



Pacific Tiger Club

Newsletter

ROOTES OF THE PACIFIC NORTHWEST

Hopping Down the Bunny Trail

Prequel to an Auto-Biography by Ed Wright

[On the back page of the last PTC Newsletter we ran a classic photo of Jo Collins in her pink Sunbeam Tiger. The Tiger was given to her for being chosen as the 1965 Playboy Playmate of the Year. That prompted long-time member Ed Wright to share a few words of his fleeting encounter with Jo and her memorable pink Tiger. Follow-up emails added details which told a bigger story, a prequel, if you will, of Ed's ownership of his Tiger. Those emails have been combined and edited here for clarity.]

Life was much different

in Albany, Oregon in 1965, before I moved to Seattle in January of 1966.

My 1959 Corvette was a 283 with dual quads and one of the fastest cars in town and the Valley until somebody in town bought a 406 Ford Galaxy. There were a couple of 409 Chevys around but they were gutless wonders. For top end the fastest car in our town was a

Studebaker Avanti. It would do 170 mph on the freeway but took forever to get there and could not keep up with my Corvette in the quarter mile.



The one thing I remember most about that Corvette is that it had a 4000 lb. competition clutch and if I got caught at a long traffic light my left leg would start shaking trying to hold it down.

One late summer evening in Albany a friend and I were

sitting in my Vette at a stop sign when we saw a pink(!) Tiger go by with a gorgeous girl [Jo Collins] behind the wheel. Everybody in Albany (a little less than 17,000 population) knew who she was. She went to Lebanon High School, which was 11 miles east of Albany. The guys and I would go into the local Penney's where her uncle was the manager and

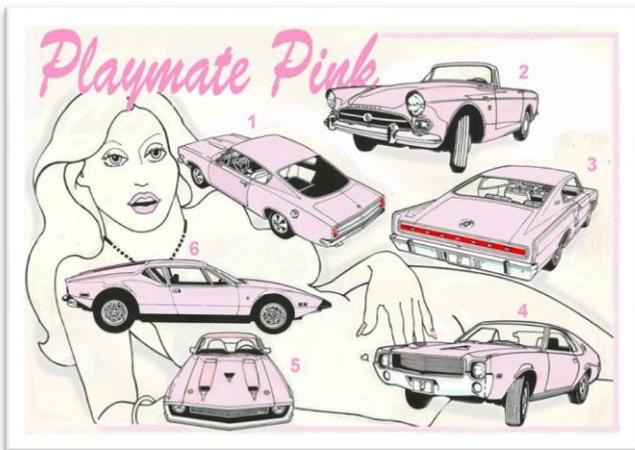
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give him a hard time about it. We were 18-year-old country boys, what else would you expect?

Naturally I took off to catch up with her. We got a little bit closer to the Tiger. But then she suddenly stepped on it and all we saw were tail lights, until she turned a corner and was gone. We never did find her again. Later I learned that she was in town to see an old friend who was the older sister of a girl in my class in high school.

Not long after that night I got rid of the 1959 Corvette, starting a three-year journey to buy my first Tiger. But first I bought a 1961 Chevy Impala convertible. Those two Chevys were the worst cars I ever owned. Shortly after I moved to Seattle I dumped the '61 Chev for a 1963 MGB which was OK but I wanted more power. In early 1969 a woman in a Ford Galaxy rear-ended my MGB on ice and shoved me into a telephone pole.

During the next month and a half on my daily trek to see my girlfriend, who lived along Seattle's Alki Beach, I would pass by a 289 Cobra for sale for \$4,000. But it had little in the way of "creature comforts," like side curtains instead of roll-up windows, no heater or de-froster, no windshield washers, etc. Since my next car was to be my only car and, therefore, my "daily driver," the Cobra was not



a logical choice.

In March of 1969 I found my Orchid Green Mark II Tiger for sale for \$3,600, on consignment with Lakewood Sports Cars, a south Tacoma dealership that used to be involved in racing. Also, the Tiger I found had

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the same engine, sort of. To me at the time it was a 'no brainer' and the Tiger was \$400 less. The Cobra would have won out had I not found my Tiger.

