221.40</u>

Cash Balance at Sept 30, 2019 13,100.62

## A Prequel to **Ford v Ferrari?**

# Ford & Sunbeam

*By Dick Sanders*

When ads for Ford v Ferrari first started appearing back in July, my knowledge of those historic races was not much to begin with – and that had faded over the years. Carroll Shelby-prepared Ford GT40’s had won at Lemans in the mid-1960s was about the extent of my memory. It was only just before the movie’s release that I realized that the two main protagonists were Shelby and one of the drivers of his first LeMans-winning Ford GT40, Ken Miles.

Ken Miles?!? I couldn’t believe it. Two of the most important players in Sunbeam Tiger (and Alpine) history. And even though there’s just a single glimpse of a Sunbeam Tiger in F v F, it is to my mind one of the



Dick Sanders collection

Ken Miles’ Alpine grooving through the familiar corkscrew turns of Laguna Seca in October 1962.

greatest “car-racing movie” ever made. Let’s revisit what could easily be a prequel to F v F: the early shared history of Miles, Shelby, Sunbeam and Ford.

In October 1962, at a race at Riverside, CA the seed for the idea of a more-powerful engine for the Sunbeam Alpine was planted in a conversation between Rootes U.S. west-coast sales manager Ian Garrad and Formula One champion and Rootes dealer Jack Brabham

(though Shelby has said it was Garrad with automotive writer William Carroll). Garrad soon had his service manager, Walter McKenzie, measure an Alpine engine compartment with a yardstick, then visit local car dealers to find a V-8 that might fit. McKenzie came back with the news that the Ford 260 was the only engine narrow enough to meet the crude specs.

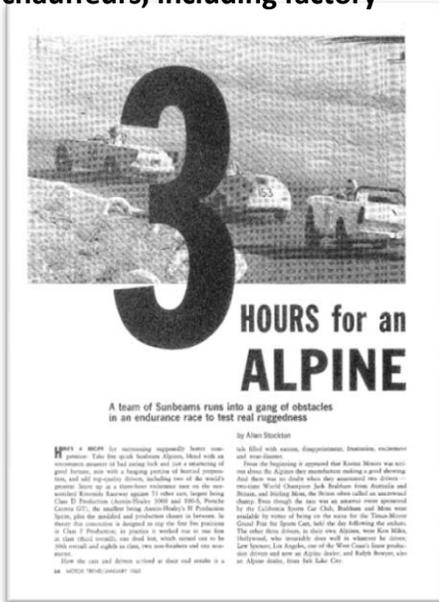
Carroll Shelby, a winner driver at LeMans in 1959 before retiring with heart problems, and who had recently developed the AC Ace into the fire-breathing Cobra, was the first selection to build a prototype of the “Thunderbolt.” Shelby was

enthusiast and promised one in eight weeks. But Garrad was eager

to test the concept immediately.

Ken Miles was considered an extraordinary road-racing driver on the west coast in the early 1960s, driving all sorts of cars to victory. Thought he owned and operated an MG repair shop, and had raced an MG, Miles also raced his own Series II Alpine. His

Pacific Tiger Club Newsletter performance at Riverside in 1961 was chronicled in Motor Trend magazine (Jan '62). Five Alpines competed there, driven by an all-star lineup of chauffeurs, including factory team drivers Stirling Moss, Lew Spencer and Jack Brabham, plus local Alpine dealer Ralph Bowyer, and Miles. Motor Trend said Miles *"...invariably does well in whatever he drives."*



Dick Sanders collection

From Motor Trend (Jan '62): Miles in his #50 Alpine leads a pack at Riverside in 1961.

Miles' Alpine would be a DNF at this race, but oh, what an effort.

