



# Pacific Tiger Club

## Newsletter

ROOTES OF THE PACIFIC NORTHWEST

## *PTC Enjoys Indian Summer*

### *SATURDAY!*

*October broke all the local precip records. Rain, showers, thunderstorms, wind storms and psuedo-storms – we had ‘em all. A late Indian Summer was too much to ask. But for one, glorious Saturday, just a week after our scheduled AGM was blown out and postponed until November 13, the gods smiled down on PTC.*

Craig Burlingame, who has organized several of our Last Dash Splash tours, led us to the Black Diamond Bakery on October 22. Announced just a few weeks beforehand, the turnout was small but enthusiastic, with three Alpines and a Tiger assembled. Kevin & Judy Jewell brought their silver Corvette, acting as the reliable “sweep car.”

We gathered at the XXX Drive-In in Issaquah. Just a week from Halloween, we found the local PT Cruiser club holding a “Trunk or Treat” in the parking lot.

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No Splash on this year's Last Dash.

## Club Officers

**President:** Dave Dunn  
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**Secretary:** Jim Clark  
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Shoreline, WA 98177

**Treasurer:** Bob Bennion  
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## Committee Chairpersons

**Membership:** Dan Kuenzi  
1790 Longmire Lane  
Selah, WA 98942  
509-952-7120  
[shelbycuda@hotmail.com](mailto:shelbycuda@hotmail.com)

**Historians:** Dave Dunn / Dan Kuenzi

## Renewing your membership?

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

Pacific Tiger Club  
c/o Dan Kuenzi  
1790 Longmire Lane  
Selah, WA 98942

509-952-7120

[shelbycuda@hotmail.com](mailto:shelbycuda@hotmail.com)

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

As we left Issaquah, half-a-dozen top-down MG owners passed us, traveling *into* town. Later we drew a wave from the driver of a passing XK120. This was it – the last fair-weather weekend day for British car owners before most of us sealed them up tight for winter.

Craig’s tour took us over all manner of roads in SE King County, to the eastern extremes of Kent-Kangely Rd, and through the twisty roads of the Green River Valley. Morning temps were brisk, but climbed to around 60 under clear-blue sky by the time we reached Black Diamond, an hour and twenty minutes later. Waiting for us in the parking lot was Budd Bennion, sans Husky.

Our hardy band enjoyed lunch/late-breakfast and conversation around a large table at the Black Diamond Bakery, their wide, southern-facing windows framing a brilliantly-sunlit Mt. Rainier. What better way to end the driving season?  
**PTC**

## PTC Club Events

### Annual General Meeting

**Sunday, November 13 11am-2pm**

at **Griot’s Garage** in Tacoma.

Celebrate another year of Sunbeaming.

Welcome new officers. For fun, the return of “The Boxes of Sisterly” (Guess the household item in the box by feel) RSVP to Dan Kuenzi at [shelbycuda@hotmail.com](mailto:shelbycuda@hotmail.com).

3333 S. 38<sup>th</sup> St. Tacoma, one mile west of I-5.

### Holiday Party!

**Saturday, December 3 Noon-4pm.**

Hosted this year by Kevin & Judy Jewell  
12120 – 202<sup>nd</sup> Ave NE, Woodinville, WA  
425-885-0103. Please RSVP to:

[kevinandjudyi@comcast.net](mailto:kevinandjudyi@comcast.net).

PTC will provide the main course and beverage. Feel free to bring your favorite side dish or dessert.

Gift Exchange Theme: **Re-Gift!**

(That means look around the house for a gently-used or new or hideously ugly item)

# Fill 'er Up!

by Dick Sanders



There's so much less snail-mail of any consequence showing up in our mailboxes these days. Still, there are the occasional small treasures. To my wife Hollie, it's the arrival of the

periodic Nordstrom gift certificate. My own pleasure arrived recently: the latest catalog from Sunbeam Specialties.

Owner Rick McLeod has been a vital part of keeping our Sunbeams running almost 50 years after the last ones landed on our shores. As the N.O.S. gradually disappeared, Rick has invested (sometimes in tandem with Classic Sunbeam Auto Parts) in an array of quality

appearance doesn't matter. Rick and his staff also get kudos for their helpful tech advice.

The catalog also contains useful production data. At the September meeting & tour hosted by Susan Pray, Ed Erickson and I were discussing Series V Alpine rear brake cylinders, trying to remember if the self-adjusting ones were used throughout SV production. Right there in the catalog under rebuild kits, it turns out Rootes/Chrysler gave up on the self-adjusting brakes, which often stopped adjusting on their own when they got dirty, with the old manual-adjusting model from Series IV at # B395017552. Wondering if your concours Mk IA Tiger has the correct brake booster? Again, per the catalog, Rootes switched from the 5" to the big can 7" booster starting at B382001286.

[Not long after writing this came word that Rick was dealing with a serious health issue, but is home and on the mend. Get well, Rick!]

\* \* \* \* \*

Came across a fascinating photo on a Facebook page called Vintage Seattle. It's a shot of a parking lot at Golden Gardens, taken in 1968. Dead center you'll see a cream-over-caramel colored Hillman Husky.

