



Pacific Tiger Club

Newsletter

ROOTES OF THE PACIFIC NORTHWEST

President's Corner



Our March meeting at Tru-Line in Bellevue was well attended and Byron, the owner, was very thorough in describing how they align front ends and spin balance the wheels. It is getting increasingly difficult to find

people who can perform this service on our cars. I know a few members who took their cars to Tru-Line after our meeting and report they were very pleased with his work. I am among those and I too was very satisfied with the results and the pleasant experience I had working with Byron.

The April "Sunbeam Swap Meet" was again a success, with many parts exchanging hands. This year the weather held out longer and we were able wrap things up prior to any heavy showers. Max again provided a great amount of food including his delicious homemade chili.

May found us at Brake and Clutch Supply in south Seattle for a tour of their facility and an in-depth description of turning rotors and drums as well as building new brake shoes. Similar to Tru-Line, Brake and Clutch Supply is one of the last local companies to provide

cont. next page

June 13 - PTC TOUR & MEETING:

START: 10:00 AM

TOUR OF LAKE STEVENS BACK ROADS & LUNCH AT BILL & GLENDA CLEMANS'

6710 151st Ave. NE, Lake Stevens, WA 98258

Meet at the **Lake Stevens Village** parking lot where Highway 204 dead ends into Highway 9 in front of The Sports Authority store. Be there about 9:45 for a 10:00 tour departure.

Sat. July 25

Western Washington

All-British Field Meet

Saint Edward State Park

Kenmore, WA

***Always a fantastic assortment of British
marques represented. Want to park next
to your fellow Sunbeamers?***

Event organizers say "Register early!"

See ABFM.com for more info.

Club Officers

President: Dave Dunn
5906 Mont Blanc Place NW
Issaquah WA 98027
ddunn@andoverco.com

VP/Newsletter Dick Sanders
4239 S. 261st S
Kent, WA 98043
253-332-0253
RootesRooter@aol.com

Secretary: Volunteer Needed!

Treasurer Bob Bennion

Pro Tem: 37904 Fawn Rd NE.
Hansville, WA 98340
360-638-1992
904star@centurytel.net

Committee Chairpersons

Membership: Dan Kuenzi
370 N. East Camano Dr.
STE #5, PMB #36
Camano Island, WA 98282
509-952-4036
shelbycuda@hotmail.com

Historians: Dave Dunn / Dan Kuenzi

Activities: Volunteer needed!

cont. from page 1

their service. In addition they can build new brake lines from many different materials, depending on your desired application.

The June meeting will be a return trip to the home of Bill and Glenda Clemans with a scenic drive on the back roads of Snohomish to get things started. See more details elsewhere in this issue and keep an eye out for the announcement emails.

Once again our July meeting will coincide with the All British Field Meet which is returning to Saint Edward State Park in Kenmore. Be sure to pre-register so you can park with all the other Rootes vehicles on the field. If you register the day of the event you won't be allowed to park with the others.

Vista Key Activity Center in Hansville will be our signature summer event in August. There will be a tour to start and then we will return to the Activity Center to display our cars and enjoy a club sponsored lunch. There will more information coming soon.

I want to reiterate that I will not be running for re-election as President next year. We need to start discussing getting new and or current members involved in officer positions. If you are interested in any of the positions and have questions, please call me or any of the current officers to get more information.

Dunn for now

Famous Sunbeam Owners

First in a series of four in this issue. The individuals here all have one thing in common: Their ownership of a Sunbeam appeared in some form in the media and played a memorable part of their lives.

*(exerpt from an interview in
Phil Berg's Ultimate Garages)*

"I always wanted Ferraris," admits **Jon Shirley** [former president and board member of Microsoft], "but I knew that I could barely afford a Jaguar E-type, much less a Ferrari, so I never really considered owning them." This was, of course, before Shirley worked his way up to president of mega-giant Microsoft, before he began trading barely common Ferraris for even more unique models, and before he was able to own, and drive, the very cars that his heroes--Nuvolari, Fangio, Schumacher--had driven.

"My first car was a **Sunbeam Alpine**; it was a great car, except for the fins on the back. I drove it across the country several times." He bought the Alpine roadster after he moved from Boston. "I was living in Boston, and car insurance in Boston for someone under 25 years old was higher than it cost to take taxis everywhere, and I'd rent a convertible every weekend, and it was still cheaper."

