Pacific Tiger Club Newsletter

ROOTES OF THE PACIFIC NORTHWEST

From the President

Sunbeam Northwest is fast approaching so get your Registration Form filled out and sent in. Thank you to all those who have already sent theirs in and will be eligible for one of three $100.00 cash prizes. So far it looks like the weather will be great and I am sure we will have a great time. Don't delay getting your hotel reservation. The unreserved rooms in our block have been released by the hotel and they may not guarantee the room rate we negotiated.

If you are planning on attending the September event in Yakima, now is a good time to make that hotel reservation as well. Budd Bennion has been scouting out some alternatives so give him a call or drop him an email for info. I know there are an Oxford Inn and an Oxford Suites near the park where the event is.

Our June meeting had us gathering at the Poodle Dog Restaurant at 7:30 am on June 9th where we caravanned to the LeMay Museum's Coffee Cruise-Inn. We were some of the first to arrive and secured a great spot on their grass field. After a brief meeting we all proceeded to tour the museum. As part of their, "British Invasion" display, Brett Simpson's very early MK I Tiger and Jerry Logan's Harrington LeMans Alpine were prominently showcased.

Each car had a flat screen display monitor which provided information on their cars. There were many more interesting cars including a Ferrari collection, Duisenberg's, a Tucker and host of other makes and models. If you get a chance this is a great facility to tour with a wide variety of iron and there is a balcony overlooking the main floor where you can purchase a basic lunch and feast on the cars below.

Many thanks to Dan Kuenzi for arranging this event.

I hope to see you all a Sunbeam Northwest, many of our members have been putting in a great amount of time to make this event as successful as last year!

Dunn for now:

Laps from the Past

Aug, 1992: There was a short report on the SAAC event held in Portland. The Tiger turn out exceeded anything SAAC had ever seen. The writer of this column remembers participating in the open track event with his Paxton supercharged 91 Mustang. As I

rounded the last corner onto the front straight, I noticed Carol Shelby burning rubber in his 427 Cobra leaving the pit lanes. Oh S…, I said to Judy as I vainly tried to coax just a few more mph from the disadvantaged Mustang. Shelby then proceeded to violate every open track rule in the book, finally passing me on the back straight. Anyone else would have been black flagged for the day. I have heard rumors that there was a banquet speech by club member Alex MacLaurin. Thank goodness someone was there to brighten the banquet after a very long and boring speech by a young engineer from the new Ford SVT organization.

July, 1996: Cover photo of a Tiger at TU XXI. The car featured vents behind the front wheels and lake pipes exiting IN the panel under the door. Dave Dunn, as club President, reports that there were 3 Minx's, 1 Husky, 1 Alpine and 5 Tigers at the June meeting. PTC hosts a practice autocross in May at Centralia/Chehalis Airport. Top time of the day (for PTC members) went to Gary Christiansen. Everyone got in at least 6 runs. Thanks to Bob Bennion for organizing the autocross.

Aug, 1999: SUNI III had just been held, but it was too early to get all the information into this newsletter. However, club President Budd Bennion reported that a walk thru the concours revealed license plates from 28 states and provinces.

July, 2002: The June meeting at Ross & Genevieve Evans' home in Port Orchard was a huge success. 8 Tigers, 4 Alpines, 1 Husky, plus a Cobra, GT350, Kawasaki bike and 39 Chev rod all contributed to the horsepower total. Dick Sanders reports in his column that the Iranians are ceasing production of the Paykan (Iranian for Arrow). They had been assembling knock down kits distributed by Rootes for 35 years. This was basically the same Hillman Hunter (Sunbeam Arrow) that first appeared in 1967.

July/Aug, 2005: Tigers North 2005 had just been held in the Vancouver, BC area and was a great success. I believe it was after the rally that this writer came around a corner onto the freeway on-ramp and only at the last minute decided NOT to put the hammer down. For once the writer made the correct decision as the local Abbotsford Police were on the on ramp doing seat belt inspections. At least one Tiger owner had a rather long chat with the officers. Thirteen cars show up for Rootes Rendezvous II, including 4 from PTC.

July, 2009: The latest SUNI has just concluded in Rapid City, SD. Bill & Diane Kane are hosting the July club meeting at their summer place in Belfair. Bob Seifert has his Tiger for sale in the newsletter along with a trailer. Bob and Marilyn Seifert still have their Alpine and were in attendance at SNW 2011. It was announced that the AGM format was changing to an afternoon BBQ/Pot luck to be held in Hansville. Attendance at the evening banquet format had been declining and the club was looking for alternate venues to keep up the interest. Later we would discover that this was a good move, as the attendance at the BBQ exceeded all expectations.

