



Pacific Tiger Club

Newsletter

ROOTES OF THE PACIFIC NORTHWEST

From the President

Our Christmas Party was well attended at the home of Kevin & Judy Jewell. We had ham, salad, au gratin potatoes and chocolate cake for desert. Holy Sanders made the gift exchange interesting with her ad lib songs accompanied by her guitar. Many thanks to the Jewells for hosting the event!

The January meeting found us touring the renowned Museum of Flight at Boeing Field. We started off with a one hour docent tour which included learning the origins of flight, a brief history of how the Boeing Company started and concluded with information on the different jet fighters used through the Vietnam War. We then were free to roam on our own to view the WWI and WWII era displays, which were not part of the tour. Needless to say there was more to see than could be viewed in a few hours. It is definitely worth going back to see more. We weren't able to see the new display on the Shuttle so that will have to be next time. I found the SR-71 "Blackbird" plane most interesting. It was developed in the 60's as a reconnaissance aircraft capable of mach 3+ speeds. This plane served in the Air Force from 1964 until 1998. A total of 32 aircraft were made by Lockheed. This plane was designed to minimize the radar cross-section which was one of the earlier attempts at stealth design. In 1990 when the SR-71 was being retired, two pilots

flew one of the planes to four new speed records, one of them was: Los Angeles, CA to Washington D.C. Distance 2,299.7 miles, average speed 2,144.8 miles per hour; and elapsed time of 64 minutes, 20 seconds. Pretty impressive!

Our March meeting will be on March 9th; Wayne Reutter has set up a tour of Vintage Racing Motors in Redmond, WA. This is the facility that houses and maintains some of the vehicles in the vast collection of Bruce McCaw and is run by Byron Sandborn. Look for more details in future emails. This should be an interesting tour so mark your calendars.

We are still looking for ideas and/or places to hold our April and May meetings, so let us know if you would like to host one or if you have suggestions.

Dunn for now.

Laps from the Past

Jan, 1993: Newsletter cover is a reprint of an Alpine advertisement for the Class F champion. Only \$2399, and besting cars costing \$1500 more. President Dave Dunn's freshly painted Tiger is featured, naked. In the classifieds is a

67 Alpine V with an excellent engine for \$1500.

Feb, 1996: Sunbeam NW is scheduled for Centralia. The two years we held SNW in Centralia were fun events. Local Bob Bennion greased the skids with the local chiefs and we got to enjoy the park and airport. Dick Sanders brings a video of the Rootes London to Sydney Marathon to the monthly meeting. Jodie Pahmeier pens an article about "The Joys of a Sunbeam" for the newsletter. I quote "Also, from the moment that I received the Series II, my unintentional (Honest!) revenge upon my Father began". Let's remember to ask Max if they are now speaking to each other. Sounds like Max simply followed Jodie everywhere making sure that the needed replacement parts were at hand.

Jan/Feb, 2000: Cover photo of member Bill Parfitt with his Tiger IA at Big Sky, MT, for SUNI III. In Sander's "FILL 'ER UP" article Dick reminds us that the 1926 land speed Tiger (152 mph) had two stable-mates. Tigress (also a 4 liter 12 cylinder) and Cub (2 liter, 6 cylinder). OK, enough of this. We have naked Tigers in Jan of 1993 and now we have automotive off-spring. Is this a sign of the coming end of the Mayan calendar?

Jan/Feb, 2002: Budd Bennion is President and prominent on Page 5 is a full page advertisement from Bargreen-Ellingson, a restaurant supply house. Didn't Budd used to work for a company in that business? Founding club members Jeanne and Dennis Grote write a letter to the club confirming that they have sold their Tiger, but hoped to continue to be active in the club. Actually, they were at this past Holiday Party. They simply traded one British disease for another, now the whole family being firmly infected with the Mini virus.

Jan/Feb, 2006: Team Alpine is scheduled to leave Vancouver, BC in Aug to compete in the Targa Newfoundland tarmac rally. The goal is to raise money for the Make-A-Wish Foundation of Canada. The classified section

features two (yes, two) 69 Alpines for sale. You might remember this car as a ¾ scale '66 Plymouth Barracuda. At a planning meeting, one suggestion was that we return to the Sequim irrigation parade. That idea died when the club couldn't find any Tigers that wouldn't overheat and have to be pushed the length of the parade route. Another suggestion was a tour of Vashon Island with the local Mini club. The club actually did participate in this event, but of course the Mini members chose the narrowest, tightest turn roads they could find. They might have bested us in the corners, but we caught up with them on every long 50 foot straightaway.