Heavy-Duty Tail Lighting

by Jim Clark

I leaned against my workbench and studied the dim tail lights of my Sunbeam. I had purposely waited until the evening's shadows fell across the garage window before flipping the parking light switch. I wanted to give those weak bulbs every chance to show just how bright they were. The results were that I could barely see a red glow emanating from the rear fender lenses. This was unsatisfactory for a muscle car.

My buddy casually sat in the drivers



Ralphie

seat and looked for crumbs on the floor boards. He didn't really care about tail lights.

"These tail lights are hard to see, Ralphie. Somebody could hit us and say they weren't even working. Let's turn on the headlights and see if they are brighter, or if they even work." When

he didn't move, I walked up beside him, leaned into the car, and flipped the headlights on.

The same red glow as before emanated from the rear of the car. "No change, Ralphie," I told him. He responded by looking back at me and tilting his head to one side, giving me the 'what did you say' look.

With a wood dowel, measured for this job, I pushed the brake pedal and wedged the dowel against the front seat thus powering

the brake lights. The result was a small change in the red glow at the rear of the car.

Moving back to the rear of the car I discovered that one brake light had found some life, but the other may have brightened by a milliamp. Perhaps I imagined it; it may have stayed the same dim glow. Milliamps are elusive in my Sunbeam.



Fast forward to the recent PTC tour of Brake and Clutch Supply on 6th Avenue South, near Georgetown. The salesman showed me some LED lights fastened to a normal 1157 bulb base. The result is an extremely bright brake/tail light, that doesn't get hot. Another plus for the

bulb is the life span of the LED light - as long as I own the car?!? The 1156 bulb base was also available, and both available in red, amber and white colors. As seen at www.heavy-duty-lighting.com.

"I bought two," I told Ralphie when I got home. I was sure he wagged his tail in appreciation of my attempt to make the



Sunbeam safer. He still didn't care about tail lights, though, and when I told him the price was \$7.00 apiece, he seemed more concerned with donut crumbs in my car seat than safety. The LED's aren't on the car yet, as it is still in the body shop, but you can bet they will be installed and used.

"We will be seen on the highway," I told my buddy, "aren't you glad?"

He tilted his head and gave me the look.

PTC

Fill 'er Up!

by Dick Sanders



Since Carroll Shelby died in May of 2012 (has it been *that* long?), Tigers have steadily risen in value, probably even more than predicted by the Tiger owning community.

But what about Alpines? Going back decades, Alpines have been priced at roughly 1/3 of the price of a comparable-condition Tigers.

So imagine my surprise when I recently looked through Hagerty Insurance's online classic car value guide and found that Alpines have not only not kept pace with the Tiger's ascent, they have taken a significant *decline* in value, particularly over the last year. Hagerty's values for a #3 category car (which many of our members' cars fall into) show that 1966 Tiger IA's have increased since August 2013 from \$66,000 to \$99,900 while the value of a #3 1966 Series V Alpine declined from roughly \$19,000 to \$12,000. Other Alpine years and Series' closely followed suit.

Why? Values of the Alpine's chief competitors of the period, MGB and Triumph, offer no clue, being either flat or showing gradual appreciation at Hagerty.com.

One possibility is that the Alpine values reflect not a market correction, but a *valuation* correction. Good-condition Alpines are rarely seen on the premier auction circuit. That leaves online auctions like eBay, where actual vehicle condition is an educated guess. There have been a larger number of Alpines trading hands there recently, at nowhere near Hagerty's peak values, yet not noticeably lower than previous years. So it may be that just the sheer volume of sales on eBay may be forcing Hagerty to reassess their figures. Reinforcing that theory is that NAPA's Alpine values have remained flat.

* * * * *

At the **Mecum Auction** held in Seattle June 5-6, a very nice blue Series II Alpine (similar to the one driven by Sean Connery as James Bond

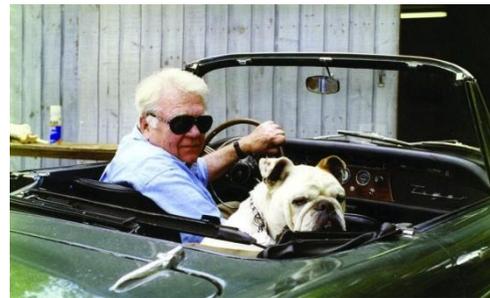
April/May 2015

in *Dr. No*), made a rare appearance at auction, selling for \$17,000. Also, a Mk IA Tiger once owned by a founding member of PTC, Dennis Grote, didn't meet reserve with a top bid of \$70,000. Bellevue's Park Place Motors had recently advertised the car on Craigslist, attempting to set the market with an asking price of \$99,950.

