



Pacific Tiger Club

Newsletter

ROOTES OF THE PACIFIC NORTHWEST



GLENDA'S RAMBLINGS!

What a nice turnout for the Christmas party! If you missed it this year, you missed a good time! Next, thanks for the great

turnout at the Planning Session held at Budd Bennion's home. There were lots of ideas and members to step up to help make them happen. We decided to leave February blank. Bill and I leave for our winter ski trip to Crested Butte on Wednesday of this week.

If you haven't found it, Pacific Tiger Club is now on Facebook, thanks to Lance Lambert. We had several members post photos the first day before we even told anyone the page existed! Ask to join if you haven't yet.

Our March meeting on the 14th will be at the Clemans' home featuring the traditional swap meet. As an extra bonus, we were able to get Larry Atkisson to volunteer to do a tech session, topic TBA. If you would have a tech topic you would like to share with the club members, please let one of the officers know by the end of the month. We'll also have a lift available if you have never seen the underneath side of your car while standing in an upright position!

Questions, give me a call at 509-430-0641 or email: bgsname1c@comcast.net. Looking outside right now, you wouldn't think it had been so cold, rainy and windy. Maybe spring is on the way!

- Glenda

PTC Sunbeam Parts Swap Meet

Sat, March 14 10-1pm

Where: Bill and Glenda Clemans' home
6710 151st Ave NE
Lake Stevens, WA 98258
360-572-0405

The community gate will be open.

Last year we had the widest selection of Sunbeam parts we've seen in years. We may even see a few Hillman parts this time around.

Larry Atkisson will also do a tech session. Whatever topic Larry chooses, you know you'll come away knowing a lot more about your Sunbeam and how to keep it on the road.

Hope to see you all here on the 14th.

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Renewing your membership?

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

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shelbycuda@hotmail.com

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

Make checks payable to: Pacific Tiger Club.

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Calendar - PTC Club Events

March 14 – PTC Swap Meet 10am-1pm

Bill & Glenda Clemans will be hosting our swap meet again. Last year we had a huge variety of used and NOS Sunbeam parts. It's a great incentive to clean out the garage of unneeded parts – and find a few pieces to finish off that restoration or just get it back on the road.

Larry Atkisson will be doing one of his very popular and informative tech sessions.

April TBA Tour of the private Gary McKay Car Collection - Tacoma

May 16 Tour of Kenmore Air – Kenmore, WA

At the top end of Lake Washington is long-time flying service Kenmore Air. A unique tour.

June 13 Tour of Thunderdome Car Museum – Enumclaw, WA

An impressive collection of cars awaits in Enumclaw. Included is a tribute Sunbeam Alpine Sebring racer, originally restored by Steve Alcalá. A Tiger that was on display was recently sold at a Mecum auction in California for \$61K. The museum also has another Tiger offsite awaiting restoration – and reportedly the installation of a supercharger!

July 18 Western Washington All British Field Meet – St Edward State Park, near Kenmore, WA

Construction turning the former seminary into a hotel will still be ongoing. Despite that, the ABFM has found room to bring back the popular Swap Meet.

August 15 - Picnic at Hanville waterfront park – Hansville, WA

September 19 Tour of the Spark Museum - Bellingham, WA

October – Annual General Meeting. Site Details TBA

Nov Meeting/Tour of Lance Lambert's memorabilia-filled garage in North Seattle. More Details TBA

From Showroom to Track

And never looked back!

In 2012, long-time PTC member Gord Houghton partnered with fellow BC native Paul Parkins to purchase a Tiger known to have racing history in BC and western Canada. Just how extensive that history was became apparent as they tracked down one previous owner after another during the course of restoration. Enjoy as Gord tells us the tale of:

The Jarman Motors Rootes Dealer Race Car B9470854LRXFE



**Originally owned and built for racing
by Vince Chiochetti**

In 1965 B9470854 was purchased new in Edmonton, Alberta by Vince Chio-

chetti from Jarman Motors, a Rootes dealer. Vince was a young racer who worked at Jarman Motors as a salesman. He had won the F Production Championship in the Prairie region in his MGA in 1963 and 1964. The car purchased, and a sponsorship from Jarman Motors in hand, Vince prepped the car for the first race on May 24, 1965 in the C Production class in the CASC Prairie region. Vince ran the car for the 1965 season in Alberta, Saskatchewan, and Manitoba, finishing first in the class and winning the Prairie Region C Production Championship. At the end of the Prairie season races, the car was loaded up and towed to Westwood and raced in the Enduro with his good friend Donn Armstrong. The finish results are unknown, but it was confirmed that it did



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run and there are pictures of the car on the grid for the Le Mans style start.

