November / December 2017

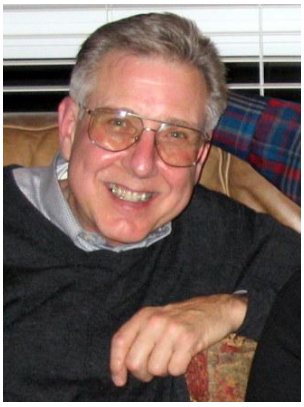
Pacific Tiger Club Newsletter

Rootes of the Pacific Northwest

President's Corner

Ed Erickson has left for sunny California for the winter and I am taking the position of President of PTC until he gets back next spring. So let's get ready for Pacific Tiger Club events for 2018.

We need your ideas. What do you like to do - drive on country tours, go to car shows to show off your pride and joy or would you like to meet at a club member's home or a common meeting place to have the chance to talk to other Sunbeam owners.



It's too bad we are so spread out around the region but try if an event is in your end of town to join up with your club friends and members.

Have you ever gone to an event and saw something of interest or heard of a good supplier you need? Let me know- budd.bennion@comcast.net

I have worked on a number of members' car this past year to help them on projects they were willing to do but would rather have a little help from someone who had recently done the same job. Makes them more confident knowing if we both screw it up all of the error is not on them. Myself, I asked four times for help installing a transmission and three members were very willing to help, one twice. Once while the transmission was out of my Hillman, I knew I had a shifting problem, as one of the detent springs was broken. A member came over with his wife early before they went out for dinner. He said, "Piece of cake, we will just take the tranny apart and fix it." Done. Then they went off to dinner. You all know me as the Hillman guy but one member was looking for an Alpine rear brake drum and I said I have one. (Don't ask). We all have parts we just can't seem to get rid of. Yeah, we all say our garages needs a clean up, too.

You joined the Club because you have a Rootes car and wanted to be around like-minded folks. So come out when you can even if your car is not ready or willing. We would like to see all of you.

Budd Bennion,
PTC President

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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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PTC Club Events

Jan 20 10am-1pm. 2018 Event Planning Meeting. Hosted by Budd Bennion 14720 20th Ave NE Seattle (206) 364-8478 *PTC has long featured a wide variety of monthly meetings and events. That variety has been entirely due to you – our members. If you can't make the meeting, we still value your input. Send your suggestions to Budd.Bennion@comcast,net*

Sunbeam Events

Tigers United XXXIX – May 17-20, 2018
Santa Maria, CA

"The Historic Santa Maria Inn will be the host hotel. (room reservations are available now by calling their front desk and asking for the Tigers United discounted room rate. (805) 928-7777)

"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)

Rootes United XXXVII – Sept 14-17, 2018
North Hempstead, Long Island, NY
Hosted by Tigers East/Alpines East. Go to TEAE.org for more info

Sunbeam Invasion – May 17-19, 2018
Cambria, CA
Hosted by Sunbeam Alpine Owners Club of America. Go to SAOCA.org for more info.

British Events

Portland All-British Field Meet
Sept 9-11. Normally held over Labor Day weekend at Portland International Raceway, the return of Indy Car racing will bump the ABFM back a week. Look for concours, rallye, funkhana, autoslalom, Land Rover off-road excursions. And SOVREN races, too!

Driving Through Paradise

by Jim Clark

THE MCCORMICK AUCTION

Last year, as in the past several years, I attended the McCormick car auction in Palm Springs, CA. In November the weather is always sunny and warm, great weather for an outdoor auction. The cars in the auction range from every day drivers to high end luxury cars like Rolls Royce and Maserati.

Some of the cars are artwork on wheels, as my friend Brent used to call the collectables. It's actually interesting to drive to the auction because as you get close, you start to see a wide range of vehicles for sale before you get to McCormick's. Sellers hoping to grab a buyer before they get to the auction grounds, grab prime parking spots along the street. Old survivor cars, pickups, hot rods, and even motorcycles will have for sale signs on their windshields. Bob Bennion happened to be on vacation in Palm Springs during the auction and over the phone we decided to meet on Saturday morning, since neither of us could make it Friday, the free day.

photos by Jim Clark

The cost of admission to attend the auction on Saturday was $15. I knew it was going to be tough to find Bob, with so many people walking the grounds, but I was lucky enough to bump into him as I entered the main gate. The auctioneer was in full form as we walked past the sales tent. Loudspeakers were blasting his numeric patter, letting everyone in the area know what was on the auction block and the current bid.

