March / April 2018

Pacific Tiger Club Newsletter

Rootes of the Pacific Northwest

President's Corner

Budd Bennion

The club had two very good club meetings, one February 17th and the second one March 24th. The February meeting was at Paine Field in Everett at the Museum of Flight Restoration Center & Reserve Collection. There was a good turnout of club members beven though it was raining; we were inside. There they had the first commercial jet airliner, a British Comet. Also there was the original Boeing SST supersonic airplane that never went into production. Side note: I was working at Boeing then and saw many of the structural tests being done for the SST and 747. There were many other planes and a fuel truck being restored.

March 24th we had a tour of Bobo's Rods & Customs in Edmonds, WA, which offers vintage, classic and custom cars for sale. Here again we had a very good turnout of PTC club members. Bobo's has a large showroom full of cars and many more available that they cannot fit in their showroom. Interested? Go on to their web site to see their inventory.

More cars are sold outside of Washington than inside, including overseas sales. He has branches in Florida, New York and Texas. They do have a restoration shop and will do complete ground up restorations or car improvements or maintenance. However most of their cars are on consignment but they will do complete check out of the cars including any work that needs to make them ready for a new owner. Stop by any time Mon-Sat (check hours) for a view of their cars on display.

Budd Bennion,
PTC President

April 28 PTC Swap Meet!

16108 SR 9 SW, Snohomish, Wash 11am-2pm.

Back after a year off, Max & Kathryn Pahmeier will again host a Sunbeam & Hillman parts swap meet. Find a new home for all those extra parts in your garage!

From SR 9, go west at 164th St SE; take first right onto 83rd Ave SE; look for long driveway on right.

May 19 Tour to Snoqualmie Falls and Fall City Roadhouse Restaurant

10am-1pm

We'll meet at the Redmond Target Store parking lot (just off the end of Highway 520) and start our tour at 10am sharp. We'll stop at Snoqualmie Falls for a quick sightseeing walk to work up an appetite before heading to the Roadhouse Restaurant in nearby Fall City.

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Renewing your membership?

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

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509-952-7120
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Annual Membership Dues: *$32.00 (US funds).*
Make checks payable to: Pacific Tiger Club.

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PTC Club Events

Apr 28 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 at 10am 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

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.

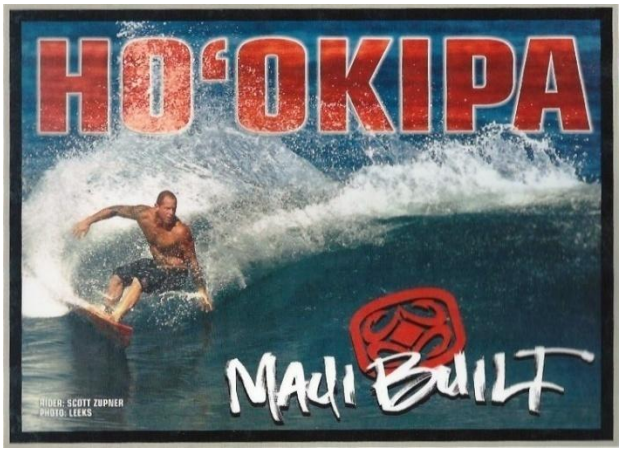
British Events

Portland All-British Field Meet
Sept 9-11 Funkhana, autoslalom, Land Rover off-road excursions. And SOVREN races, too!

Sunbeam Surfin' Safari on Maui

by Brett Simpson

Last October our son Eric, heir apparent, informed us he had interviewed and accepted a position with an accounting firm on Maui. After some recovery time, I asked what his plans were to move. He asked for Dad's help. So in December, I accompanied our son on the Great Move.



This meant getting all in all over to the island. After some strategic planning and creative packing, we were on our way.

You see, I retired in mid-November [from Boeing - ed.] and time was of no object. We arrived in Maui around the second week of December and our efforts were focused on finding him an affordable living situation. After that was secured, I was free to do as I pleased for the next week or so. With some help of a good Tiger friend, I went looking for the next of kin.

In other words, Sunbeam Tigers.

Like the old saying from the 70's, "I found it!!" A Tiger owner in Kihei, Maui. His name was Scott Zupner. I called his number, left a message and waited for a return call. Sure enough, Scott called back and we met up the following day at his place.

Scott was formerly a professional surfer and currently works as an electrician. On the side he restores Yamaha 2-stroke motorcycles and works on his Tiger. Scott is a great guy and well caffeinated. I think we spent at least 2-3 hours talking motorcycles before we got to the Tiger.

Scott Zupner with his Mk 1A Tiger. He's been a top motocrosser since the late 1970s. Brett Simpson photo

He said he purchased it through an auction and that the original owner was the late Jack Layton, Canadian Opposition Leader and NDP leader from 2003-2011.

It's always interesting to hear the stories behind the car. After a couple of hours we parted with a handshake and promised each other a future meeting.

PTC

Driving Through Paradise

story and photos by Jim Clark

THE HUSSY

It all started when I wondered why someone would name their car, “the Hussy.” I had heard about the car with the odd name from my friend Brent. He said it was the prettiest shade of red he’d ever seen on a car.

I know a lot of people name their cars and the field is wide open in choosing a fitting name. Sometimes it's the opposite of fitting. My brother-in-law named his fire engine red pick-up “Red” then he named his red box van “Big Red.” Keeping with that theme, he named his Chevette “Little Red.” Which is confusing because the car was totally brown-not a spot of red on it. It seems that a nickname for a car can be totally random.

My wife has a sense of humor when naming things. When we first dated, back when there were drive-in movies, my ride was a white four-door Chevy Biscayne. She named it “the Great White Hope.” It had covered a lot of

miles in it’s day, but that’s another story.