Kevin Jewell

Editor's Comments

As luck would sometimes have it, I happened to be in attendance at the SAAC event Kevin described above. Further, I happened to be riding in the right seat of Carroll Shelby's Cobra, with Shelby at the wheel. It's funny how things come together in the "big scheme" sometimes.

I recall thinking to myself, "this guy gets away with driving in a manner that would get me chucked out of the event, never to see the light of day again." It was however a ton of fun riding with "the man" as he hauled down a number of cars (including a GT40) and simply passed them when they were in the way. The SAAC rules were carefully explained to us (the

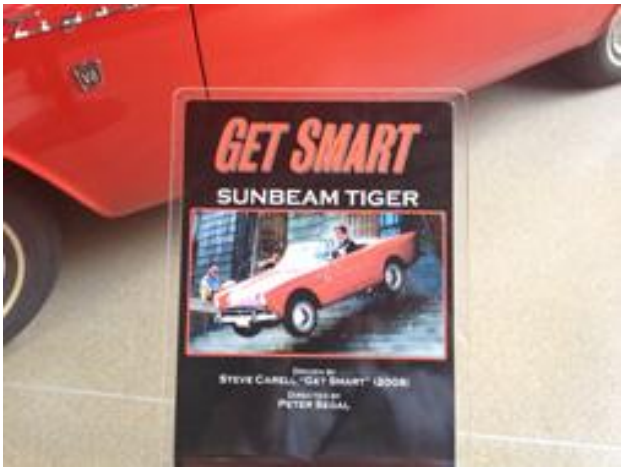
unwashed) – NO PASSING, we will black flag someone into the pits if they are holding up traffic.

When we arrived back at the pits (time for the next lucky lottery winner to climb in) he apologized to me for not being able to really "get on it" as all the slower cars were holding him back.

On another topic, while on vacation with my family (driving trip to California) we had to take the obligatory trip to the Peterson Museum. It was a half day well spent, admiring the transition of the automobile from its' very rickety start to the present day super cars.

We also took some time to embark on the Warner Bros. Studio tour. The tour was very interesting and we saw a lot of "behind the scenes" movie lots and creations.

We attended the "vehicles of significance" building and the first car in the door was a red "Tiger" – or so it seemed to the uninitiated.



As coincidence would have it, I was wearing one of my "CAT" T shirts and the tour guide spotted my shirt and started asking questions about Tigers. We had an interesting conversation, without getting into the specifics of the vehicle on display.

On another completely different tangent (it's my age, it happens often). It is always a source of great curiosity driving down I – 5, you never know what you are going to see:

I felt much more comfortable once I got in front of him.

Mike

The 2012 All British Field Meet at Bellevue College in Bellevue Wash was a great show. The picture here is of the Sunbeam Saloon and Alpine class. Interesting here there is a great verity of cars.

1954 Alpine, 1960 Hillman Husky, 1962 Alpine, 1962 Harrington LeMans Series II, and two Series V Alpines. Also there were three Tigers, all three were black.

The highest number I saw for registered cars was 518. The weather was very good. Cool in the morning and bright sun in the afternoon. The featured marque was Morris and they had one of the largest gathering ever. I especially like the verity of cars at the ABFM. Lots to look at and a good parts for sale section.

Thanks Budd

PTC Club meeting – the LeMay Museum

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

Thanks Dave

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!

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.

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

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

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.

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!

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!

New Sunbeam Tiger die cast model being made – follow the link
http://www.automodello.com/sunbeamtiger.htm

Frederic P Miller Scams, return

Some of you will remember a couple of years ago the scam that infiltrated eBay, Amazon, Abe Books and several other online sales places. The scam that involved selling books about Hillman/Sunbeam/Rootes and just about any other marque or any other hobby. Mr. Miller has apparently authored about 80,000 titles.

The scam is that the books (listed on EBay for about $70) are basically cut and pasted from Wikipedia, and printed quite badly, something you could do for yourself for a lot less - in fact for nothing more than the cost of paper and ink. No original content, no research.

Here is an eBay number if you would like to check out the scam, to know what to look out for: 50812994625. If you have an eBay account you could consider complaining about this. You could also spread the word to anyone you know.