Good values can be had at the auction because a lot of Canadians and snowbirds from the states, have a second car in Palm Springs and regularly sell them to get newer cars. I understand a lot of car dealers bring in cars also,

to get them off their lot. At any rate around 600 cars were on the auction block and roughly 60% of them actually sold. Total sales for McCormick was 6 million dollars, according to the McCormick website.

I was interested a '68 Mustang GT500 KR, but the bidding price quickly jumped past my price

A nicely restored TR-4

range and sold for $152,000. The KR stood for "King of the Road", as it had a 428 cubic-inch V8 power plant. More in my price range was a '48 Crosley, with a 44 cubic-inch in line 4 cylinder power plant, that sold for $17,000. The Crosley was mildly popular after WW 2 and has an interesting history. The two Crosley brothers, who made money manufacturing radios, thought they had the ideal car for the American public. As it turned out, the public wanted large powerful cars and not the small inexpensive car the brothers built in Cincinnati.

Bob Bennion looks over a nice '36 Ford ragtop.

We looked for a Sunbeam, but didn't see a single one. Someone got a good deal, winning a 2003 Ferrari 456 with a $73,000 bid. I used to buy and sell a lot of Triumphs and a green TR-4 that was in decent shape went for $23,000. It took a lot of will power not to buy it. I still have a soft spot for those small two-seaters. It's hard to believe I used to buy Triumphs for $200-300, in Hawaii; too bad I didn't store some of them for 40 years.

I took a lot of pictures for my hot rod friends. I knew they were interested in the older Studebakers and open wheel hot rods. They watch all the car auctions on television, and they've told me that the Mecum auctions have better values. I thought there were good values to be had at McCormick's, especially if you were looking for an everyday driver.

After we walked the 10-acre McCormick parking lot of cars to be sold, we were ready for lunch. Bob texted his wife that he was "heading for the car now" to let her know where he was. When she got the text, it read "I'm heading for the bar now". She was a little confused but knew that Bob was mostly thumbs when texting and that he had hit the wrong key on his phone. When I texted my wife that I was finished looking at the auction, I made sure I didn't misspell "car" to let her know I was headed for home. She'd believe I was heading for a funky "car-themed" bar, with money in my wallet and cars for sale on every corner. ***PTC***

Another Hillman Husky spotted on Facebook's Vintage Seattle page. The Thunderbird Marina is still in business on Seattle's Eastlake Ave. Probably taken in 1960. black & white makes it tougher to tell, but the Husky in the color Facebook photo taken at Golden Gardens that we ran a few issues back *might* be one and the same – and have eventually ended up in the hands of our own Budd Bennion.

AGM Minutes and Photos

Secretary's Report by Jim Clark 21 October 2017

Annual General Meeting held at Griot's Garage Cafe in Tacoma, Wash.
Attendees: 29

Meeting called to order by Ed Erickson, He immediately gave notice that he was leaving town in a week and not returning for 6 months.

Membership report: Dan Kuenzi reported the club currently has 97 members, down 2 members from last year. He also reported that he was moving to the Olympia, WA area.

About to become a snowbird, Ed Erickson turns over the reigns of the club to Budd Bennion until next spring.

Treasurer's Report: Budd Bennion reported that Susan Pray was currently in New York, but that he was the alternate signer for the club. The club has about $12,000.00 in the bank.

Secretary's Report: Jim Clark reported on the ABFM committee meetings he is attending. They made a small profit at last year's event, and for tax purposes are thinking of becoming a non-profit corp. instead of a LLC Corp. (Five clubs make up the LLC: MGB, Triumph, Austin Healy, Land Rover, and Jaguar.) They are currently organizing custom trophies, port-a-potties, venders tents, and regalia. They have applied for the 3 different permits that they will need for next year. One well-named one is the carnival permit from the city of Kenmore. The ABFM is not sure of some of the future parking area for the Triumphs, as hotel construction and fencing will be blocking large areas including the "swap meet" area and the "cars for sale" area.

Vice President's Report: Dick Sanders thanked everyone for their donations to the newsletter, and encouraged members to write a blurb on how they came upon their car; or a piece on the car they have. "All of our stories are interesting," he told us.

Old Business: ED E. gave a quick review of the past year's events. the tour of Drager's, the April drive to Snohomish, the Brooklands shop tour, the photo event at Greg Oliver's home, the car shows at the ABFM and West Seattle, and the Sept shop tour of the Simpson Design shop..

Badge Report: Glenda Clemens reported that she has badges for several members and if anyone has lost their badge, see her about re-ordering.

