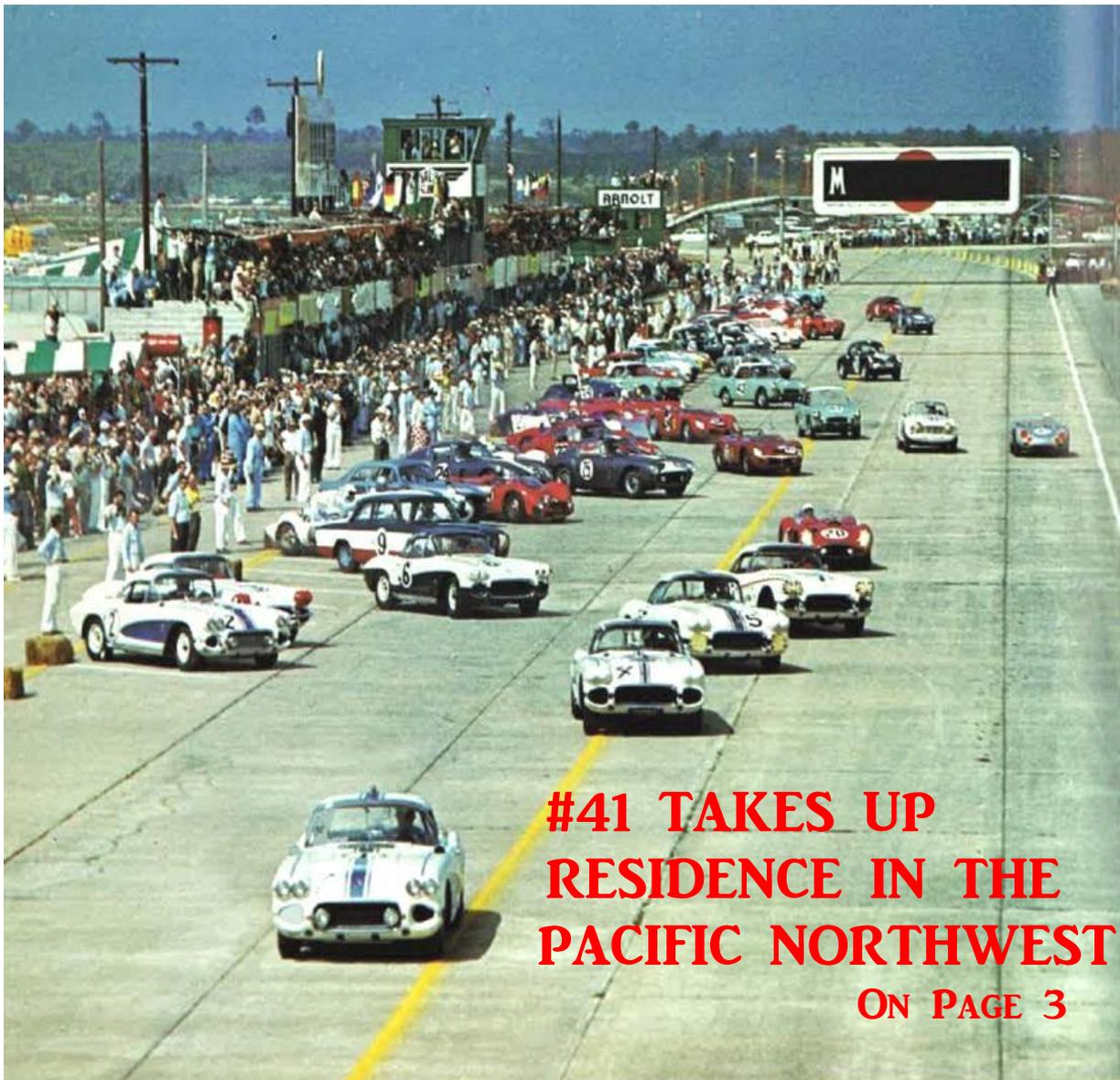


January / February 2018



Pacific Tiger Club Newsletter

Rootes of the Pacific Northwest



**#41 TAKES UP
RESIDENCE IN THE
PACIFIC NORTHWEST
ON PAGE 3**

Three Seacrest Green factory-prepared Alpines, in the middle of the field at the start of the 1962 12 Hours of Sebring. Leading the Alpines in the dash from the pits is the #41 driven by Peter Harper and Peter Procter. They would go on to finish 15th overall, ahead of all of the Corvettes.