**SUNBEAM Specialties, Inc.**  
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reproduction parts, from LAT 70 wheels to complete interior kits. In addition to all the nice, shiny new parts, Rick has several parts cars out back to supply the odd bit when



Our resident Husky owner, Budd Bennion, says it just about *has* to be his own car, given the general rarity of Huskys even in the day, particularly in that stock color combo. But it would be another three years before Budd bought it from a north Seattle resident. **PTC**

# ***Gallery of PTC Summer Meetings & Tours***

***August's tour ended at the Roadhouse restaurant in Fall City. Craig Burlingame's Alpine is parked in front.***



***Rain pelted us on the tour of Whidbey Island.***



***Tour's end. A brief respite from the rain as Bob Bennion gives Susan Pray directions in front of the historic Greenbank Farm.***



***Susan Pray hosted our meeting/tour on Whidbey Island in September. Ed Erickson (left) looks over Susan's Alpine carpet kit.***



***Fall colors were in abundance on our October tour to Black Diamond.***



***"Look! It's a V-8!"***



# Driving Through Paradise

by Jim Clark

## MY NOVA

I would like to tell you about a car I had for a brief spell in Hawaii. It wasn't a car that could go 180 mph, or an electric car, or even a Rootes car, like my "Honolulu Tiger." The car that worked perfectly for what I needed was a 1963 Chevy Nova. It was a 4-door hard top, 6 cylinder and was the ugliest brown color you could imagine. It even had brown primer over rust repairs. I can see a smile on your face already, but before you laugh too hard, let me tell you it's purpose.



Since some of my buddies and I took up scuba diving, it wasn't long before we learned that there was a high percentage of car break-ins when parked at the beach, or dive spots in our case. I was always on the lookout for inexpensive cars, and I purchased a basic Chevy Nova for a few bucks. I quickly found that it was hard to sell. I think it was the color that kept my sailor buyers away.

The Nova and I volunteered to be designated driver for our weekend scuba adventures. We often found diving locations that were off the road and out in the sticks. We were at the end of the road or beyond, in some cases. The little Nova could hop curbs, jump small logs and haul 4 guys with scuba gear, with ease. To my dismay, the first trip out to the Electric Beach, the trunk lock was punched out. The

next time out the aerial was broken off, along with the fly window locks. The shiny hub caps were stolen soon after that. That's when we started to leave the Nova unlocked. We would roll the windows down and leave the car totally empty. Essentially the Nova became expendable.

On the first few dive adventures, I would come to the surface and check on the Nova, but I could never spot anyone messing with the old Nova. I would also check for any dollars floating in the surf.

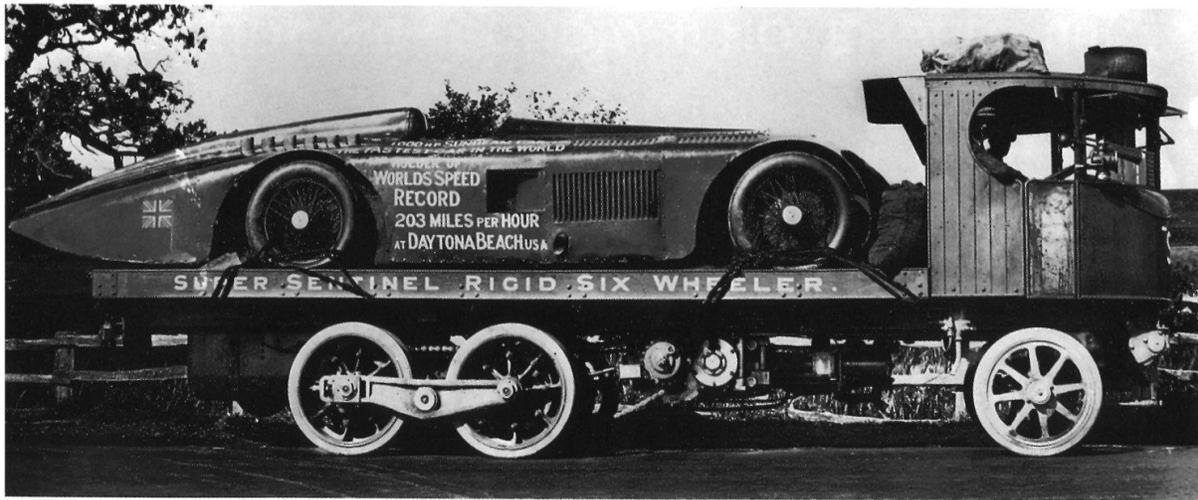
On our dive adventures, everyone in the car carried a driver's license and a small amount of cash (money for lunch/beer). These were carried in a pocket or plastic baggy and taken on the dive with them. This worked well as it left nothing of value in the car to steal. The down side to having dollars in our pockets, was that occasionally we would surface at the end of our dive and find dollar bills floating all around us. It happened to me once or twice. It reminds me of the saying "if you own a boat, you have a hole in the ocean where you throw money." I was losing money and I didn't even have the fun of owning a boat.

At the end of that year's R & R (ship modernization), the ship was ready to sail to the South China Sea, and I needed to sell a couple of my cars. I was only allowed to store a two vehicles at the Naval Facility. I managed to sell the Nova to another diver, who saw the value of a basic brown adventure wagon. **PTC**



Jim Clark (left) with his Navy diving pals and his trusty Nova.

*Above: No problems at the turn-round point. Below: Sunbeam never ran under its own power again, but trips around the UK brought huge publicity*



52 OCTOBER 2001

MOTOR SPORT 1472

*Thanks to Budd Bennion for contributing this old photo of the first car, a Sunbeam, to exceed 200mph.*



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