Thanks: Kevin Jewell

32nd Annual TULIP RALLYE



APRIL 20, 2013

Sponsored by the MG Car Club NorthWest Centre

For the past 31 years, the MG Car Club Northwest Centre has hosted the Tulip Rallye, an automobile tour of the Skagit Valley region of Western Washington State. This year, on April 20, 2013, the rallye will start in the Mount Vernon area, but you never know where it may take you from there. Through colorful tulip fields, windy country roads or scenic shoreline drives, it's everything you need for a beautiful daytime tour of the region.

Pacific Tiger Club Newsletter

Jan/Feb 2013

We have designed this event so that each car club, with a minimum of five cars entered, will be eligible for a first place prize to be awarded to the top performer within their club. Participants not associated with a particular car club will compete in the “open” category.

The Tulip Rallye is **not** a time/speed/distance event. It is intended to be a fun, light hearted gimmick rallye with trivia questions written into the tour guide. It’s fun for the whole family. Some clubs now make this rallye their April driving event.

There are restaurants along the tour route, but they are often very crowded, so we recommend that you pack a picnic lunch to eat along the way.

We look forward to your, and/or your club's, participation in the 32nd Annual Tulip Rallye. For your convenience, we have attached the entry form.

Thank you, and please feel free to contact me with any questions.

Toni Beidler
Event Committee
(360) 412-0877
tonibeidler@comcast.net

2013 Executive and Officers

President: Dave Dunn

ddunn@andoverco.com

VP/Newsletter Mike Clark/Kathryn Fitzgerald

Tiger2@telus.net

Secretary: Jim Clark

jwclark2@comcast.net

Treasurer: Bob Bennion

904star@centurytel.net

Chairpersons

Activities: Larry & Eileen Ingersoll

Lainersol@aol.com

Membership: Budd Bennion

budd.bennion@comcast.net

Historian: Brett Simpson

brsjal1@comcast.net

2013 EVENTS CALENDAR

Feb 16 Exotics at Redmond Town Center starts.

Mar 09 PTC Meeting at Vintage Racing Motors, 9255 151st Ave NE, Redmond, WA

Apr 13 PTC Meeting at Max & Kathryn Pahmeier

Apr 20 Tulip Rallye see ad.

May 11 PTC Meeting at Greg Oliver’s home,

**May 18 ABFM Van Dusen Gardens,
Vancouver, BC**

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

Christmas Party Photo

The Christmas party was once again hosted by Kevin and Judy Jewell at their home. Although it may appear that the photo was taken by Kevin's surveillance system, he assures me that no such system exists.



Thanks: Bob Bennion

January PTC Meeting



February PTC Meeting

The February meeting was held at Larry & Linda Atkisson's place near Hansville, WA. Linda put on an excellent spread for the 22 people in attendance and the group enjoyed a fun afternoon of socializing and attending a tech session Larry put on for those interested in fixing those annoying problems with their allegedly adjustable Tiger seats. The full procedure can be found in the Tech section of the newsletter – later in the publication.



Mike Clark & Dave Dunn



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.



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.

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

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!

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

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!

Ceramic Exhaust Coatings 101

Brad Gua
Performance Coatings, Inc.



Before we get too far, let's start with what ceramic exhaust coatings are not. They aren't the porcelain you may have seen on old Jaguar exhaust manifolds. They aren't thick, brittle or creamy looking. They won't chip off when exposed to rainwater. They aren't that blue speckled stuff you see on camping cookware (which is enamel). They aren't "just like on the tub at home". They aren't applied by a dipping process, electrostatic or plating of any kind. They won't turn blue, purple or gold when they get hot. They are not a form of powder coating in any way!