Thanks Jim

Jay drives a Tiger:
http://www.jaylenosgarage.com/cars/sunbeam/1966-sunbeam-tiger-mark-1a/index.shtml#item=250224

Opening of the LeMay Museum:
LeMay Museum grand opening

Thanks Brett

I was driving past the old Shell station in Issaquah where we plan to have the Oct. AGM. I thought you might like to use some of the photos I took for promo purposes. It looks like a fun place for a car club gathering.

- Craig

A note from Barry

After 6 years I got my street Tiger back on the road last fall in time to go to the TE/AE United in French Lick, IN. Built it pretty much old school with a 347 stroker my race engine builder built - 365 HP at the wheels.
My life is going through some changes. As of June 30 I will be retired after 38 years at the University. Angie retired from teaching May a year ago so she has been a good example of what you can do in retirement. We have no big plans, we will stay in Evansville. Our kids aren't married yet with Kate in Nashville, TN and Kent just wrapping up his first year on the job in the Valparaiso, IN area. I have a number of car and motorcycle projects in the shop to keep me busy.

Over the last three years the race Tiger has sat in the shop. I did a little local autocross with my daily driver. Most of my time has been as team owner and chief mechanic for Kent and his kart racing. We still have the karts, but Kent got together with some of the graduated Sr's from his SAE Formula team and they built a 944 CHUMP car over the winter.

He has run races at Putnum Park, Nashville, Road Atlanta and Beaver Run in PA., very interesting team members. One works for Chrysler, one for Caterpillar, one is the Jr. engineer on Denny Hamlin's Cup car after same position on K Bush's car last summer, one works for a company that converts cars to electric and one is at Dallara in Italy for the summer. He was the chief fabricator on the SAE car and the same with the CHUMP car. Kent did a 3 day MX5 Skip Barber racing school at Road Atlanta in May and is now eligible for a SCCA regional club racing license.

I put the race Tiger back together over the winter and have been running nationals. (see Attached) Ran at St. Louis in May, Mid-Ohio double national with Tom in June and will go to Gingerman in MI in July. I don't intend to go to the Runoffs, even though I could qualify. I hope to get Kent in the car for a SCCA regional yet this season.

Keep in touch, Barry

Vintage Racing

2011 SOVREN EVENT CALENDAR

All vintage events sponsored by SOVREN. More info for these and other NW vintage events can be found at: http://www.sovren.org/

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

Renewing your membership?
Members are asked to please send all membership correspondence to Budd at: 14720 30th NE, Seattle, WA. 98155 (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**

Nostalgia Link

This is a web-site featuring the original factory brochures for nearly every American car you have ever owned.
Pick the manufacturer, the year and the model. Enjoy!

www.lov2xlr8.no/broch1.html

Thanks: Budd

If you think you've seen an ugly car before, wait until you see this.
http://www.corvetteonline.com/news/ever-heard-of-an-mg-midget-corvette-this-is-why/

Thanks: Jim

The latest issue of Motor Trend Classic has a story comparing a 1966 Tiger, owned by Bill Bulpitt, to a 1960 Daimler SP250.

Thanks Jim

TECH TIP

From Auto Restorer May 2012

Q- I occasionally take apart leaf springs to clean them. I sometimes contemplate painting or greasing the leaves. What is the proper way to assemble this type of springs?

A- I always take the springs apart and strip and paint (or powder coat) each individual leaf. If I'm working on a car that is factory original I'll paint the leaves to match the factory appearance and if I'm working on a custom car I'll use whatever finish I'm in the mood for or the customer wants. Coating each leaf with paint or powder coating helps prevent corrosion. Sometimes leaf springs have liners between each leaf and sometimes they don't but either way I always lubricate the contact surface between each with either anti-seize or wheel bearing grease. As a leaf spring moves through its range of motion the individual leaves actually slide slightly relative to the adjacent leaves and lubricant helps make the movement smooth and essentially unnoticeable. It's important, however not to use too much grease because if it oozes out from between the leaves it makes a mess and becomes a magnet for dirt.

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 frt. &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

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."

A couple more vacation shots:
Cannon Beach, OR

Rodeo Drive, Los Angeles, CA

Tiger @ Warner Bros. Studios, Burburbank, CA

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, 14720 30th Ave NE, Seattle WA 98155-7512.

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

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