For the 1966 season the car was changed with modifications and ran in the A Modified group with CASC in the Prairie region in all the same places as the previous season. For the fourth year in a row Vince finished the season at the top of the points and won the A Modified championship.



After the 1966 season Vince was introduced to a young beauty named Carolyn by a fellow racer Ken Staples (more on Ken Staples later) and the two fell in love, marrying soon after. Vince retired from racing and concentrated on his new love, Carolyn. After meeting and talking with Carolyn, she shared that she remembered that the car sat for about a year and a half before being traded in. Carolyn remembered following Vince to

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the Ford Dealer Koch Ford in Edmonton to trade the car in for a new Ford Cortina in 1968. As the story goes, Vince drove the car to the Ford dealership and while on the way to the dealer he could not resist the temptation to race some poor, unsuspecting soul from a red light with a roar from the open unmuffled racecar.

I did not have the pleasure of meeting Vince before he passed, but I did meet Carolyn and shared some of the wine with her that was for his memorial, a very special moment. Carolyn was gracious enough to bring up a box from the basement that Vince had saved for years and gave it to me. In the box was the championship trophies, pictures and a jacket patch from the car club SCT (**Scaderia Carro Trio**) he had helped found in Edmonton

The poor Tiger sat at the Ford dealer for over a year and was bought in 1969 by a young college student Dexter Harker who had aspirations to race the Tiger. The Tiger was raced a few times at the Dexter Edmonton race track in the 1969 season.



Dexter struggled to keep up with the demand of the cost to run the car and

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stay in college and the car was sold at the end of the 1969 season.

1970: the car was purchased by Pat Papworth and he raced it in the Alberta and BC area. Pat did a lot of development on the car over the 2+ years he owned it. The rear wheel wells were raised to fit 15 inch rims and tires front and rear and a custom oil pan was built, inspired by a Shelby large sump racing pan he had seen. Pat also managed to source a set of LAT 46 rear disc brakes and install them on the car (they are still on the rear of the car).



When I met with Pat he relayed a story of racing at Westwood: He was coming up out of the hair pin thru the esses, lost control and went off the track in the grass. While sliding thru the grass sideways he hit a large rock, right at the driver's rocker panel, and the car rolled over. I said to him I did not see any evidence of the roll over but that the rock would explain the repair that was evident in the floor pan area and rocker panel. Pat said he grabbed the seat belt on the passenger side and held on while it rolled over and landed on its wheels, there was no major body damage because it was a soft roll over, whatever a soft roll over looks like.

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1972: the car was sold to Ian Nattrass and he raced it as part of a team of 3 race cars sponsored by Anglo Canadian, a car dealer in Edmonton. Flared fenders and a new paint job were added for the new race season. The paint job was not my favorite but was said to be a representation of a British flag, as the sponsor sold British cars. The 3 cars that were part of the team were the Tiger, a Formula Ford (Mike Atkin) and a 1965 Ford Falcon (Bob Hawkins). The car was run at Knox Mountain in 1972 and photographed by a Tiger owner, Glenn Fukui, whose brother Richie Fukui would buy the car some 10 years later - it is truly a small world.





1973: Canadians may remember a fellow named Ken Staples who introduced Carolyn and Vince, the car's original owner. He became the proud owner of B9470854 in 1973. Ken painted the car its original colour for the 1973 season, code 86 Forest (BRG) green.

Ken was a dedicated and hard racer and for 1973 he entered the car in the Trans-Am race in Edmonton that year. Yes, you read that right, a Trans-Am race. When talking to Ken I asked him how he managed to enter the Tiger in a Trans-Am race and he informed me that the only reason he was allowed to enter the race was the Trans-Am cars needed some moving pylons on the track. He qualified 20th but did not run the race as he broke the engine.

For the same 1973 season he ran the Canadian championship race for B Production. He managed to finish second after running first until the last lap when he was hit by the second place car, a Datsun 240Z and they both spun and stalled. Ken did not get the car started and back on the track until the second place car pulled on the track in front of him and won the Canadian championship ahead of him.

He ran the car at the Canadian championships in Nova Scotia and finished second again. The story was the same, he was hit by the same driver as before



and did not manage to get around him before the end of the race.

Ken and the Tiger ran Knox Mountain [Hillclimb] every year that he owned it from 1973 to 1979. He ran a quick time of 2 minutes flat, which at the time was a monumentally quick time. He was only beat by formula cars.

