



Pacific Tiger Club

Newsletter

ROOTES OF THE PACIFIC NORTHWEST

From the President

The weather cooperated to make Sunbeam Northwest a great event! Many people arrived on Thursday afternoon and we set up our chairs on the lawn outside the rooms and got the weekend started off with stories and libations.



Friday morning started with the Concours which was short drive down the hill to Marathon Park on Capital Lake. We were able to reserve the entire 55 parking stalls for the event. The park had many local people strolling through as it is on a popular walking/jogging route which provided great exposure for our cars. The judging finished up at noon and most people retreated back to the hotel for some R&R before the Rallye.

At 3:00pm Budd Bennion and his crew started the first car out for the Rallye through the Tumwater valley. The tour lasted approximately one hour and finished up back at the hotel. After a brief intermission we all headed north on I-5 to gather for a hosted dinner at Izzy's Pizza for an all you can eat buffet.



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The night was still young and we once again created the “circle of friendship” with our chairs on the lawn. In addition many participants were mingling among the cars in the parking lot. Saturday was an early start as we needed to be at the autocross site, 25 miles up the road, by 8:00am to get instructions from autocross chairman Kevin Jewell and walk the course. By 10:00am the first car was out on the course and much fun ensued. Each person got 6 runs to try and reduce their run times. The course once again provided for some fast speeds. The lunch break was hosted by the event and provided by a local family who cooked up and served Mexican style food from their mobile coach. By 3:00pm the fun was over and back we went to the hotel for more fraternizing. The event wrapped up with a short awards ceremony on Sunday morning where the winners received their trophies and door prizes were given away in between presentations.

I want to thank all the volunteers who gave of their time to make this a successful event. As we all know these events don't happen without a lot of participation from the membership. Job well done!



Our October meeting will be the AGM and is on Sunday, **October 14th** at the Historic Shell Station in Issaquah. The address is **232 Front St N, Issaquah** (this site is also known at Hailstone Feed Store) We will get under way at **1:00pm**. This is a fairly small facility but will handle us so we went with a casual theme. The club will provide Subway sandwiches, desert, coffee, water and tea. Please bring a side dish to accompany the sandwiches. If the weather isn't horrible this old gas station is a great photo opportunity with your car. They have two antique pumps that light up and provide a nice back drop for a photo.

We will schedule a meeting in November to get

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all the events for next year scheduled, date and time to be forthcoming. Start thinking about things you want to do in the coming year and if you have an interest in hosting a meeting at your home, shop etc.

Kevin & Judy Jewell have volunteered to host the Christmas Party at their home this year. The date is **December 8th**. More details will be coming out in the months ahead.

Photos thanks to Budd

Dunn for now.

Laps from the Past

Oct 1993: A reprint of the Dec 64 Mechanix Illustrated has Tom McCahill calling the Tiger a “Rip snorting British bomb that can’t be beat in its price class”. He further states that his average test speed of 121 mph “should be more than ample for getting Little Notch head to school on time”. Those of us that remember reading Tom’s articles view him as a unique auto tester. Bob Bennion is selling a Series III Alpine GT for \$400. At this year’s ABFM in Portland we had 6 Alpines, 6 Tigers, a Husky, an Imp and 54 Alpine. A highlight of the ABFM was the Funkauna, where the team of Larry Atkisson and Kevin Jewell took first place overall. They did a great job of driving a Tiger blindfolded. Well maybe not great, just better than the others dumb enough to try it.

Oct, 1999: Reported that a Chehalis city councilman recently sold his 67 Alpine to famed collector Harold LeMay. Kevin Rodgers brings his newly purchased (\$75) 69 Alpine Coupe to the Ballard Locks show. At the time, it was perhaps the only running Coupe in the State.

Sept, 02: Brian and Lisa Bogdon concluded Sunbeam Northwest 2002. If you were there, you certainly remember the long drive to Mt St Helens AND then the long rallye. Brian later

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admitted that he “liked to drive”. Starke Shelby shows up at the Bellevue ABFM with his Scottish flagged Imp. I wonder where the Imp is now.

Sept, 04: The main feature of the newsletter was a report on SUNI IV held in Park City, Utah. Factory driver Rosemary Smith made her appearance at her third SUNI event. Oregonian David Boyd claims top time overall in the two day autocross. The 1925 Sunbeam Tiger was at SUNI in all of its glory.

Oct/Nov, 10: PTC had a great showing at the Maryhill Hill Climb event. There were 24 Sunbeams on the field out of a total of 180 attendees at the car show on Saturday. On Sunday, most of us watched the various vehicles on the Hill Climb. Two Tigers and two Alpines competed among the 45 racers. While socializing one evening at this event, PTC agreed to host Sunbeam Northwest in 2011.