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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
Annual Membership Dues: \$32.00 (US funds).
 Make checks payable to: Pacific Tiger Club.

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2018 Calendar

PTC Club Events

Feb 17 Museum of Flight Restoration Center

Paine Field, 2909 100th St. SW, Everett, WA. 10am
Group rate admission: \$5 per person.

March 24 Bobo's Rods and Customs

8130 240th St. SW Edmonds, WA 10am-noon.
The consignment shop is a car show in itself. Great auto memorabilia on display too!

Apr 17 PTC Swap Meet!

Snohomish, WA 11am-2pm.
Back after a year off, Max & Kathryn Pahmeier will again host a Sunbeam & Hillman parts swap meet. Get your garage cleaning started now!

May 19 Tour to Snoqualmie Falls and Fall City

Roadhouse Restaurant 10am-1pm

A popular tour returns! We'll caravan from the Redmond Target Store to Snoqualmie Falls for a quick sightseeing walk to work up an appetite before heading to the Roadhouse Restaurant in nearby Fall City.

June 23 Tech Session – Hansville, WA

Dave & Anita Dunn welcome PTC to their new home (and garage!) in Hansville, WA. Always useful Tiger/Alpine tech info from Dave and nearby neighbor Larry Atkisson.

July 21 All British Field Meet

St. Edward State Park, Juanita, WA. A grassy field awaits 500+ British vehicles just before construction starts on the redevelopment of the former seminary building.

Aug 4 All British Day at Redmond Town Center

This summertime, every-Saturday show is usually just for exotics. Aug 4 is special, as all British car owners are encouraged to attend. 9-11am.

Aug 25 Tour to La Conner, WA

PTC's first tour to this picturesque town. City parking lot set aside for PTC. Stroll the waterfront. Choose from many cuisines for lunch.

Sept 9 "Fender Bender" show at American Car Museum (aka LeMays)

A summer-ending show on the lawn adjacent to ACM.

Oct 20 PTC Annual General Meeting ("AGM")

Site TBA

Nov – Tour of Boeing's Everett Plant

Details TBA

Sunbeam Events

Tigers United XXXIX – May 17-20, 2018

Santa Maria, CA

http://catmbr.org/VB_forum/index.php

"The Historic Santa Maria Inn will be the host hotel.

(room reservations are available now (cont on Page 5))

Chasing the Passion

by Jerry Logan

Chasing a passion raises one's own happiness quotient. The intermittent reinforcement during the chase constantly feeds the desire to forge forward as the rewards are sought. Associating with others that have the same or similar passion often defines any group that gains pleasure in the ensuing interactions and exchanges. Pacific Tiger Club (PTC) represents such a band of merry individuals.

Belonging to PTC has often led to subtle swapping of ideas, understandings or access to meaningful acquisitions. The following saga represents

just one of the special ways PTC fuels my passion.

A Dan Kuenzi email posting this past September forwarded a link

(<https://www.hagerty.com/articles-vid...ntage-race-car>) from Ed Erikson to all PTC members. The viewing of the Tom Cotter video sponsored by Haggerty Insurance raised my detective antennae and stirred all things good about "chasing the passion." This barn find of the 1962 12 Hour Sebring Rootes "factory works" car #41 would have even set Sherlock Holmes in hot pursuit. At about 8:40 into the 17 minute video was a wonderful segment about #41. The video leads to the understanding that the owner was wanting to sell #41 and that the car was in Vermont. Embracing the historical significance of #41 made me excited that I could become the new owner. But, how does one find out the

name and contact number of the owner and the exact location in Vermont? Of course, reach out to another passionate Rootes enthusiast and guru of Rootes racing, Steven Silverstein. Silverstein is a regular contributor to the Sunbeam Alpine Owners Club of America's (SAOCA) online site (<http://www.sunbeamalpine.org/>). SAOCA is another club with a kindred passion, which I have followed online for about fifteen years. Through email exchanges Silverstein delivered a name and phone number. A subsequent internet investigation provided

the location and a satellite view of #41's home matching the drone shot in the Tom Cotter video. To have conversation with the owner would provide clarification if #41

was indeed "for sale."