PTC

Famous Sunbeam Owners

(from "60 Years of Wisdom and Wit" (2009) – by **Andy Rooney**)



... In 1966 I sold a magazine article for \$3,500. It was what people used to call "found money," because I was already making a living, so I splurged with it. I bought a sports car, the aging American boy's dream. The car was a **Sunbeam Tiger** and it cost just about the whole amount, \$3,500. And it was some hot little car.

Twenty-six years later, my little Tiger, painted British Racing Green, with its huge 289-cubic-inch Mustang engine, will still blow past almost anything else on the road, although I don't drive it that way. You couldn't buy it from me for \$50,000, because there's nothing I could get for \$50,000 that I'd enjoy so much. I don't drive it more than ninety days out of the year because I put it up during the winter, not wanting to subject it to the deleterious effects of ice and salt on the roads.

An enterprising group of my college, Colgate University, organized a reunion last summer of everyone who had ever played football there. I can take or leave most reunions, but this one sounded like fun and Hamilton, New York, is only a few hours from our country home. I set out early one morning to drive the 120 miles in my top-down Tiger.

Pacific Tiger Club Newsletter

I haven't felt so free-as-a-breeze as I felt on that drive in a long time. I had no obligations to anyone. It didn't matter what time I got there so I couldn't be late, and I didn't have to do anything when I arrived except eat, drink and enjoy seeing old friends.

I went with Robert Frost and chose the road less traveled.

I took the small, winding, blacktop country roads for most of the trip. . .

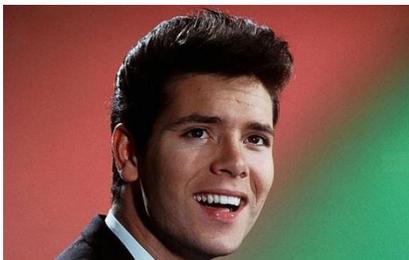
Famous Sunbeam Owners

(Per the late Chris McGovern, author of "Alpine – The Classic Sunbeam")

Yes, it is correct, British rock & roll pioneer **Cliff Richard's** first car was a **Sunbeam Alpine**, a Series 1 he bought when he was 18 years old with the proceeds of the records Living Doll and Travelling Light. He was the first member of his family to own a car. He described it as a pearl grey convertible, and stated, "It seemed an outrageous luxury to me." At the time he had not passed his driving test. He kept it up until 1961 when he traded it in for a Ford Thunderbird, which he still has.

(from a Cliff Richard fan website)

... Heard recently on BBC Radio 4, Midweek Program - Interview with Hank Marvin of the 60's pop group 'The Shadows' [Cliff Richard's backup band]:



Early British rock & roll star Cliff Richard

Hank reported that on tour with Cliff Richard in the early 60's, he made an interesting deal with Cliff. He agreed to trade his then girlfriend (a Grace Kelly look-alike) for a weekend away with Cliff's first car, a brand new **Sunbeam**

April/May 2015

Alpine. I'm not sure who got the best out of this deal, as the car had to be returned to its rightful owner after the weekend. Hank did not reveal who got to keep the girl.

Famous Sunbeam Owners

(from a 1997 magazine article)

... A few years later they were signed to Columbia Records, and **Simon & Garfunkel** were at the vanguard of artists who defined the genre now known as "folk-rock." They have always regarded their success with a healthy dose of humility. One night, while parked in [Paul] **Simon's Sunbeam Alpine** in Queens with nothing to do and listening to the radio, the disk jockey played their new single, "The Sounds of Silence," and announced that it was the Number 1 song in the country. Garfunkel reportedly turned to Simon and said, "Those guys must be having **so much fun!**"



(from a 2014 Telegraph interview with Garfunkel)

... The [CD] compilation concludes with In Cars, ending with a snatch of Simon & Garfunkel's first recording of Scarborough Fair. "It's a song about how we loved our Corvettes when we were younger, they were an important part of dating life. The meaning changed for me as the years went by and I thought of the days when Paul and I were twenty, you'd smoke a joint, everything was laughs, pursuing riffs, you never get serious. We'd get in Paul's **Sunbeam Alpine** and go around Manhattan, a little seven mile trip, and it's one laugh after another. That's what the song became for me in my memory. It returns to Simon and Garfunkel, it returns to my youth, it has a completion about it." **PTC**

Mark Your Calendar

PTC - Club Events

June 13 – Tour the back roads of Lake Stevens. Bill & Glenda Clemens will lead us on local scenic roads that you've probably never driven before. We'll end the tour at the Clemens' home. 6710 151st Ave NE Lake Stevens, WA 98258 Tour will start at the Sports Authority at the junction of Hwys 9 & 204 in Lake Stevens.