New business: A quick vote was taken to accept last years officers for the new year 2018. A minor change will be that Bud B. will be interim president while Ed E. vacations in Southern California. Voice vote of accepting the slate of officers, was unanimous.

Officers for 2018:
President - Ed Erickson/Budd Bennion
Treasurer - Susan Pray
Membership - Dan Kuenzi
Newsletter - Dick Sanders
Secretary - Jim Clark

Paul Sanders tries to guess, just by touch, the contents of box #2 [a Sunbeam ammeter] in the Boxes of Mystery game. Brett Simpson got 4 out of 5 and won a bottle of Griot's premium car wax.

Future club meetings:
Last Dash Splash will be next weekend, Oct. 28th, and organized by Craig Burlingame. Route will be from the Triple X to the Black Diamond Bakery.
November 21 - no meeting scheduled.
December 2nd will be the club's Christmas party at the home of Max and Kathryn Pahmeier.[note: site subsequently changed to the home of Bill & Glenda Clemens,
January 20th meeting will be a planning meeting at the home of the Budd Bennion. ***PTC***

Once again PTC's **Last Dash Splash Tour** on October 29 was held under crystal blue skies. **Craig Burlingame** led us from Issaquah's XXX Drive-In to the Black Diamond Bakery. Our own Budd Bennion left his Husky at home and instead drove his '65 Galaxie 500 (dark blue, in back). Along the way, the owner of a '66 Galaxie 500 (maroon, in back) spotted our tour and decided to tag along. He and his friend even joined us for lunch at the Bakery! ***PTC***

Veep! Beep!

by Dick Sanders

America's Car Museum, known to many as simply "LeMay's," opened in June, 2012. Soon after, a British car display was added, comprised of mostly loaners from local owners. PTC's **Brett Simpson** was one of those owners, showing his early Mk I Tiger. How early? After the initial run of roughly 13 pre-production Tigers from the Sunbeam Assembly Line (SAL) at Rootes' Coventry plant, the first regular production started coming out of the Jensen factory (which also produced Volvos). Brett's Tiger carries the Jensen Assembly Line body tag # JAL550001.

Five years later, Brett's Tiger is back on display at LeMay's – a great excuse to take in the Museum experience again. Brett's garage is also full of surprises. We'll take you inside in the next issue.

photo by Brett Simpson

Brett Simpson's Mk I, ready for staging inside.

Jerry Logan of Spokane is the proud new owner of one of Rootes' most noteworthy factory racers: the #41 Sebring Alpine. It was driven at the 12 Hours of Sebring by Rootes' top two drivers, Peter Harper and Peter Proctor. Jerry found the Series II in a Vermont barn. He promises to share the history and photos of the racer in its as-found condition in the next issue.

Over a year ago I wrote about my old Ford Ranger. I had been using my Alpine starter handcrank, mounted through the steering wheel spokes, as a decoy "club" when parked at my

local park & ride lot, which like many is notorious for smash & grabs. For just a couple of days I forgot to mount the crank. Presto, my truck was stolen. When recovered (totaled!) a few days later, the only loose item left behind, under debris in the bed, was the starter crank. Jump ahead to last spring. While on a Tiger-hunting safari in the wilds of Federal Way, I spotted a Ranger, identical-looking to my old one, parked next the Tiger in question. Another member ended up with the Tiger, I got the Ranger, a 2003 with only 32,000 miles! A newer model, it came with an alarm system. But as the weather has gotten colder, the alarm has taken to going off for no reason, waking the neighbors. What to do? Turn off the alarm and whip out the old handcrank, of course!

Through tinted side windows, it's hard to tell that the Alpine handcrank isn't actually attached to anything.

In racing news, long-time Tiger racer **Tom Patton** of Hamilton, Ohio took 4th place in GT2 class at the SCCA Runoffs, held on the road course at Indianapolis Motor Speedway at the end of September. Another Tiger entrant, driven by Leroy Lacy of Colorado Springs, Colorado finished in 31st. Video of the race can be found on the SCCA website. ***PTC***

Want Ads

For Sale: Alpine aluminum oil pan. Needs minor welding to baffle. $150. 1725 heads in various conditions. $100-$150. Dick Sanders 253-859-7987

For Sale: Bob Bennion writes:

"I have been requested to make another run of the Tiger logo'd car covers that I last did in 2010, but I need to know how many to have made.

"Email me to add your name to the list. I don't have a firm price, as quantity will affect cost. In 2010 the cost was $150, but inflation may push the cost up to the $160/$170 range."

- Bob Bennion

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Meow!! 1966 Earl's Court Car Show.

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