Ok, now that we have that out of the way... What these coatings really are is pure science at work. Microscopic ceramic frets, (together with aluminum frets, in Chromex), layered hundreds of times in a thickness of only .0015 to .002", bonded together with a space age resin capable of withstanding re-entry into earth's atmosphere. Sounds pretty cool, right? Well, that is exactly the idea...to keep things cool. These coatings were invented to protect our astronauts and space capsules while returning to earth, so this is high technology at work here. Many years of improvements and innovations have become what we apply to your vehicles exhaust components everyday...Chromex. It is by far the most popular ceramic coating available on the

market today. Capable of withstanding 1300 degrees above, and freezing temperatures to 300 degrees below, it is absolutely amazing. If it did nothing else, just to survive those temperature extremes is pretty unbelievable! Then add to its resume how it polishes to a shine that rivals polished aluminum or even polished stainless steel and remains flexible enough to expand & contract continuously. We can apply Chromex to any metal surface, except Magnesium. And I would imagine that we have, too! Bring us your project ideas; we can work with you to give you the best looking engine compartment anywhere! Anywhere you want the polished, billet aluminum look, Chromex is the answer.

If you want the ultimate in temperature reductions and maximize your performance gains, you can have a Satin Ceramic Header Coating applied to your exhaust manifolds or headers. They offer subtle, clean looks, unrivaled radiated heat reduction and the largest increase in performance of any ceramic header coating. Yes, that's right, increased performance just by coating the exhaust.

By utilizing the natural action of hot & cold air movements, your engine's performance will increase from the application of ceramics on the exhaust system. How? It's just like when you open the hot oven door in the kitchen at home. The hot air rushes out into the waiting room, right? It works exactly the same in your engine. Every time the exhaust valve opens, all that hot air (exhaust gases) rushes out of the cylinder, being pushed out by the piston. Hot air moves into the space occupied by cooler air very rapidly, creating a wind or vortex effect. This effect actually siphons the cylinder clean of the hot exhaust gases, leaving the cylinder in much better condition to accept the next cool, dense intake charge. All the while, it is dramatically reducing the radiated heat off your exhaust system. You can hold your hand 1" away from the surface of the coated header while the engine is running and not feel the searing heat that would normally be radiating off of the surface. Read that again, I'll wait.

Okay. And, after you turn off the engine, 10 minutes later you can put your hand onto that same header. Try that with a bare steel, painted or chromed header! (Actually, DON'T try that!) And don't forget about the additional benefits of lower under hood temperatures. Your hoses, belts, gaskets, wiring, paint and electronics all live longer, healthier lives when you treat them to a cooler working environment. And depending on your specific configuration, you can expect to see a 1 to 5% horsepower gain, just by coating your exhaust manifolds or headers. Voila, more performance! That doesn't even include the increases that can be achieved by coating internal components.

For more information on our ceramic coatings, see our informative website at www.performancecoatings.com or call us at 253-735-1919.

Thanks: Dave Dunn

Rapier Registry Members,

I have created a new email address for distribution of the Rapier News newsletter and to correspond with all Registry members. I have recently moved from Colorado to central Kansas, so my previous email address (noiseguy@myawai.com) that I used for correspondence will be inactive soon. Please update your address books with the new address below. I will be putting together a summer issue soon before the end of the month, so please send any items for inclusion in the latest issue. Thanks.

Tom Lloyd 20275 Plymouth Road
Wilson, Kansas 67490 Ph.
785.658.2331 mobile 303.362.3733
rapiernewsletter@gmail.com

AUTOCROSS

Did you enjoy the autocross at the last two

Sunbeam Northwest events? If so, you have the opportunity to participate in similar autocross events. As you might remember, the Corvette association helped us put on our autocross at the Shelton Airport. They have announced their events for 2013 and have invited a select group of people to join them.

The Shelton dates this year are all Sundays and are May 19, June 16, July 14, Aug 11 and Sept 15. Our goal is 6 timed runs and depending on the number of competitors we get 7 runs. If you are interested there is a group that leaves early Sunday morning from North Kirkland and picks up people going South on I-405 and SR-167, ending at Denny's in Shelton for breakfast.

If you are planning to attend any of these event, please just let Kevin know your plans 425.885.0103 or kevinandjudy@isomedia.com and he will coordinate with the Corvette group.