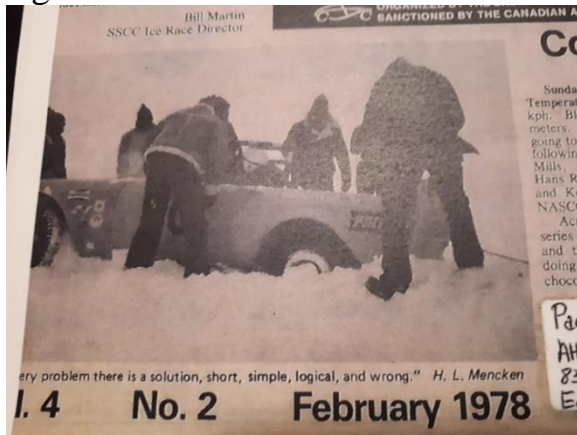


Knox Mountain

Ken is a true racer with a passion to race as is evident from the conversations I have had with him about the history of this car. I had a chance to ask him how he managed to do so well in the car with the brakes and steering of the Tiger. He

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said it was easy drive it until the brakes gave out and then pitch the car sideways to get it to slow down. As this is the only Tiger I know of that ran in a Canadian Trans-Am race, it was a surprise to get an e-mail from Ken one day with some attached pictures of the Tiger and documentation. When I opened the pictures, I was shocked to see the poor Tiger with Ken behind the wheel *ice racing* the car (no top, no windshield). This was probably the only time he didn't have to worry about overheating. Ken was 100% addicted to racing and did not let a little snow and winter get in his way of racing.



From 1973 to 1979 year the car went through a few changes to keep up with the rules. When Ken got the car in 1973 it still had the original roll bar installed by Vince. Later it got a roll bar to meet the new rules and eventually got changed to a roll cage. At the end of the 1979 season Ken sold the car.

1980: the car was purchased by Jack Ondrack and was raced in the Alberta area for the season. When talking to Jack, he said it was the most evil, under-braked, worst-steering car he had ever driven. At the end of the 1980 season Jack gave the car to his nephew Came-

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ron Mills who said he wanted to take up racing. Jack gave him the car to get ready for the 1981 season. Cameron turned around and sold the car to Warren Clark, who was attending college at the time in Edmonton. Warren did drive the car around campus a little, but, as the car had none of the original interior or windshield and would take a lot of money to make it road worthy he decided to sell it in October 1981.

An ad was placed in the auto trader newspaper and was spotted by Richie Fukui, who drove out to Edmonton and purchased the car. Over a number of years Richie worked on the car to restore it to be a street car with the guidance of his brother Glenn. As the years passed the car did not get as much attention and Richie decided it needed to go to a new home in 2012.



Richie picking up the car

I have known Richie for years and we were at the race track one day talking and he mentioned he was thinking of selling the car as he did not have the time to finish the car. For years I had helped Doug Yip with his Mark 2 vintage race car and had also helped Gerry Loeffler keep his Tiger in race shape. My friend Paul and I who play with race

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engines and cars decided it would be a good car to purchase so we could go vintage racing with Doug and Gerry.

So in 2012 Paul Parkins and I purchased the car from Richie and started down the path of restoring it back to a race car. When we first bought the car we were just going to build it the way we felt we wanted to as we only knew the car was raced by Ken Staples and Pat Papworth. After searching for some of the info and people that raced the car, we managed to track down all the owners.

When we discovered it was purchased new and turned into a racecar from the showroom floor we decided we needed to keep it more in the spirit of how it was raced. The roll cage had been removed but there was still evidence of where the original roll bar was installed so we designed a bar that looked like the first years it raced, but installed some side impact bars and others safety bars to strengthen the car but not change the look. As time passed Paul and I have been busy with helping with racecars and have not had the time to commit to getting the car finished.

GOOD NEWS though, we have managed to spend more time in the shop that the car was pre-plumbed for fuel and brakes, the dash has been made, gauges and fuel cell and engine oil coolers mounted, headers and exhaust built, pan hard bar relocated, and bigger brakes installed. The car has now been disassembled and is at the body shop getting prepped for its new coat of Forest green (BRG) paint so it can come home and be reassembled. The plan is to

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get it out to the track sometime in 2020 for its first test for Vintage racing.



As much as it has been fun to work on this car to restore it, the most exciting part has been meeting and talking with as many of the owners that raced it and people that remember the car from its past.