Kevin Jewell

Fill ‘er Up! A Sunbeam Summer

Story and photo by Dick Sanders

Tacoma’s brand new America’s Car Museum (aka **LeMay’s**) made for a fine summer kick-off display and club meeting on June 9th, just a week after the grand opening. The looks of the museum from the outside take a bit of getting used to. The profile is said to be evocative of streamlined cars like the 1930’s Chrysler Airflow, but you have to squint to make it work. It’s easier to envision the museum giving birth to a handful of baby *Kalakula* ferry boats. But the inside feels spacious and well laid out. Plasma screens tell users the essential story of many of the cars on display on the first two floors. The bottom floors currently finds cars packed more tightly with less information

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(a project for the future!) but you'll also find a slot-car track for the small fry and a racecar simulator for us big kids.

A special treat was having two PTC members' cars on temporary display: Brett Simpson's early Mk I Tiger and Jerry Logan's Harrington LeMans.

When the museum was being planned I wondered if they could attract a following outside of the hard-core car nut. The early answer is yes. When I left the museum around 2pm, there was a ticket line of at least 25-30 average-looking people (definitely not just gearheads) that looked as if they could just as easily have been lining up for the nearby Chihuly Glass Museum.

The Western Washington All British Field Meet on July 28 saw a smaller-than-usual Rootes display, with many owners undoubtedly prepping their cars for the following month's Sunbeam Northwest. A noteworthy Sunbeam on hand was a red Harrington LeMans recently bought by new PTC member Marc Stenchever. Marc often drives the LeMans to work.

August 24-26 saw another good turnout for **Sunbeam Northwest** in Olympia, Wash. under perfect skies for all three days. Owners converged from B.C., Idaho, Oregon, California, and Nevada. The concours was held at Marathon Park, a small peninsula jutting into Capitol Lake. It was a gorgeous setting that allowed the public to get a close-up look at a marque many had never even heard of before. Budd Bennion organized a very popular rallye through the countryside that saw no marriages overly stressed – always a good sign.

The autocross was held at Sanderson Field, the same airport site as 2011's Sunbeam Northwest. Once again, the local Corvette Club treated us to a well-staged event on a course that favored horsepower. The highlight was the top-notch competition in the Modified Tiger class between Bob Hokanson and son Mike Hokanson (sharing Bob's Tiger), David Boyd, and two long-time and long-unseen autocrossers of no small repute: Wayne Reuter

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and Ed Fullerton. Long-time Northwest attendees will certainly remember Bob Hokanson's bright red, heavily modified, Weber-ized Tiger. In decades past, it was always scary fast – and could also be counted on to break down on the track with Swiss-watch precision. No more. The gremlins were finally purged, allowing Bob and Mike to concentrate on driving the beast. Speaking of beasts, at the other end of the cosmetic spectrum was David Boyd's Tiger, a multi-hued, ground-shaking, sutured-together hardware store on wheels with zero compromise to comfort and no quarter to his autocross competitors.

At the end of the day, youth (and horsepower) was served, as Mike Hokanson, who drove 800+ miles from Reno for the event, edged out Boyd for the class trophy, plus top time of day.

All in all, this year's Sunbeam Northwest turned out to be a memorable event. Hopefully, another hardy core of enthusiasts will emerge from the forests of Oregon or maybe a large island in B.C. to host another event in 2013.

A few final notes on **Carroll Shelby**:



Carroll Shelby 1923-2012

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2004's SUNI IV, held in Park City, Utah was probably the last time most northwest Sunbeam enthusiasts got a chance to see Shelby in person. In the above photo from that event, Carroll and his wife Cleo repose against the 1926 LSR-setting "Tiger," from which our later Sunbeams were named.

The man led an amazing life. For most people, having their obituary mention a first-place finish at the legendary 24 Hours of LeMans would be the capper to his or her life. But Shelby's subsequent achievements in the automotive field and as a businessman and philanthropist were so numerous that many mainstream obits barely mentioned his racing career.

Partially reprinted below from the September 2004 PTC Newsletter is my favorite recollection of Shelby at SUNI IV.

"That evening, an extra fifty dollars got you a seat at the big "Evening with Carroll Shelby" dinner. Open to non-SUNI registrants, it attracted quite a few enthusiasts of Shelby cars. My thrifty Scottish blood screamed "No!" but I forked out the cash anyway for this one-time event. It was worth it, though it didn't really start out that way.

