June/August 2015

Pacific Tiger Club Newsletter

ROOTES OF THE PACIFIC NORTHWEST

Bill & Glenda Clemens' Series II in front of the former seminary at St. Edward State Park
(ABFM photos by Craig Burlingame unless noted)

Super rare Singer Gazelle Estate

Tigers! Tigers! Tigers! (Dave Dunn photo)

Trophy winning Mark Husky
See page 11 for all Rootes awards

Club Officers

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Membership: Dan Kuenzi
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Historians: Dave Dunn / Dan Kuenzi

Activities: Volunteer needed!

Renewing your membership?

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

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Camano Island, WA 98282

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

PTC Meeting - Saturday September 19th

Our next meeting will be a walking tour of the beautiful **Bloedel Reserve** on Bainbridge Island, WA. The Reserve will lead the club on a 1.5 hour guided tour including the Japanese Garden, main house, viewing pond, and potentially the Rhododendron Garden. The tour will kick off promptly at 11:00 am, concluding at 12:30 - good walking shoes are recommended. Following the tour, Paul Sanders will host a picnic lunch at his home located a few minutes from reserve. Club will provide sandwiches, drinks, cold salad, and chips/cookies.
Members are asked to bring a couple folding chairs for lunch.
What: PTC Meeting at Bloedel Reserve - Guided walking tour
Where: Bainbridge Island, WA
When: Saturday September 19th, arrive at Bloedel Reserve by 10:45 am. Tour to start 11:00 am and end 12:30 pm
Lunch: Picnic following the tour at Paul Sanders home.
Bring: A couple folding chairs and good walking shoes.

Address: 7571 NE Dolphin Dr, Bainbridge Island, WA 98110,

Bloedel Reserve is located at the north end of Bainbridge Island – a short ferry ride from downtown Seattle or Edmonds.

Sat. Oct 10th 11am-3pm
Annual General Meeting (AGM)

First we'll spend an hour at the new 132 Slotcar Raceway in Tacoma, then walk across the street to Griott's Garage for the formal AGM.

More Details TBA

President's Corner

Tigers United XXXVII
South Lake Tahoe, CA
June 18-21

We arrived on Thursday afternoon after a rather hot drive in the Tiger from the home of Pete and Deborah Phelps in Grass Valley, CA, approximately 100 miles from South Lake Tahoe. The host hotel was a mere 2 blocks from the lake which afforded easy walking distance to both the lake and town. The parking lot filled up with the usual suspects from STOA, CAT and Pacific Tiger clubs.

Friday morning had us traveling approximately 30 miles to the parking lot of Sierra-At-Tahoe ski resort for the autocross. Another hot day had most searching for any shade they could

Lauren Phelps goes the extra mile preparing to win the Personalized class in Concours by taping off rock-chip prone areas prior to the autocross. She also took 1st in her autocross class. (Photos by Dave Dunn)

find.. This venue was a last minute change as the original site, the local airport, pulled the plug on the organizers one week before the event. Everyone made the best of the situation and the autocross chair, Patrick King, was able to put a challenging course together that allowed everyone three timed runs and multiple fun runs at the end.

Saturday was the Rallye, with first car out of the hotel parking lot at 9:00am. Joe Buyron and

Brian Faerge and his daughter Katie, of Whistler, B.C., approach the finish line on a fun run after the trophy laps. Brian took Top Time of Day.

his co-chairman spent multiple hours putting together a diverse and interesting drive. We traveled up and over two mountain passes, through hiking and camping areas, over rivers and through desolate valleys in Nevada. The scenery was quite exquisite, however many of us encountered a large hatch of grasshoppers, more like a swarm. At first we didn't know what they were but there were a lot of them! I had to roll up my window to avoid getting pelted in the face; never been through anything like it…The whole tour took us 4 hours, we did turn around a few times to try and find the answers to clues we missed, so that added some time. We were told it should have been 2 hours and 45 minutes. Ok, maybe we turned back more than I thought. Oh well, it was a great drive. It was another 90+ degree day and we managed to pack an ice chest with water's so we stayed hydrated throughout the day.