Gord Houghton

Also owns B9470648, since 1979

Paul Parkins adds: *"Gord and I were introduced to each other in the early 80's. I owned an engine shop in Langley BC and Gord was a mechanic for Telus, responsible for engine work. Doing business led to discussions about hobby cars and Gord's Tiger. He wanted to have the first local car with a 302 to make over 400Hp on the street (easy to do today but in the early 80's that was big power). I just happened to have a Boss 302 crankshaft that we had indexed ground and Gord just had to have it. The need for speed and the time spent on this project has led to a long friendship."*

Gord's connection to the Tiger community led us to where we are today and to share the story he has documented about our Tiger. Hope you enjoy the journey of this Tiger Race Car."



Driving Through Paradise

The Gallery of Steel Figures

*Story & photos
by Jim Clark*

There was a crisis! There was too much scrap metal. A scrap yard near Warsaw was choked with scrap metal from damaged cars and machinery. To ease the crisis, a Polish artist, "Jose" Mariusz Olejnik, came forward with an idea. He designed and started building life-size super car sculptures modeled from 1:18 models.

The artist and his crew of 8 only used hand tools, consisting of a welder, burner, hammer and cutter. No casting or molding machinery was used to build the life size super car sculptures. The largest models of the supercars took up to eight months to build and ended up weighing over 1,000 kilograms. (about 2,200 pounds) There were no sharp edges, as all surfaces were ground smooth and polished.

Being an artist, he didn't stop with super-car projects, he and his crew constructed the likenesses of some movie icons, like the "Bumble Bee" creation from the Transformer movies. There was a likeness of Johnny Depp as Captain Jack Sparrow, he was joined by Spiderman, Batman, and The Incredible Hulk. Even Darth Vader was lurking in a corner.



Mr. Olejnik started his project in 2011 and by accident, I discovered his exhibition "Gallery of Steel Figures" in Prague, last summer. While the rest of my family shopped in one of the large department stores; I took the time to walk around, touch, and even sit in about a dozen of his works. There were no motors, running gear, or even interiors in the super-cars. They did have crude metal seats and wild looking dash boards, however.

A model of the Fiat 500 (which is probably not a super car) was one of the easier sculptures to get in and out of, as the doors didn't open on many of the cars. The Fiat was quite popular, as everyone wanted their photo taken inside the car. Like the rest of the exhibit-goers, I could not resist climbing in and waving to the camera.

The inside of the cars were built so solid, that

you felt like you were in a jail cell. (not that I have personal knowledge of that feeling)

The easiest car to get in and out of was the T-bucket hot rod, which could have been labeled a rat rod. The dash of the hot rod, with bits and pieces representing dials and switches, was very creative. I can imagine the fun the artist had creating his art. Much like creating a custom car, the thrill is in putting the pieces together and have it look good.

One of the streamlined super cars was the Lamborghini Super Veloce. With it's very narrow window openings, it was hilarious to watch people try to get inside the car; the assistance of a second person was very helpful.

My favorite was the Viper only because I could identify it, along with a Ferrari and a Mercedes.

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Fortunately, placards were next to the cars to help you identify the vehicle. I had to read the placard for the McLaren P1, because you just



don't see those every day, camouflaged as a sprocket. To buy a real P1, you will pay about \$1.1 million US. The P1 stands for "position one" or first place in the competition. A very humble company, McLaren.



Ok, I admit I'm a little off the beaten path when it comes to enjoying automobiles. I'm not really a "gear head," but after attending this exhibition, I had gears coming out of my eyeballs. Maybe I shouldn't have climbed in that Fiat. The showing of "The Gallery of Steel Figures" just proves that people like myself, will pay good money to see some scraps of metal- though they were good looking scraps of metal. The exhibit was very interesting and best of all the sculptures didn't make noise, they didn't pollute, and you didn't dare kick the tires for fear of injury.

PTC

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Fill'er Up

by Dick Sanders

2019 went out with a bang at Bill & Glanda Clemans' home at PTC's Holiday Party. Yours truly was late, thanks to printing the wrong starting time in my own Newsletter! Thank goodness everyone else read Dan Kuenzi's email announcements instead.



Brett Simpson found online the bizarre photo below of a "Tiger" outfitted with a Hemi. The inner fenders appear to be missing, with the valve covers probably resting against the shock towers.



Elsewhere, there were two great magazine articles in January: an odd 'face-off' in *Classic & Sports Car* between a Tiger and a Lotus Elan. The writer called it a draw. In *Thoroughbred & Classic Cars*, factory driver Rosemary Smith relates her history and gives a tour of the ex-factory works rallye Tiger she wishes Rootes would have let drive more.