Shelby had a few opening words for us that mainly served to introduce George Boskoff. I thought, "Oh well, he's 81, I guess he doesn't have as much to say anymore." Boskoff, a former employee of Shelby in the '60s who I'd only read a little about before, turned out to be the main hands-on mechanic who almost solely created the Shelby-prototype Tiger. Both men took pains to tell us that we knew more about the Tiger than they did, since they only worked on the project for a few weeks - some 40+ years ago.

It indeed seemed that way until they started taking questions from the audience. Did things open up! What kind of sophisticated engineering went into selecting the steering for the Shelby-prototype Tiger? According to Boskoff, "Carroll told me to go down to Doane Spencer's shop and bring back one of every old rack he's got laying around and see which one fits." What at first seemed

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like an endless, rambling answer by Shelby to a question from PTC's Brian Bogden regarding a recent TV appearance, eventually turned out to be a well-reasoned endorsement of the 'rice rockets' developed and raced by today's youth.

The evening went on like this for some time, an easy banter between two old friends that kept us all enthralled with extraordinary tales stretching from the golden age of road racing right up to today.

I wouldn't have missed it for the world."

* * * * *

2012 Executive and Officers

President: Dave Dunn
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Historian: Brett Simpson

brsjal1@comcast.net

2012 EVENTS CALENDAR

Oct 12 **AGM 232 Front Street
North, Issaquah, 98027**

Dec 08 **Christmas Party @ Jewell's**

If you know of other events we should be listing, please contact our activity chairs, Larry & Eileen Ingersoll.

SNW 2012

2012 Sunbeam Northwest Autocross

The event was held at the Shelton Airport. The local Corvette group had designed a course to specification. Make it technically fairly simple, so that infrequent participants would not get lost. Make it also challenging with some sharp turns and (if you planned it right) a long straight to open up the cars. Everyone got in 6 timed runs. Final results were:

Class	Participant	Best Time
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Alpine	Dick Sanders	59.769
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1st	Judy Jewell	65.544
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T-1	Kevin Jewell	58.152
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2 nd	Bruce Whalen	61.798
3 rd	Dave Dunn	62.295
T-2		
1 st	Gary Haslip	56.185
2 nd	Brent Edinger	58.038
3 rd	Jeff Mang	59.471
T-3		
1 st	Mike Hokanson	51.666
2 nd	David Boyd	52.228
3 rd	Wayne Reuter	54.260
4 th	Bob Hokanson	54.417

Max Pahmeier received the Hard Luck award at the awards banquet on Sunday AM, and then when he went out into the parking lot, afterwards, to load his car found his luck had not changed. Here is a picture of Frank Cardiff pumping up his flat tire.



Thanks Bob

Want to avoid mail delays? Receive your next issue of the PTC Newsletter emailed to you on-line. Contact us at Tiger2@telus.net with your email address

PTC Newsletter: by E-Mail?

Do you wish you got your newsletter earlier? Well, we can solve that very easily. If you are willing to receive your newsletter via email, we can probably save at least a week in the time it takes for you to get the newsletter. That week is what it takes us to print the newsletter, collate, and mail. Sound good? Simply confirm with our newsletter editors your current email address to: (tiger2@telus.net). Not only will you get the info earlier, but you will help the club control our costs.

We need your help! If you know of any Sunbeam Events, please contact your Activities Co-coordinator and we'll get it in the newsletter.

Want to avoid mail delays? Receive your next issue of the PTC Newsletter emailed to you on-line. Contact us at Tiger2@telus.net with your email address

DO WE HAVE YOUR CURRENT ADDRESS AND EMAIL? HELP US KEEP OUR RECORDS UP TO DATE AND SEND YOUR CHANGES TO BUDD OR THE EDITOR.

Profile your car!

We would like to have a profile of your car, even if everyone knows who you are. Please email your profile to Mike & Kathryn. New to the PTC, Let us know the details, as we would like to do a feature article on your car!

We want to hear your great stories! Do you have a great story to share? Send us the details with your photos. Let us know!

Think it is expensive to park, where you live?

In New York City, a developer is converting a pre-WWII apartment building into six condominiums. The building includes a parking garage space that is available for purchase at \$1,000,000. Now a million dollars is probably pocket change to the buyer of the 8,000 sq. ft. penthouse listed at \$40 million. The good news is that the parking garage is 23' X 12' X 15' high, so you could install a lift and park both your Bentley and Ferrari, and still have room for your motorcycle on the side. All of a sudden the \$1 million dollars seems much more reasonable.