Thanks: Devin

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>



'I think I've figured out the reason for your excessive fuel consumption'

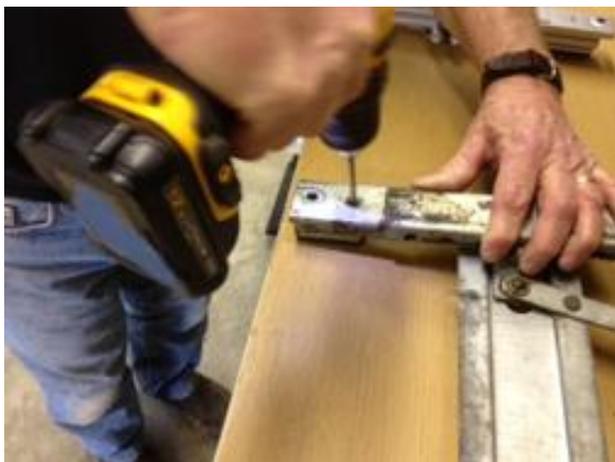
Thanks: Bob

Tech Tip

Remove the seat from the rails or seat and rails together. Disconnect rails from seat by removing the 7/16 bolts from the front under the seat. To free up the travel simply spray a penetrating lubricant into the joint where the seat adjuster arm meets the slider. Don't over apply to the point where the lubricant will leak onto your carpet when you re-install the seat or move it.



If you are removing the rails from the seat for reconditioning - The travel is limited by a rubber roller that comes up against a dimple in the bottom part of the rail. You do not need to remove the adjuster arm. There are two parts that come apart. On each rail there is a mounting plate on the top and the bottom. In order to separate top from bottom, turn the unit upside down and drill out the dimples at the back (with a 3/16" bit), one on each side.



Turn the rails right side up and remove the remainder of the dimples you just drilled out, without enlarging the hole you drilled (it is important that you do not oversize the hole - it is suggested that you use a file rather than running a drill bit into the hole).

Stand the rails up with the front facing down (adjuster arm in a downward direction), drive the bottom mounting rail down separating the top (using a rubber or other soft material -do not use steel) from the bottom rail.



At this point the rubber lined roller wheels will be exposed. Try to do this with enough control that you don't have to chase the rollers around the garage.



On the side that has the control arm, with the indexing on the rail, you pull the arm over so

that the catch won't engage the rail when you move it.



Drive the rail off as you did the other side. Make sure you keep track of which side the roller came from, so that you can re-install to the same location.

Remove the rubber pads at the rear of the rails. Be careful not to break off the little metal tabs as they become quite brittle if moved back and forth. If you still have the rubber cover on the handle end of the seat adjusting arm, remove that as well.

There is no more disassembly required. Now you get into cleaning - sand blasting is the most effective way to get the desired level of cleaning. If you don't have a blaster available, a trip to a machine shop is well worth the time you will save doing the job with a wire wheel or brush. After stripping, you should wash with lacquer thinner or alcohol (denatured rather than what's left in your cupboard from the weekend). The reason for that is to remove any remaining cleaning material. Once dried, any good quality aerosol paint will do the job (choose your colour wisely).

Clean the rubber pads and rollers with a good quality cleaner. Apply a good quality lubricant (not grease - attracts dirt and causes the same problem you just fixed). Reassemble by reversing the procedure you followed above. Apply minimal lubricant in the track where the rollers

go. Once assembled, you need to address the dimples you removed earlier. This done by installing a 3/16" diameter pop rivet in each hole, **from the bottom**. Run the rails a few time (without pinching your fingers in the rails). Install the rails on the seat and install the seat in the car. Operate the seat back and forth to ensure there is a full range of easy movement... You're done!

Thanks: Larry Atkisson

Rootes Encounter

I happened to be picking up my wife's Honda from the local garage the other day when I noticed a badly faded photo on the wall that looked a lot like an early Alpine parked in front of what looked like an older version of the garage I was in. I asked the owner if I could take a look at the photo and when he handed it to me I confirmed my suspicions. I asked him if the photo was of their original garage and he replied that it was. He volunteered that the photo was of the first car he ever "went over 100 mph in." He also advised that the 1962 photo was of his car parked in front of his Dad's Rootes dealership. He graciously loaned me the photo so that I could copy it. I gave it a little Photoshop magic and returned the photo you see below.



Mike Clark

Renewing your membership?

Members are asked to please send all membership correspondence to Budd at: 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

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 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 fit.

&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. 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



5. For Sale - 1964 Sunbeam Alpine - Series V 1725cc engine. Very good running

condition. Maintained by licensed mechanic. Black on black. Hard top with new liner. Asking \$7,900. For pictures and info email mbseifert@shaw.ca.

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 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.”
3. I am looking for a LAT 40 hood or louvered hood for my Tiger MKIA. Would even consider stock hood. Chuck 206-367-3406 (cottageblue@msn.com)

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

Restaurants to avoid on your next road trip:



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



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



Pacific Tiger Club

ddunn@andoverco.com