Secretary's Report

January 18, 2020

Meeting at the home of Budd Bennion

13 members attending

Planning meeting called to order by Glenda Clemans. Glenda thanked everyone for coming and turned meeting over to Dick Sanders.

Dick opened the meeting by listing the 2019 club meetings. He opened discussion of ideas for the 2020 club meetings. He wanted ideas before setting any dates. However Bob Bennion had already set some dates in mind for August and May. Those were discussed and accepted by the club.

Suggestions for the rest of the year were:

- 1-The Thunderdome Museum in Enumclaw, WA. The Kettle restaurant and several others were discussed as an after-event lunch spot.
- 2-The Spark Museum near Fairhaven, WA
- 3-Fort Casey on Whidbey Island, WA
- 4-The Gary McKay private collection near the Tacoma Dome
- 5-Hwy 509 drive tour (to McKay collection)
- 6-The LeMay Museum open house
- 7-A swap meet with a tech session
- 8-The Lake McDonald Community Clubhouse near Renton, WA

Budd Bennion suggested having some informal summer meetings. Those members who would like to drive their car on a Saturday, could meet someplace for a couple hours

Budd suggested the ongoing summer meetings on Saturday's at the Central Market parking lot in Shoreline, from 10 AM to Noon. Also, the Triple X – where an informal meeting could be mentioned in the newsletter, specifying the time and a particular Saturday.

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Lance Lambert asked if the club had a Facebook presence. Since we did not, he offered to build a page where some informal meetings could be posted. He would be the administrator for .25 cents (A joke) Everyone agreed that Dan Kuenzi was doing a great job with emailing club announcements. However, with a Facebook page, informal meetings could be suggested by anyone.

Dick wanted the club to think about a Sunbeam Northwest in the future. He said the major stumbling block to organizing the event was the site for an auto cross. He was thinking of the Yakima Speedway but found a much better site in the parking lot of the nearby Yakima Valley SunDome. A NW event there would have to be in one of the fall months, because the speedway is not available for rent before October. It would take one or two years to organize. The rent for the parking lot, similar in size to the Pro Pits at P.I.R., would be \$900, including Port-a-potties. Dick said Yakima-area fall weather is mild; others mentioned possible bad weather traveling from the west side of the mountains in the fall months.

Brett Simpson thought Yakima was not very accessible, being so far from I-5. It would not get a good draw of out of state members.

Shelton WA was discussed as the club drew some 30 cars for a past NW event and it was 40 minutes from I-5. No decision was made, and the matter was tabled.

Glenda reported that the Sunbeam International event will be held in Kansas in 2024.

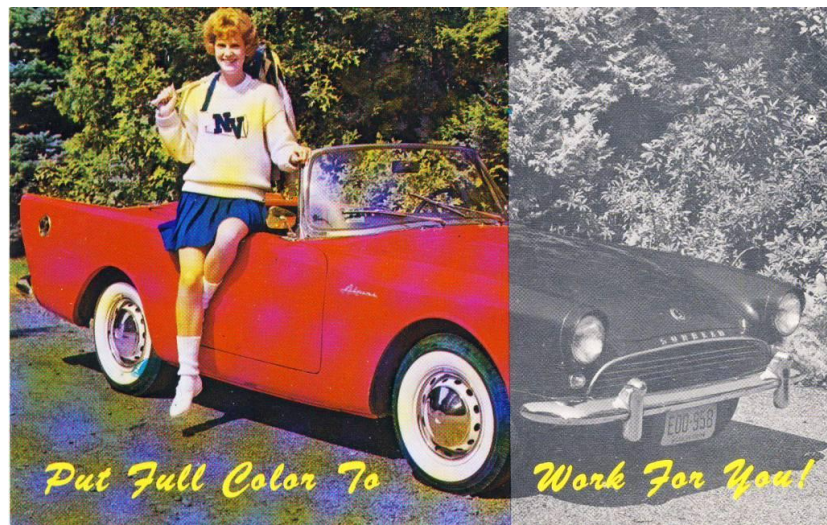
2020 Calendar: Feb-nothing planned, March-at Clemans Home, April-McKay collection

May-Kenmore Air tour, June-Thunderdome Mus. July-the ABFM

August-Hansville Picnic Sept.-Spark Museum, Oct.-the AGM Nov-Lance Lambert Garage tour

Meeting was adjourned

Minutes submitted by Jim Clark



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