Thanks Kevin

New PTC Member Profile

This Tiger Mk I is B 947116. I purchased it in 2007. It is the factory color and is TAC certified. The original engine is long gone and was replaced with a 94 Ford 302. It is mildly modified. I started looking for a Tiger several years ahead of the purchase and had never owned a vintage vehicle however I worked on several British cars as a young man with my first job at a service gas station in Vancouver BC. My friends did not own muscle cars; they owned rusty TR 6's and MGA's so I helped them keep them on the road. British cars were cool to me and the Tiger was the top of the pile.

While trying to source a Tiger to purchase and doing research, I became concerned about accidentally buying an Alger. I also had no interest in purchasing a car through EBay (are you kidding, bidding on a car sight unseen??!) although it was a good source for prospects. I spent many hours on Rootes1 web page. I eventually sent an inquiry about a prospect to the web page administrator. Sure enough, I had a reply back that I was looking at an Alger. This led to several email exchanges and eventually a phone number showed up. I called the number and had a very nice talk with Norm

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Miller. I explained my quest. Norm decided to help me. After several months, a prospect was presented to me by Norm for a Tiger that was for sale via word of mouth near his home outside of San Francisco. I used my Visa points and packed myself and my 14 year old son down to Norm's house to check out the car. Norm was very kind to us. We spent most of a day with him going through the car and learning more about the Tiger legend. I finished the purchase and packed the car onto a hauler and off it went to my home in Redmond. My son and I spent the next two days riding cable cars and exploring San Francisco. We flew home and the car arrived at our home 30 minutes after we did! I would say that weekend was one of the best of my life and is already a big father, son memory. The car had sat for several years so had refreshing to do on fuel delivery and the entire brake system. A bit of body work and I have enjoyed it ever since. The car behind it is a 1951 Allard K2. It is powered by a Cadillac 331 and has factory Ford running gear. It sort of ran when I bought it. It had sat unused for over a decade. It spent 2 years on my hoist and was debuted for the first time at the recent ABFM in Bellevue. I met Budd Bennion that day along with other very nice Rootes enthusiasts. Budd encouraged me to send in this story.



Ted and Cole Herb

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The PTC Annual General Meeting

Sunday, October 14th.

Place: Historic Shell Station, **232 Front Street North, Issaquah, 98027** (also known as Hailstone Feed Store)

Time: 1:00 PM

Food: The club will provide Subway sandwiches, desert, coffee, tea & water.

What to Bring: Please bring a side dish to accompany the main course sandwiches (fruit salad, coleslaw, potato salad, etc.)

Parking: There are several parking spaces next to the Shell Station and behind the building but most of the parking will be street parking or located in the alleyway behind Front Street near the Historic Train Depot.

Photo: There is a great "photo op" in the front portico with the old gas pumps next to the antique Shell station.

RSVP: Please RSVP to Anita Dunn if you plan to attend. anita.lj@comcast.net or (425)865-9283.

Dave Dunn

In the event that you are trying to find "real" gas in the northwest, Jim has found an interesting link

<http://www.buyrealgas.com/Washington.html>

Stolen Tiger alert from Norm Miller:

<https://skydrive.live.com/?cid=b63ea59c60ac1d44&resid=B63EA59C60AC1D44!385&id=B63EA59C60AC1D44%21385&sff=1>

Renewing your membership?

Members are asked to please send all membership correspondence to Budd at:
14720 30th NE, Seattle, WA. 98155 (206)364-8478 or via email:

budd.bennion@comcast.net.

Annual Membership fee \$32.00 US/35.00 for foreign members.

Canadian Funds Payment to PTC

We ask each Canadian member to calculate the current exchange rate into US funds. Example: dues today \$35.00USD=38.50 CAD (based on 10% exchange rate)

Make payment payable to Pacific Tiger Club and we will process via our bank. Exchange rates are constantly changing. For assistance you may use the following website:

<http://www.xe.com>

Need a roll bar for your Sunbeam Alpine or Tiger? Check out

<http://www.autopowerindustries.com/applicationlist.asp>

Thanks Budd

TECH TIP

I saw this on SAOCA site and I have never seen this way to check your speedometer to have it calibrated (I have never used this company).

To determine the actual ratio of your vehicle, please follow the test outlined below.

1. Check if the tire pressure is the same as advised by the factory specifications.
2. Measure (by making chalk or tape marks) a distance of 52 feet 9 1/2 inches.
3. Unscrew the speedometer cable at the speedometer head.
4. Mark the inner core with a paper flag, paper clip or preferably a hairpin.