Motor Trend continued: *"Miles ran about half the race before he retired. His speeds seemed reasonable, though not sensational, until the reason for his drop-out and his method of driving was discovered. After a brake line failed it was necessary to do all braking with the hand brake which acts mechanically on the rear drums only. It is incredible that Miles was able to go as well as he did, performing a three-handed steering-shifting - braking job until the rear brakes became too hot to slow the car safely."*

Miles later drove for the Rootes factory team at the 1962 12 Hours of Sebring, his #43 Alpine retiring mid-way after colliding with an Osca.

Miles was also a tester and winning driver in Shelby's Cobras. It was from this relationship that Shelby contracted Miles to build a 'quickie' prototype for Garrad.

Miles did just that, dropping a 260, mated to a 2-speed automatic into a Series II Alpine in just five days, mounting the engine forward enough to clear the Alpine's stock steering box. After a few fast but scary runs, Miles figured out how to move the engine back by replacing the steering box with a rack-and-pinion. Another five days later, the car was back out testing. Though still nose-heavy, it was much more manageable. Miles had proved the idea could work. All for just \$800.

Meanwhile, Shelby's employees, led by George Boskoff, had cut the firewall of their own Alpine II body to make room to move the V-8 even farther back than in the Miles' prototype, employing an MGA rack. The Shelby prototype turned out remarkably refined in just 12 weeks. It drove well and didn't feel just thrown together. Miles also assisted here, test driving it for thousands of miles around LA and the Mohave Desert. It was this car which was taken to England, where it was test-driven by Rootes management and finally by Lord Rootes himself, who gave the project the go-ahead. In large part due to the solid team put



Pacific Tiger Club Newsletter  
together by Shelby, the Sunbeam Tiger  
("Thunderbolt" was already taken) went from  
prototype to production in an incredibly short  
18 months.

Shelby had hoped to win the contract to build  
the Tiger but Rootes knew he was heavily  
committed (including to Ford for a "secret  
project"), so assembly work was contracted to  
Jensen instead.



Dick Sanders photo

**Carroll Shelby and wife reposing on the 1925  
LSR Sunbeam "Tiger." Park City, UT 2004.**

Shelby-American would campaign a Tiger in  
SCCA racing in 1964, with Miles assisting in  
set-up on a short-handed team that saw little  
success. After that, Shelby and Miles moved  
on to other destinies.

Ford v Ferrari benefits from good acting and  
writing. CGI could easily overwhelm a movie  
of this nature, leaving it cartoonish. According  
to Car & Driver magazine, no CGI was used.  
The true-ish story propels the movie. I won't  
tell you the rest of the saga and I suggest you  
go in cold, with just this back story in mind.  
Afterwards, a good re-cap of where the movie  
strays from history can be found in Hagerty's  
online newsletter of November 15. Ford v  
Ferrari is the perfect big-screen entertainment  
for a car nut or newbie alike on a rainy Satur-  
day afternoon. **PTC**

November / December 2019

**President's Words** — cont from Page 1

Richland. We drove a Jeep Wagoneer towing  
the Alpine behind. We stopped in Missoula,  
Montana to check the Alpine and discovered  
that the tow bar we'd attached to the frame was  
starting to pull out. From that point all the way  
to Syracuse we each drove a car. Most of the  
time I drove the Jeep and Bill was in the  
Alpine. The one time we traded, I ran out of  
gas in the Alpine. That started my feeling that  
the Alpine didn't like me. All the time we were  
in Syracuse, if the Alpine broke down, I was  
driving it! We spent 9 ½ years in Syracuse  
where all three of our children were born.

We moved back to Kennewick in June of 1974.  
We drove back with the kids in our current Jeep  
and a friend drove the Alpine out for us in Au-  
gust. He said that might be the only way he  
would ever get to see the west coast. Unfortu-  
nately, we didn't fully understand the effects of  
driving a car in the winter in Syracuse with salt  
on the roads. When the Alpine developed rust  
in the fenders, we sold it. That was before any-  
one was patching metal into the rusted-out  
spots on a car that new.