July 25 - Western Washington ABFM The new venue at Saint Edward State Park in Kenmore, Wash. was a big success in 2014. Organizers say access will be greatly improved this year. See ABFM.com for details.

Aug 15 – Hansville Sunbeam Bash Larry & Linda Atkisson are organizing our biggest outdoor event of the summer at the Driftwood Key Club Waterfront Park in Hansville, WA. Reserved parking for Sunbeams!
37608 Vista Key Drive NE Hansville 98340

Sept 19 - Tour of the beautiful Bloedel Reserve on Bainbridge Island, WA.
1-1/2 hr 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 roughly 10 minutes from reserve. Club will provide sandwiches, drinks, cold salad, and chips/cookies. Members are asked to bring a couple of folding chairs.

Bloedel Reserve address: 7571 NE Dolphin Dr, Bainbridge Island, WA 98110
Paul Sanders' address: 11738 Kallgren Road NE, Bainbridge, Island, WA.

Other Sunbeam Events

June 18-21 Tigers United South Shore of Lake Tahoe, CA catmbr.org for more details.

British Iron

Sept 4-6 Portland ABFM, Portland Int'l Raceway. 800+ entries, plus SOVREN vintage racing taking place just a stone's throw behind you on the PIR race track.

Vintage Racing Action

July 3-5 Pacific Northwest Historics
– Pacific Raceways
Sept 4-6 Columbia River Classic - PIR
Sept 26-27 Fall Finale – Pacific Raceways
Check SOVREN.org for more info.

Autocrossing

June 14 PTC members are invited to
July 12 join the Puget Sound Corvette
August 9 Club at Shelton Airport near
Sept 13 Olympia for several regional
autocrosses this summer. Their
club ran two autocrosses for
past Sunbeam Northwest events.
Details at PugetSoundCorvetteClub.com

Our Members Suggest...

June 27 – Greenwood Car Show.
Seattle's largest neighborhood car show, stretching for 1-1/2 miles along blocked-off Greenwood Avenue, with spectators in the tens of thousands. Greenwoodcarshow.com for entry information.

July 18 – Exotics at Redmond Town Center. Redmond, WA hosts a weekly exotic car show in the middle of town most Saturdays of the summer, often with different themes. July 18 salutes British cars. How to enter your Sunbeam or Hillman? Just show up!
Event info at: <http://www.exoticsat.com>

(Thanks to Kevin Jewell)

April/May 2015

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 \$55,000. 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: 1967 and 1966 Sunbeam Alpines. Both with hard and soft tops. The 1967 ran 3 years ago when parked, and will be getting a new top. The other is in excellent condition, just needs to be restored/not running. Both have vintage plates. Extra parts, with 2 spare engines and 1 transmission. \$2,600.00 O/B/O. Contact Perry Osgood at (425) 306-0869

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)



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: Alpine Aluminum Oil Pan \$150. Rebuildble Alpine Ser V aluminum head \$100. Other misc Alpine parts. 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

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

Renewing your membership?

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

*Dan Kuenzi
370 N. East Camano Dr.
STE #5, PMB #36
Camano Island, WA 98282*

*509-952-2712
shelbycuda@hotmail.com*

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



A rare shot from the set of *Get Smart* with Maxwell Smart (Don Adams) and the Chief of Control (Ed Platt) in Max's Sunbeam Alpine. The well-known Tiger was used in the opening credits for the first two seasons. In the middle of the 2nd season, the Alpine was introduced with such spy gadgets as the "50 caliber machine-gun cannon," pictured here, which wouldn't have fit under the hood of the Tiger. The Alpine was used during the episodes for the next several seasons, even after the Tiger was replaced in the opening credits by a Kharmann Ghia and then an Opel GT.



5906 Mont Blanc Place NW
Issaquah, WA 98027