I was on notice by Silverstein that the owner of #41 was a very busy man and would not be easy to reach. With several weeks of tenacious effort I finally received a phone call from the meticulous steward of #41. What a pleasant and delightful individual.

As we talked it became clear that 25 years of #41's ownership was surrounded by the same passion we all have. With a youthful longing, #41's Vermont owner had different Sunbeams over the years and in 1993 finally acquired #41 in Los Angeles. He soon developed a wonderful friendship with Silverstein and together they were able to accumulate significant evidence supporting the provenance of



A early race collision with Don Yenke in a Corvette didn't slow Rootes' top drivers, Peter Harper and Peter Procter, at the 1962 12 Hours of Sebring

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#41's history as a Sebring "factory works" race car driven by Peter Harper (renowned Rootes rally driver) and Peter Procter.

#41 successfully came in ahead of all but the two Abarth Porches to take 3rd in class and 15th overall. The highlight for Harper/Procter was probably that they beat Don Yenko's #1 (Yenko sideswiped #41 running it off the track on the first lap) and all the Corvettes.

Included in the sale were many documents and photos that also showed #41's extensive use as a California race car after Sebring.



Jerry Logan in his garage with #41. If his other Sunbeams are any guide, restoration will be meticulous and historically accurate.

- Jerry Logan collection

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#41 was raced up through the seventies and had some modifications during that time period. Fortunately many original factory modifica-

tions were kept intact and factory race components kept in boxes by all of the previous owners.

Another piece of good news was Steve Acala, an extraordinary automotive restorer from El Segundo California, had fabricated a tribute car of #41 and has completely restored the only other "factory works" Sebring car (#43) known to exist. The factory

made three Sebring cars in 1962 (#42 has not been found) and three in 1961 (not one of these has ever been found). I will reach out to Acala in the near future and make a trip to seek camaraderie in our prized possessions and their shared history.

The current plan is to continue "chasing the passion" by beginning work on the resurrection of #41. There will be satisfaction throughout the process knowing that PTC members and other Rootes enthusiasts provided the path to finding and retrieving the ultimate barn find in my collection.

[Jerry Logan lives near Spokane, WA. His collection of Sunbeams is both extensive and unique. In addition to #41, Logan has a Mk IA Tiger, a Series III Alpine, a Harrington LeMans that once graced the cover of Car & Driver magazine, plus a custom-built "Lyrad," combining a heavily modified Series I Alpine body with an E-Type drivetrain.]



DUEL: A feature of the 1962 Sebring race was the battle in the 1,600 c.c. GT class between M.G.A. and Sunbeam Alpine. Here the Olthoff Whitmore M.G.A. leads the Harper/Procter Sunbeams at the Esses.

An MG ad from the 1963 12 Hour Sebring program, taking liberties with the 1962 order of finish. #41 finished third in class, beaten only by two Abarth Porsches.

- Jerry Logan collection

PRESIDENT'S CORNER



Budd Bennion

It's the start of 2018 and Pacific Tiger Club has had our planning meeting for club events for this coming year. Many ideas were sent in and we had another list from those at the January meeting at President Budd Bennion's

house. Thirteen members were in attendance and we tossed around all of

the ideas. A few we have been to before, like the ABFM, but we looked for new, interesting things to do. Check out the event calendar in every newsletter. Many of the details will be emailed to all members as the events near.

Now just because events are listed on the official calendar does not mean you should not grab some car crazy folks for an impromptu drive to one of the many car events around the Pacific NW. Believe me, there are so many events you could not possible go to half of them.

You understand people in our Rootes car club have some rare and not usually seen cars. To see a Ford V-8 in such a small car surprises many at car shows. There were only about 7,000 Sunbeam Tigers made June 1964 to June 1967 and a little over half survive. What surprises me is there were over 69,000 Alpines made Oct 1959 to Jan 1968 and you will usually see more Tigers at a car show than Alpines. I loved my S-IV Alpine as it was a fun car to drive, top down, no radio and the smell of the outdoors. OK, I sold it when I retired so I could purchase a bigger car to fit my golf club and some luggage. Of course I still have my Hillman Husky for those shorter trips.