At right, Peter Phelps and Bill Martin judge Concours

Sunday we were up early for a 15-mile drive to the Concours site at Paradise Park. There was a nice grassy area to park the cars for judging and display. The wind kicked up a bit and deposited copious amounts of pollen on all the cars. The pollen had been an issue all weekend with large amounts blowing in and around everything each day. The Concours was well organized

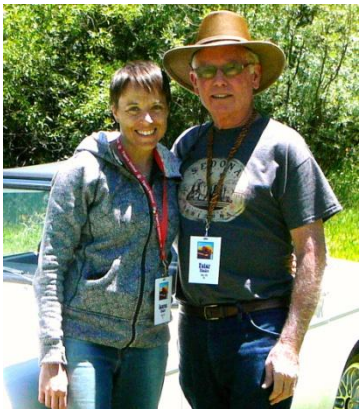
PTC members and others chat at the Concours.

with each class having an appropriate number of judges. Different from previous events, the stock class was the largest with 9 cars. After completion of the judging everyone was treated to a lunch of beef brisket which had been slow cooking all morning on a fire pit nearby.

Sunday evening wrapped up the event with the banquet on the 12th floor of Harvey's Casino. The view of the lake was fantastic along with all the food, and plenty of it. Hobey Landreth, emcee, kept things light and moving along. Each chairperson(s) announced the winners of the Autocross, Rallye, Quiz and Concours.

To our enjoyment and our hosts, Pete and Deborah Phelps, their daughter Lauren made an impressive haul of trophies: 1st place Concours-Tiger Personalized, 1st place Popular Vote, 2nd place Autocross-Ladies Personalized Tiger, and culminating with winning the Lord Rootes Trophy. It was fun to see how excited Lauren was to win these awards and how proud her parents were. She drove the car to the event from Paso Robles and back home, covering over 600 miles. (Look for a future article chronicling the history of Lauren and her fabulous white Tiger MK-IA) As was an old tradition, many of us drank Jack Daniels (that Lauren had stealthily purchased) as we walked back to the hotel after the Lord Rootes Trophy presentation. The Howie Schoenfeld Trophy was won by Bruce and Kim Ulrich with their beautiful green MK II Tiger.

We missed the June meeting due to attending Tigers United but we understand there was a great turnout at the Clemens, who hosted the event. **Thank you Bill and Glenda** for heading the tour of Snohomish and then having everyone back to your home for lunch. We are fortunate to have so many of you who volunteer your homes for our events.



2015 Lord Rootes Trophy winner Lauren Phelps (left) with her father, Peter.

The **All British Field Meet** held at St. Edward Park in Kenmore was the site for our July meeting. The weather started out a little sketchy, with light rain showers but soon the clouds exited and the rest of the day was dry. There was another good turnout of approximately 17 Rootes vehicles.

Budd Bennion prompted the club to donate $300.00 to Food Lifeline which is a very worthwhile cause. The ABFM organizers had established a contest to see which club would donate the most money per member and would then give the winner a trophy. The total amount donated by PTC was $320.00 with Mike Meagher adding $20.00 of his own money. The result was PTC came in 2nd behind the Mini Club for most money donated. Thank you Budd for your efforts both in attending the ABFM organizing meetings and for convincing the

club to make the generous donation to Food Lifeline, and thanks to Mike for adding to it.

August 15th was our Sunbeam Summer Bash held in Hansville, WA at the Driftwood Key Activity Center. The recently constructed covered picnic area proved an ideal venue for the event. The morning started off with most everyone meeting at the Albertsons in Kingston followed by a leisurely drive through Port Gamble and then an attempt to cross the Hood Canal Bridge. Well wouldn't you know. Just as everyone was proceeding onto the bridge, traffic was stopped mid-span for an extended time to allow boat traffic to go through. As a result, Budd, who was leading the tour, got everyone turned around for the drive back.

Upon arriving at the Activity Center, everyone was able to park on the adjoining grass to show off the vehicles. We barbequed hamburgers, hot dogs that the club provided, along with supplying potato salad, chips, with cake and ice cream for dessert. Once again there as a great turnout with members and former members coming from California, British Columbia and as far away as Florida. Many thanks to Larry and Linda Atkisson who were the main organizers and who hosted people at their home as well as making arrangements for people to stay at another home nearby. Many guests and members pitched in to help in many different ways. Thank you all who contributed to make this event so enjoyable. The day wrapped up with us giving door prizes to those who could answer trivia questions about Rootes vehicles, often with help from the audience.

The September 19th meeting is being arranged by Paul Sanders and will include a walking tour of the Bloedel Gardens on Bainbridge Island. This will be followed up by a picnic lunch at Paul's home. Please remember to RSVP to Paul so he knows how much food to order. Hopefully you all can attend and the weather will hold until then. Watch for emails with more details.