The Mk II's been in my garage for 47 years now. Who knows how things would have turned out if not for that brief encounter with a pretty pink Tiger.



Ed & Dawn Wright at a PTC Christmas Party.

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Renewing your membership?

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

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Annual Membership Dues: \$32.00 US/35.00
for foreign members. Make checks payable to:
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Driving Through Paradise

by Jim Clark

It was May and the first car show of the season for my Hawaiian Tiger had arrived. The Richmond Beach Rehabilitation Center (for senior citizens) holds a small car show each year, in their parking lot. It is part of the city of Shoreline's May Festival, and it was a first for the Sunbeam.

With nervous anticipation I drove down the hill to Richmond Beach and pulled into the Rehab center's parking lot. The show was so close to my house that my car engine barely warmed to operating temperature. To my surprise there were 19 or 20 cars already parked in rows near the front door of the center. They were parked in the primo spots for refreshments and access to the bathrooms. Also, as I learned later, they were away from sap dropping trees.

I was surprised at the number of cars already parked because my hot rod buddy's

advised me to arrive about 9 am, for the 10 to 2 car show. Mid-week they had informed me they would arrive about 9 am, thus getting the best parking spots. Truth be told they had arrived closer to 8 am. You just can't trust those "hot rod gear heads." They have a tremendous amount of "car" knowledge, but they mess with your head every chance they get. Like when they try to tell you there's a grease fitting on your English muffler.

Being a rookie to these car events, I entered thru a closed access ramp, much to the disappointment of a dark haired woman who waved her arms and hollered for me to turn around. At the same time a fellow with a yellow traffic vest and a 2 foot long flashlight waved me on in and pointed to a parking slot. I was stunned that he was directing me to one of the primo parking spots. I learned years ago that it's better to pay attention to someone with a long club, than someone waving their arms, and I ignored the woman. What the fellow in the yellow vest needed a flashlight for, I wasn't sure, but he was clearly in charge. I smiled when a MGB drove in thru the same closed access ramp, with the same results with the dark haired woman. I also noticed Budd Bennion's Hillman when I entered the event and wondered how he entered the parking lot.

After carefully backing into my parking spot under a small tree, I expected a crowd of inquisitive car buffs to bombard me with questions about my shiny white car. I was crushed that there wasn't a single car enthusiast near me; I expected at least one curious onlooker. I told myself I was early.

I knew from walking thru other car shows that you sit behind your car in some form of folding chair and from my trunk, unwrapped my newly acquired lawn chair. That accomplished, I noticed Budd and several of my muscle car buddies gathered around the coffee and donut table. With my wife at home and not with me to monitor my donut intake, I happily joined them. They set down there donuts and shook my hand to congratulate me on finally getting to one of the neighborhood shows. They had seen my Sunbeam before, promised they would come by and kick my tires later.

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During the show Russ, from the hot rod group, came by the Sunbeam and gave me some hints on cleaning my radiator with a toothbrush and some compressed air. I hadn't planned on opening my hood, but after someone asked how a V-8 fit in such a small car-it was suddenly open. The radiator did have a dull rust stain.

Minutes later Wayne, from our breakfast group, came over and hinted that I still needed work on detailing the engine compartment. Keep the black trim paint going, he told me. I

Still later John, from the hot rod group, came by the Sunbeam and confirmed that it's a lot of work prepping the engine compartment. It took him 2 days to clean up his engine and it was already in pretty good shape. I told John, I hadn't planned to open my, apparently filthy, engine compartment. You have to show them your power plant, he grinned. I realized later that evening my buddies were doing the "grease fitting on the muffler" joke, and we would all have a good laugh on me, at the next breakfast.

At the Rehab show there were no trophies and



The 1928 Lincoln at right initially drew all the attention after Jim pulled in with his Tiger. Then Jim opened the hood...

admit the coil bracket was really ugly; but I hadn't planned on opening my hood.