5. Push or drive the vehicle over the entire distance, counting the full and partial revolutions of the cable.
6. Always roll the vehicle towards the first (A) marking until you see the inner core start turning to eliminate the gear clearance. Before you start counting, mark the part of the vehicle that is exactly over the beginning of the line. Stop counting when the marked portion of the vehicle is exactly over the end of the line (B).
7. It is important to verify you have no gear slippage, therefore do the test three times.
8. Send the "Test Form" along with your gauge for proper calibration.

Thanks Budd

For Sale

1. 1966 Sunbeam Alpine S-V

I purchased this darling car in May, 2006 from the original owner; the car is road-worthy and just had a complete overhaul of the Stromberg Carburetors and the brake system including an upgraded Brake Servo unit. The car is the original color of 39-Carnival Red; the car was repainted (the original color) in the mid-1980's by the original owner. The body is straight; the previous owner's wife put a few dings in the right rear quarter panel and bent the bumper (see photos). The VIN matches the chassis. I had a custom header put on the car in 2008 because the original exhaust manifold was badly cracked. Everything else on the car is stock equipment. It does not have overdrive; the engine is in good shape with good compression; most of the peripherals have been upgraded since I bought the car (distributor, coil, fuel lines, starter, 5-blade fan, new clutch hydraulics). The car would benefit from upgraded seats and interior work. I have lots of extras that I will include with the car (Tonneau

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cover, original manuals, some parts for the interior restoration, an extra set of SU carbs, and other minor items including (2) Chrome headlight rims).

I am asking \$6500, but will consider all reasonable offers from truly interested buyers. I would like to sell the car before I have to store it for another winter season.



Please contact Donna Rudiger at
donna.beamer66@gmail.com 360-770-5756

2. 71-73 HILLMAN/SUNBEAM AVENGER, PLYMOUTH CRICKET PARTS - Shop manual set. Mostly new: ext. front lens, estate left tail, Hoses brake kits, eng. gasket set, ex. twin down pipe, wheels, eng. head.
LATE 60's ARROW/HUNTER SEDAN,
ALPINE COUPES (baby barracuda) New frt.
& rear ext. lamp assy. &/or lens, speedo cluster.
Used frt. & rear axle assy. / eng. / trans. /
wheels, etc.
CALL AS I HAVE DISSASSEMBLED A
COUPLE OF WRECKED 1969 SUNBEAM
ALPINE COUPES and ALPINE ROADSTER.

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503-351-3618
Richard cricket-73@comcast.net

3. **1964 Series IV Sunbeam Alpine.** Last licensed in 1982, garaged continuously since. Excellent restoration candidate. Less than 1000 miles on 1592cc engine completely rebuilt in 1981, Weber conversion also completed in 1981. While there is rocker panel rust, this is a desert car (Pocatello, Idaho) and the chassis looks much more rust free from below than all other Alpines examined. Car is virtually complete and assembled, but has not been started in over a decade. I am the second owner. This was my first car, purchased in 1976. \$2500 O.B.O. near Carnation, WA. I'm hoping to find someone who wants to undertake the complete restoration that I always intended.

Buell Ish buell@vectrafitness.com

4. 1967 Series 5 Alpine 70,000 miles, stored last 10 years, rust free Arizona car, in British Green. Asking \$10,500 – Offers! Contact Don Atchison 1 360 275 2773. Located in Belfair



WANTED

1. I am looking for a Tiger to buy. I would prefer a good driver with the thought of restoring it in the future. I would also consider a relatively rust free car that is in need of restoration. If you happen to know anyone that would want to trade a

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Tiger for a Series I E-Type coupe that is rust free but in need of restoration, I would consider that as well.

Don Joy
Yakima, WA britcar1@msn.com

2. "Looking for Sunbeam Alpine/Tiger **hardtop** for a Tiger Mark 1a.
Please call Josie at 250 613-0065."



Random SNW 2012 Photos



REGALIA

Hats, Hats, Hats... We got 'em! \$15.00 +2.50 for shipping, all have the "Pacific Tiger Club" Logo on the front, some have Tiger or Alpine on the side and some have no added logo on the side. Make all forms of payment to "Pacific Tiger Club" and mail to Budd Bennion, 14720 30th Ave NE, Seattle WA 98155-7512.



Want a "Pacific Tiger Club" logo on your coat? Note to all, since there is not an official club jacket, etc. I can have the club logo embroidered on any article of cloths you have. Bring me your favorite jacket or buy a new one, anything, shirt, blanket, bag, etc. Cost \$8.50, shipping is extra.

Budd Bennion

Save postage by picking up regalia at club meeting

Fleece jackets \$30 + postage \$4
Polo shirts- Lady's = \$20 + postage \$3
Men's = \$15 + postage \$3



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ddunn@andoverco.com