I saw an article about just going out for a drive. Now in a new car that looks kind of stupid. Your white or black car next to a lot of other white and black cars and all shaped like a used bar of soap. The windows are all rolled up, the radio is on and so is the A/C. What makes your car stand out from the car next to

you? Are you looking at their cool ride? NO, because neither car is remotely cool. Now take out a classic car that might be red, black, blue green yellow or any other vibrant color and now people are looking. You have your windows down because air conditioning will not fit under your hood. A new stereo radio uses too much power for your electrical system, so you are just going to have to sing some old tune out loud. Like: Born to be Wild, Dancing Queen, My Girl, Girls Just Wanna Have Fun, Do You Love Me and I Will Survive (...this road trip).

This year keep a record of when and how many times you took your classic out for a drive. I dare you!

2018 Calendar

Sunbeam Events (cont.)

by calling their front desk and asking for the Tigers United discounted room rate. (805) 928-

7777) http://catmbr.org/VB_forum/index.php

"The autocross will be held at the Santa Maria Airport where the manager requested we schedule the event earlier than usual to try to avoid the strain put upon their facilities by California's lengthening brush fire season" (from the C.A.T. Forum)

Sunbeam Invasion – May 17-19

Cambria, CA

Hosted by Sunbeam Alpine Owners Club of America. Go to SAOCA.org for more info.

Rootes United XXXVII – Sept 14-17

Hosted by Tigers East/Alpines East. Info at: TEAE.org

North Hempstead, Long Island, NY

Hosted by Tigers East/Alpines East. Go to TEAE.org for more info

British Events

Portland All-British Field Meet – Sept 7-9

Portland International Raceway welcomes the return of Indy Car racing on Labor Day, bumping the ABFM back a week. Concours, rallye, funkhana, autoslalom, Land Rover off-road excursions. SOVREN races, too!

Other Events of Interest

Early Bird Swap Meet. Feb 17-18 Puyallup. Fairgrounds.



Dick Sanders

Veep! Beep!

It's that slow time of year, when the garage is a tad too cold enough to make you want to start up any new projects. The one minor project I did start has turned into a fiasco. I decided to put the steel hardtop back on my Alpine to drive to monthly meetings over the winter. But first, new rubber seals around the base of the hardtop were necessary. The old ones were probably original – and almost rock hard – and I had no desire to leave immediate imprints in the paint.

Despite assurances from Rick McCleod of Sunbeam Specialties that his corner pads were made from the original molds, the hardtop ended up sitting too high on the body to line up with the trunk hinges. Jim Clark advised he had loaded his Tiger's hardtop with a lot of weight to settle the pads. Two weeks of "settling" produced little change, so it was off to my alma mater: the School of Hammer Mechanics. Removing the top and flipping it over, I delicately took a grinder to the rubber. *Still* too high. Arghh! At the rate I'm going, I'll have my hardtop mounted in time for a 4th of July cruise.



Agonizingly close to fitting. - Dick Sanders photo

I finally picked up a copy of a 2015 book, *The History of the Sunbeam Alpine*, by John Willshire. Willshire, a Brit, is a relative newbie,

having become an Alpine enthusiast just over a decade ago, but in that time he has restored a very late Series V and also managed to acquire and restore a pre-production Series I.

The bibliography lists three familiar books: Richard Langworth's *Tiger, Alpine & Rapier*, Chris McGovern's *Alpine: The Classic Sunbeam*; and Graham Robson's *Sunbeam Alpine and Tiger: The Complete Story*. And that is where the bulk of the story comes from. Sort of a 96-page Alpine history CliffsNotes.