At eleven o'clock the lineup of about 50 cars had a steady stream of admirers and enthusiasts. At noon sandwiches were brought out, which was well timed, as the donuts were long gone. As soon as I sat down with my lunch, the live band started playing and I realized that my primo spot was directly in front of their speakers. Not only could I not hear, I couldn't think with the loud guitars twanging. For some quiet, I walked over to Budd's car and found him passing out some All British Field Meet flyers. He jokingly asked if I'd come by for a little quiet. I didn't hear you drive in this morning, he told me. I told him I was the one who drove the dark haired woman crazy by driving in the back door.

no judges, just car enthusiasts. Which made my first go at a car event with a car very easy.

At the end of the day, I had met a lot of nice people and shared quite a few stories. With fifty cars in the show, there was at least one story for each car. As I stowed my car-show bark-o-lounger and climbed into my car to leave, a woman leaned in and told me that she thought that my Hawaiian Sunbeam was her favorite car in the show. She liked the color and the fact that it was a British car.

"Hey...thanks," I managed to reply and before I could explain about the U.S. parts of the car, she was gone. I glanced around to see how many cars were left in the show; there were six cars left in the lot.

She made the whole day worth it. I was best of six.

PTC

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Western Washington All-British Field Meet Gallery

July 23, 2016

(Photos by Nick Emmanouilides)



Max Pahmeier (L) and Dan Kuenzi look over Dan's fresh restoration of a rare Tiger GT, one of only 15 made.



Is it a hard soft-top, or a soft hardtop? With a removable sunroof and many other mods, Alyn & Joanie Swedberg's Tiger is simply an *original*.



A good Rootes Group turnout of 13 Tigers, 5 Alpines, a Harrington, 2 Sunbeam-Talbots and a Husky helped fill St. Edward State Park with almost 400 British cars. A proposed land swap to preserve the former seminary building could mean big changes for the park.



Marc Stenchever with his 1962 Sunbeam Harrington LeMans



A great idea that didn't pan out: 2 examples of each marque from the "Class of 1966" (foreground) were supposed to fill the circular center mound. Our club herding instincts prevailed. Few volunteered, so late arrivals like your editor were randomly waved in to plug the holes.

Fill 'er Up!

by Dick Sanders



For Alpine owners in the Pacific Northwest, belonging to Pacific Tiger Club will always be worthwhile for face-to-face camaraderie, hands-on tech advice and parts

sources. But the internet can't be dismissed. The Sunbeam Alpine Owners Club of America (SAOCA) is also an invaluable resource.

An example in the tech section of their website is a table of every Series of Alpine VIN's and their week of manufacture. Of course, nothing is new under the sun. This table was first assembled by a close relative from England, the Sunbeam Alpine Owners Club (SOAC). The table can help settle those old arguments once and forever of whether your Alpine, titled in one year, was actually manufactured in the previous year.

I recently looked up my own Series V, VIN B395009510. Interpolating between weekly beginning and ending production totals, I calculate I'll be celebrating my yellow Alpine's "born-on date" on Thursday, August 18, 1966. Happy 50th! Roughly 250,000 miles and its still going strong. There's the old joke about the "original axe" that's only had its blade replaced twice and the handle once. Like the axe, my Alpine is on its fourth engine, second transmission and third differential, and no Alpines came out of the factory painted yellow, but I still consider it fairly original.

The new president of SOACA is PTC member Nick Emmanouilides of Olympia. Like all good car club volunteers (even online ones) Nick is always looking for new ways to enjoy our cars. One idea he has mentioned is organizing regional weekend get-togethers for Alpine enthusiasts, along the lines of such events as Sunbeam Northwest and Tigers United. Driving tours and picnics would likely be part of the fare. Sadly (to me at least), an autocross would probably not be included, but

who knows – maybe a funkhauna? Everything is still wide open. A Pacific Coast-wide event set somewhere in Northern California has been brought up, as well as smaller regions, such as one event for California and/or one for the Pacific Northwest. At the 2007 Western Washington ABFM, where Sunbeam was the featured marque, 19 Alpines, all local, were on display. It's not hard to imagine 20-30 Alpine owners from all over the NW at a weekend meet. Nick is looking for comments, suggestions, level of interest. You can reach Nick through the SAOCA website, or send it to me to forward at: RootesRooter@aol.com.