**Glenda & Bill with their Series II Alpine.**

At that time we purchased my deceased broth-  
er's 1972 MGB from my father. Bill drove it to  
work at Hanford for a number of years, but we  
both still wanted another Alpine. Finally in  
2004 we saw an Alpine, Series II advertised for  
sale in Spokane. We drove up and looked at it  
and our Blue Alpine followed us home that day.  
We have overhauled the engine, fixed the over  
drive, switched to wire wheels, and painted the  
car, keeping it the Wedgewood Blue color. At

first Bill wanted it to be painted black like the first Alpine, but I finally talked him into keeping it blue in color. The car had been brought over from England on a container ship and the load in the container shifted marring the paint.

We lived in Kennewick for 37 years in the same house we moved into when we returned from Syracuse. In 2011, we found a home in Lake Stevens to purchase and moved over to this side of the state where all of our children and grandchildren live. While searching for a new church home, we attended Snohomish United Methodist Church and met Max Pahmeier who invited us to the PTC Christmas party which was held at his home. And like they say “The Rest is History!” We hope to see you all this year at our home (6710 151<sup>st</sup> Ave. NE, Lake Stevens) for the PTC Christmas Party on December 14<sup>th</sup> at 11:00 am.

Glenda Clemans

## Spotted!



**Bob Bennion (at right) found this early 1950s Rootes rarity, a Humber Super Snipe, in a Palm Springs, CA restaurant parking lot just before Thanksgiving.**

## *Veep! Beep!*



*Dick Sanders*

**One of the messiest** but necessary chores of working on old cars is cleaning parts at the car wash. It’s the job you wear the worst of garage attire for, ‘cause you know you’re gonna be thoroughly soaked and greasy by the time you’re done and there’s no way around it. Last spring I took an Alpine axle assembly to my local self-serve car wash for a midnight blast. This is always a tough job because the banjo housing is often covered not only in grease but also in undercoating which is really tough to remove. This evening, it was an exercise in futility. Sometimes that undercoating wins.

A few weeks ago I hauled an engine and tranny to the same place for simple grease removal. Three bucks worth of quarters later I hadn’t made a dent in the grease! What the heck!?! I kept plugging quarters, barely keeping up with the timer. I tried it with soap, with no soap, with wax, without, etc. Still, no results. After five bucks, I cried “uncle” (maybe not that PG).

Then the manager came around the corner, checking up on things. I told him my tale of woe. He explained that he had turned down the pressure slightly a year before at both of the car washes he operated. He wouldn’t say why, but I suspect it was because too much heavy grease from old car parts doesn’t go right down the drain and leaves the cement slippery.

**Brett Simpson** relayed this sad note that well-known Tiger enthusiast and restorer Paul Reisz of Campbell, CA recently passed away after a long battle with cancer. Per Brett: *“Over his nearly 50-year-long career restoring cars, Paul worked on hundreds of Tigers. His full restorations are near perfect and always perform as well as they look. He was always happy to help. Please keep Paul, his wife Julie and their family in your thoughts.”* **PTC**

# *PTC Event Gallery*

## *AGM & Slot Car Racing Oct 19* *Griot's Garage & 132 Slotcar* *Raceway - Tacoma*



Brand new member Eric Schlichte (front) put his vintage racing skills to good use and took 1<sup>st</sup> place



Jerry Logan (right) shows Lance Lambert his extensive gallery of Rootes-mobiles at the AGM, held at Griot's.



1938 Czech Tatra. V8, solid wood door frames.

## *Tour of Vintage Racing Motors* *(VRM) Nov 23* *Redmond, WA*



Bryon Sanborn (left) of VRM leads the tour.



A four-time competitor at Indy in the 1920s



Jim Leach collection

A rare Hillman ad from Miles-Lemcke, one of the Puget Sound area Rootes dealers in the 1950's.



Dick Sanders collection

Business cards from Miles-Lemcke, plus one from 1960s-era Rootes dealer Tenny's Import Cars.



4239 So. 261<sup>st</sup> St.  
Kent, WA 98032