Dunn for now

PTC *Auto*-Biography

by JoJo Altstock

I recently had "Alvin" in his first car show [near our home in Terre Bonne, Oregon.] He needed 2 more votes for second place for "work in progress" out of about 250 cars.

Someone asked for a brief history about Alvin to go with the picture I left with the club. So here goes...

I purchased my 1965 Sunbeam Alpine, which I proceeded to name Alvin (after the chipmunk) from a University of Oregon student in the late 60's in Eugene, Oregon. Alvin's Alpine engine was replaced with a Capri engine, thereby requiring modification of the hood. A roll bar was installed for safety. Alvin and I had a lot of good and bad experiences together.

JoJo and Alvin

In 1977, I stopped driving Alvin after the birth of my daughter. After moving him to Tacoma, WA in 1980, Alvin proceeded to languish in my garage for approximately another 31 years. Now, after moving to Central Oregon in 2007, I have spent the last 3-4 years with his mechanical restorations.

I still have a lot of work to finish to bring Alvin back to his original luster; but I can drive him now and go back to having good experiences with him.

Thanks,
JoJo

PTC Summer Event Gallery

Max Pahmeier

Craig Burlingame and friend

Kathryn Pahmeier, Marguerite Pickett and Glenda Clemens enjoy a break from the tour at a local park.

Lake Stevens Tour – June 13

Photos by Craig Burlingame

The Clemens' sparking clean garage, doubling as lunch and meeting room

Max & Katherine Pahmeier bid us adieu until next time.

PTC Summer Event Gallery

Hollie Sanders entering her first event in her Alpine.

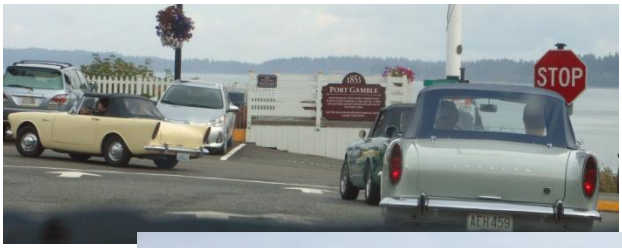
Hillmans and Alpines on display.

Tigers always bring out the shutterbugs.

Lots of room to pack the family for a picnic in the little Singer Gazelle Estate Wagon.

Sweaters and jackets, even as the sun breaks out on a chilly day. (Dave Dunn photo)

PTC Summer Event Gallery



Hansville Sunbeam Bash

August 15

(Bob Bennion photo)

Dave Dunn welcomes back old friend and former club member Tom Bennett. Tom (still a Tiger owner) & Melody were visiting from Florida.

More Hansville

(top) Sunbeamers enjoy the Driftwood Key Club Waterfront Park shelter. (right) Top Chefs Dave Dunn and Larry Atkisson (below right) Ed Erikson's badge-bar adorned Series V; (below left) The rare Tiger GT of Alyn & Joanie Swedberg of Centralia, WA; (left) Ed Erikson, Dennis Junk and Chris Junk. (photos by Hollie Sanders unless noted**)**

SOVREN Historic Races
July 3-5

(top) Action in turn 9 of Pacific Raceway: Doug Yip (L) and Jerry Loeffler (R) chase down a Mustang in Sunday afternoon racing. (left) Who needs a watchdog? Jerry Loeffler's Tiger is ably protected.

(SOVREN photos by Dick Sanders)

Fill 'er Up!

by Dick Sanders

The July 4th weekend often marks the last of the dismal days of spring. PTC's old photo albums are full of club meetings held at the SOVREN Hstoric Races, showing members huddled under umbrellas to fend off a monsoon, and even sunny days which saw us bundled up in multiple layers to ward off the wind and chill. Not so in 2015, which continued a month-long stretch of blistering temps pushing into the 90's.

BMW was the featured marque at this year's races, and they put on what was probably the best racing of the weekend with a full (40+) grid of *non*-vintage PRO3 racers.

Tiger owners were represented again by Doug Yip of Vancouver, BC, and Gerry Lloefler of Federal Way, WA. Both had an excellent weekend with no breakdowns, finishing in the top half of the Big Bore grid, and turned lap times close to their personal bests on the 2.25-mile road course.

Before the Sunday afternoon session, Doug Yip told me this would be the last appearance of his Mk II at Pacific Raceways. Said Doug, "With the price of Mk II's, the thought of putting it into a wall is just too much."

Doug says he may still return to the track in a Tiger, if he can find a reasonably priced Mk I or IA rough shell to fix up.