From a British Alpine enthusiast Facebook page comes word that an Alpine will appear during the opening credits of a movie currently in production, "Saving Bill Murray," based on a novel by Joshua Lorenzo Newett.

I haven't driven my yellow Alpine down to the Portland All-British Field Meet in a few years. It's always a great time, and they feature one event rarely found at such meets: an autocross. What got me interested in going this Labor Day Weekend was a recent "Bring Your Trailer" online ad for an Alpine. These ads contain a blog for car nuts to compare notes on the car in question, how much they love/hate the model in question, personal experiences, etc. Craig Burlingame forwarded the ad to me, knowing one of the blog entries would find an appreciative audience:

*"These [Alpines] are under rated, in my opinion. I used to run the autocross every year at the Portland All British Field Meet. I always finished ahead of each and every Triumph and MG, and within the top 5 or so of the Minis. (There were a couple fast well prepared Mokes). There was a light yellow Alpine that beat me every year. It was well prepared and set up, and the dirty ***** just out drove me. They have a reputation of being lazier to drive than an MG or Triumph, but I don't think so. Of course I was driving a 4 door Cortina GT..."*

PTC

Mark Your Calendar

PTC - Club Events

Aug 20 Meeting/Tour to the Fall City Roadhouse restaurant. Meet at the Redmond Target store off Hwy 520. Tour starts at 10:30am, lasting 45 min. Roadhouse address: 4200 Preston Fall City Rd SE.

Sept 17 Meeting on Whidbey Island at the home of Susan Pray. Also a 20-minute tour of the island backroads. Take the 10:30 or 11:00 Mulkiteo-to-Clinton ferry to arrive at Susan's home by noon. (Even after Labor Day, ferry lines can sometimes be long) From the north, take the Deception Pass bridge. Susan's address: 5775 Mutiny Bay Rd. Freeland 98249. Freeland is approx 15 minutes straight from the ferry on Hwy 525. She'll have salads and sandwiches at noon, followed by a driving tour to the Greenbank Farm. RSVP to Susanipray@gmail.com or call her at 206-276-9634. Check your email for more details.

British Iron

Sept 2-4 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

Sept 3-4 Columbia River Classic - PIR
Sept 24-25 Fall Finale – Pacific Raceways
Check SOVREN.org for more info.

Autocrossing

Sept 11 By Puget Sound Corvette Club at Shelton Airport. PTC members are welcome. Their club has run two autocrosses for our Sunbeam Northwest events.

Details at PugetSoundCorvetteClub.com

WANNA BUY!

WANNA SELL!

*****FOR SALE: Series V Alpine parts.**

Bonnet, steel (will fit Tiger); \$ 100.00

Bolt in roll bar (will fit Tiger); \$ 75.00

Stromberg 150CD carburetors w/ manifold; \$175.00

Brake vacuum booster (disassembled); \$50.00

Driveshaft; \$25.00

4 – Aluminium 13x5.5 US Indy Slot Mags; \$100/set

4 – Aluminium 13x7 Permacast Slot Mags; \$100/set

Transmission, 4-speed, complete; \$250.00

Rebuilt 1725 engine, .010 overbore, 280 degree

Delta camshaft. All work done by A&W

Machine, receipts aval; \$4500.00

Photos/details available upon request

All prices negotiable

Contact: Erik Lottsfeldt

badger_intl@earthlink.net

206-300-7806



More Rootes at the ABFM: The beautiful blue "Grace Kelly" Alpine owned by Steve Tate of Yakima in foreground. Background: Sunbeam-Talbot 90 of Dennis & Debbie Junk of Roy, WA.



2016 Western Washington All British Field Meet

- Karl Noakes Photography



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