One of Webster's definitions of a hussy is a saucy and mischievous girl or woman. On reflection, some of the English cars I have owned would fit that description- especially the mischievous part. One Triumph I owned had headlights that would shut off at the most inopportune times. The last time it happened, I was going by a patrol car, with regrettable results. The officer made me park the TR-3 on the roadside and I was left to hoof it home. Where is this Hussy? I asked, thinking this car might be worth seeing.

Twenty-five miles north of Los Angeles, Brent told me. It’s with a Duesenberg, called the "20 Grand," and several classic cars from the 30's, in a palatial setting in the **Nethercutt Museum**. They have mirrored walls with marble floors and columns to simulate the sales room for the well-to-do in the 1920s and 30s. Take your wife, he added, there is a lot for her to see: music instruments, a porcelain doll collection, orchestrions(which are machines that play music, and are designed to sound like an orchestra) and dozens of fantastic cars. And there is no entry fee, just call ahead to book a tour.

I wasn’t sure if Vicki would want to drive to north L. A. to see a hussy, but since it was a car with a fun name, she thought the drive to the museum would be OK.

Well it was very OK. The Hussy turned out to be a deep metallic red 1934 Packard LeBaron phaeton convertible, completely restored to show room quality. The curator, who led about 40 of us on the tour of the museum, told

us about the custom paint job on the Hussy. In the 1930's painters would add ground up abalone shell and fish scales to give the car a pearlescent look. It was similar to today's metal flake paint. Trouble was the pearl-essence of the fish scale faded in a few months after the paint job.

Someone on the tour asked why the car was named "the Hussy." The curator explained that the previous owner of the Packard was named Hussey and during the restoration process at the museum, the car was always referred to as the Hussey car. The spelling was changed when the deep red color inspired a new cosmetic line for the company that JB Nethercutt owned. They called the new line of lipstick, nail polish, etc. Hussy, after the Packard's name and paint color.

It seems the Nethercutt's owned Merle Norman cosmetics and made a fortune selling women's make-up.

It was refreshing to not get a sales pitch on the latest face cream during our tour. We were reminded, however, that the building next door had a sales counter.

Vicki and I thoroughly enjoyed the tour of spectacular older cars. All of the cars are driven once a year, and while the classics don't come back dented, they have caused several accidents from looky-loos running into each other on the streets of L.A.

I can't write about naming a car in the newsletter without talking about what my Sunbeam Tiger has been called. It was the "Hawaiian Tiger" for some time, as that is where my friend and I found it. When it made its way to Seattle and sat on Wallingford Avenue for more than a decade, it became known to locals as the "Wallingford Tiger." In the paint and body shop when it was being restored, it was often called "Tigger." I've labeled it "Moani," which is Hawaiian for "strong breeze."

Search as might, I could not find the Hawaiian word for "Hawaiian Hussy."

If you have named your car, text or email it in to the newsletter with the explanation of how your vehicle earned its nick name. We'd love to hear about it - JC

Tech Tip

By Jeff Keyser

Last time I rebuilt the engine in the Alpine, I was surprised at how much "glitter" was left at the bottom of my drain pan after the first few oil changes. This time around, I figured that it might be a good idea to install a **magnetic drain plug** and try to catch some of the ferrous swarf that collects in the oil after a fresh rebuild. My hope is that if some particles stick to the magnet, fewer are left to circulate through the oil system and cause rapid wear or other damage.

There are lots of magnetic drain plugs on the market. However, the Alpine uses an unusual 1/2″ BSP thread for the oil pan, and none of the plugs available from Moss, Victoria British, or any of the other usual suspects will fit. (The only other car I know of with the same thread is the MG TC.)

Enter Dimple. Dimple makes magnetic drain plugs for a wide variety of threads and applications.

While there isn't a 1/2″ BSP plug listed on their website, I e-mailed them and one is available. I ordered one and it arrived a few weeks ago. The plug has a very strong magnet permanently mounted in the center of the plug. It's so strong, in fact, that it can be challenging to install the plug because it wants to pull to one side and stick to the drain pan instead!

One other quirk is that the head of the plug is a 17mm hex, meaning that a metric socket is required to install it. I try to keep metric tools away from the Sunbeam, but unfortunately an 11/16″ socket is a very loose fit. Why is the head metric, while the threads are English? I suspect that Dimple does this to simplify production – they probably machine the same 17mm hex on all of their plug "blanks" first, and then machine the threaded portion as needed for many different applications. It would be nice if they used a standard size hex so that I don't have to carry a metric socket in my car just for the drain plug!

The plug comes with a Dowty-style rubber bonded sealing washer installed, which should help prevent leaks.

The Dimple magnetic drain plug costs about $40 shipped within the US. That's not cheap, but it feels like cheap insurance compared to the cost of a rebuild.

Left: Ordinary drain plug Right: Dimple magnetic drain plug

As I mentioned, the 1/2″ BSP plug is not available on their website, so you'll have to send an email to *info@drainplugmagnets.com* to place an order. Ask for a 1/2″ BSP plug (part number SPL 1/2″ BSPP). ***PTC***

CLUB EVENT GALLERY

February 17 – Museum of Flight Restoration Center

Max Pahmeier ducks through the tight door of a British de Havilland Com-et, the world's first mercial jet airliner.

The Comet's cockpit

Our docent (on stairs) led an informative tour.

March 24 Bobo's Rods & Customs

No, not *that* Bobo!

News from our friends back at Tigers East/Alpines East. A field of 20 Sunbeams, including **seven** Tigers, nine Alpines and a handful of Arrow Range fastback Alpines has been discovered near Washington, DC. Some Sunbeams are up their axles in mud, many have been stripped of most usable parts. But a few are very restorable. We'll have more details in a future issue.

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