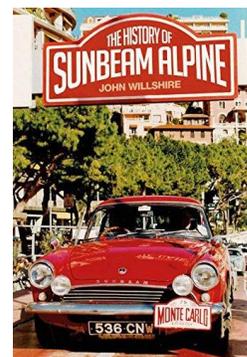
While the basic history offers no surprises, Willshire made good use of other resources, such as Chris McGovern's estate and the Coventry Transport Museum, to come up with a variety of previously unpublished photographs of Alpines being built, promoted, racing, etc. Along with the photos, the best reason to

buy this book are chapters: Racing and Club racers,

by Rootes shifted Tiger and raced their through the

beyond. Willshire picked up a lot of info from British and Canadian racers. Ownership covers the evolution of Alpine clubs and events, and restoration, with a short buyers guide.

History fills an important niche for today's newest Alpine owners: a competent history that doesn't overwhelm with details. As Rootes factory driver Peter Procter writes in the forward: "...although John's book is full of statistics it is written in such a way as to flow and keep the reader interested..." **PTC**



the last two Club Ownership, increasingly unsupported as they focus to the Imp, road-Alpines all '60s and

Treasurer's Report

For the fiscal year ended 9/30/2017

by Susan Pray

PTC Profit & Loss Report Fiscal Year 10-1-16 to 9-30-17

Report P&L		10/1/16 - 12/31/16	1/1/17 - 3/31/17	4/1/17 - 6/30/17	7/1/17 - 9/30/17	Total
INCOME		\$1025.00	\$131.32	\$730.48	\$897.55	\$2784.35
Bank Interest Earned		\$0.00	\$0.32	\$1.48	\$1.55	\$3.35
Membership Dues		\$1025.00	\$32.00	\$809.00	\$896.00	\$2962.00
Sales of Regalia		\$0.00	\$99.00	\$120.00	\$0.00	\$219.00
EXPENSE		-\$835.39	-\$480.00	-\$709.61	-\$309.85	-\$2334.85
Advertising			\$0.00	-\$350.00	\$0.00	-\$350.00
Non-Profit Corp Fee		-\$313.86				-\$313.86
AGM Gifts		-\$478.39	\$0.00	\$0.00	-\$186.38	-\$662.77
Annual Insurance Premium			-\$480.00	\$0.00	\$0.00	-\$480.00
Meeting Snacks			\$0.00	-\$124.07	\$0.00	-\$124.07
Member ID Tags		\$12.00	\$0.00	-\$167.03	\$0.00	-\$155.03
Newsletter		-\$45.65	\$0.00	-\$49.70	-\$103.47	-\$198.82
Postage for Newsletter		-\$11.49	\$0.00	-\$18.81	-\$20.00	-\$50.30
TOTAL		\$189.61	-\$348.68	\$20.87	\$587.70	\$449.50

Want Ads

For Sale: Alpine 1725 heads in various conditions. \$100-\$150. Dick Sanders 253-859-7987

For Sale: Bob Bennion writes:
"Car Covers with the custom Tiger logo are still available for order. I also have done a few "Sew-outs" which are frameable with the custom logo on felt. Looks nice in your den or office. I have done



these with dark navy, off-white and red backgrounds.
Cost in 2010 was about \$150 for car covers, and \$30 for sew-outs. (you frame) I don't have current pricing yet but expect it to be close."

- Bob Bennion 904Star@centurytel.net

Membership

by Dan Kuenzi

PTC welcomed several new members during 2017:

- | | |
|---------------------------------------|--|
| Kate Ruffing
Bainbridge Island, WA | Mk IA Tiger BRG
owned roughly 2 years |
| Tim Shride,
Kirkland, WA | Series V Alpine
owned 5 years |
| Jay Payne,
Bothell, WA | Series II Alpine
owned a year or so |
| Mark Sorsdahl
Portland, OR | "Frezza Tiger"
and others |

Tech Tip - Chrome Bumper Care

You should never use chrome polish on your bumpers. You should use glass cleaner or just plain water and a rag. Chrome polish has an abrasive in the ingredients that will eventually wear the chrome off the bumper and then you will have the corrodible nickel becoming oxidized. Source: Born Again Classics, Arizona (they do show quality chrome)

Thanks to: Budd Bennion



PTC's tile, supporting the American Car Museum in Tacoma. - Budd Bennion photo



The centerpiece of *someone's* scale model collection - source unknown



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