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The phone call was one I've received several times before. "I gotta buncha Alpine and Tiger parts I'm gonna throw out. If you want 'em, come on over." Nine times out of ten, they turn out to be from a Series II Alpine, which rarely ever fit Tigers or my Series V Alpines. Still, I made the trip to West Seattle on faith since it wasn't too far out of my way. The parts waiting for me didn't even meet my low expectations. The unmistakable taillights (both broken) from a the later, four-seater "baby Barracuda" fastback Alpine topped the two cardboard boxes of miscellaneous small bits. I've owned a few of these fastbacks, so I knew that virtually nothing aside from the engine crossed over to Series Alpines. I later emptied out the boxes on my bench and inventoried my booty. Cracked, broken or too crusty to be usable summed it up. I had just about given up and was ready to chuck most of it into the garbage when I noticed the bottom of one of the boxes wouldn't lay flat. Poking around under the flap I pulled out one of the few transferable parts: an unfaded red ignition dash light. Maybe not worthy of a "Eureka!" but this tiny nugget at least justified the trip.

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Last year's SUNI VI in Colorado Springs featured a wonderful autocross in the main parking lot of Pikes Peak Int'l Raceway. A long-legged course, it gave me a chance to really have fun and throw the Alpine around – maybe a little too much.

The last few times I've raced, the tires usually needed one good run to scrape off the hard exterior and get down to the soft, chewy nougat core. But this day I would only get one unpenalized run out of four as it slid all over the track, especially as the temperature climbed and the track became "greasy." A later time-only run saw me almost pitch the Alpine off the pavement into the sagebrush.

When I got home it occurred to me that maybe my tires were finally getting old. It seemed like only yesterday that I'd bought them. So I recently pulled off one wheel and looked for the standard four-digit code. But what's this? A three-digit code? A little research revealed that tire makers switched to four digits starting in 2000. The "308" code meant that my tires were manufactured in August of **1993.** I've always thought the 5-7 year estimate for average tire life was understated - but 22?!? Yikes! ***PTC***

WANNA SELL! WANNA BUY!

Misc. Sunbeam Alpine IV/V parts. Call Mira: 206-870-0330; Email: m_bosanko@yahoo.com

FOR SALE: 1966 Mark 1a but is titled as a 1967. Additional photos available on request. I am asking $65,900. for it based on its condition and market value at this time. It runs and drives

great. The transmission has new seals and a new clutch was also installed at that time. The trunk has a new liner and floor. The paint is in excellent condition. Matching hardtop. Contact me at 509-952-7770 or email me at britcar1@msn.com.

FOR SALE: Hardtop for early model Sunbeam Tiger. Needs restoring but is complete with all trim and headliner. No rust holes or cracks. Glass needs replacing. Was going to restore but sold the car. Asking $1500 OBO.
Also I have a Book Of Norman that I will part with to the best offer. Please call Dave @ (360) 305-5050.

FOR SALE: *"Buncha Tiger/Alpine parts. Come and get 'em before I throw 'em away."* (Just kidding!) Misc. '69 fastback Alpine parts. Gauges, inside door handles, air cleaner housing, valve cover, etc. Free to good home. Also for sale: Alpine Aluminum Oil Pan $150. Good condition red ignition light $20. Contact Dick Sanders at RootesRooter@aol.com.

WANTED: Alpine Series V parts: alternator, red idiot light (the actual receptacle and lens, not just the bulb), and 2 amp gauges. Also a pair of seatbelts. Bill Whitmore (425) 482-2043

FOR SALE: Sunbeam Alpine Series V vintage race car. Complete; last raced in 2010. $10,000. Contact Paul at pauldenisarcher@hotmail.com or (425) 221-5398 (Bellevue, WA)

WANTED: Taillight assemblies for Series V Alpine. Email JoJo: blossom2jo@netscape.com

2015 ABFM

Rootes Trophy Results

Sunbeam Alpine

1. Bill & Glenda Clemans	Series II
2. Hollie Sanders	Series V
3. Warren Anderson	Series IV

Sunbeam Tiger

1. Dennis Junk	Mk I
2. Dave & Anita Dunn	Mk IA
3. Larry & Eileen Ingersoll	Mk I

Rootes Group Unique

1. Mark & Dawn Hughes	'59 Singer Gazelle
2. Craig Burlingame	'59 Hillman Minx
3. Larry & Holly Markee	'57 Hillman Husky

Doug Yip of Vancouver, B.C. sits in front of his Mk II Tiger before the start of Sunday racing at the SOVREN Historics on July 5th.

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