

ROOTES *REVIEW*

Tigers East/ Alpines East

Vol. 32, No. 9, September 2006

Dedicated to the preservation, restoration and enjoyment of all Rootes Group vehicles



Future TE/AE member Dru Fritz, grandson of Richard & Linda Fritz, relaxing at the British Car Club of Northeastern Pennsylvania car show



The trophy table at the Two Kids Foundation car show. See page 10

It's almost too late!!!

Don't let another minute pass!!!

Register now!!!

WHAT YOU'LL GET FROM US....

The TE/AE Michigan Summer Cruise, by John Logan, Sr.

*The history of the Olmstead Tiger, Part II,
by Jim Olmstead*

The Two Kids Foundation Car Show, by Fred Baum

*The BCCNEPA British Car Show, by Fred Baum &
Richard Fritz*

*Steve Silverstein on MT. Washington, by Steve Silverstein,
photos by Gene Durso*

United XXVI Registration Form

The events keep on coming!!!

If you can't find it here it doesn't exist

Tigers EAST
Alpines EAST



Main Strasse Village
Covington, Kentucky

UNITED XXVI
OCTOBER 13-15, 2006

I hope you all have been out driving your Sunbeams, even in the hot weather. I went to three car shows so far this year; fortunately, the weather was not as hot on those dates as it had been during the weeks prior.

I did add my own version of air conditioning, however. I found a 12 volt oscillating fan at Wal-Mart for 9 bucks, with a clamp for mounting wherever you want, and a permanent mounting bracket if you so desire. It helps keep the legs a little cooler during those hot traffic jams. The car still ran about 195 degrees on a 95 degree day, about 20 degrees cooler than last year, thanks to the cooling tips from Tiger Tom and Chuck King. That 20 degrees also translates into a cooler passenger compartment.

With all the shows and coming events the tech tips have taken a back seat (or should I say back shelf) for now. We plan on more emphasis on them once the driving season winds down.

I hope you are enjoying the items found on eBay section. I find it interesting and informative. I also have been bidding on some of those hard to find parts like headlight rims and grille components. I am hoping to build an inventory of parts that I may need at some time without having to pay the piper in the future.

The prices for Alpines seems to be going up, with a fine example of a 1967 Series V going for \$15,100.00. Tigers seem to be stalled around \$25,000, with several not sold in that price range. The Book of Norman is still commanding a high price.

Since this is the last issue before the United, I am going to inundate you with reminders and bits of trivia pertaining to the event. Even I get tired of writing them. Curt Hoffman and his group of volunteers has done what looks to be a super job organizing and coordinating the different aspects of the United. They deserve all the credit for their tireless efforts. Be sure to thank them when you see them in October. You are going, right?

I've been following the escapades of screen name "drmayf" on the Tiger list website and his Sunbeam speed record attack at Bonneville. He reached 144 MPH the other day, and was going for the Sunbeam Tiger record from 1926 of over 200 MPH. Unfortunately, he had mechanical problems and had to abort several runs. His enthusiasm for Sunbeams and the speed record are contagious, and we should all be rooting him on even if he's not a club member. We need more champions of the marque to get the Sunbeam name and reputation out so the rest of the world can appreciate what we already know— that our cars are the best of the best.

See you at the United!

Fred Baum

Mail all submissions to:

Fred Baum

626 Kathleen Drive
Nazareth, PA 18064
610-614-0475

WHIZZBANG3@CS.COM
Disc submissions in MS Word

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Membership Information:

Jim Morrison

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Mail checks and address
changes to:

Jim Morrison
11111 Empire Lakes Drive
Raleigh, NC 27617

2005 Officers

PRESIDENT

Anthony DiBattista
3 Stanley Lee Drive
Elverson, PA 19520
610-913-7872
sunbeam@dejazzd.com

SECRETARY

Susan DiBattista
3 Stanley Lee Drive
Elverson, PA 19520
610-913-7872
sunbeam@dejazzd.com

VICE PRESIDENT

Chuck King
2534 Willow Street Pike N
Willow Street, PA 17584
717-464-9686

TREASURER

Judy Sharkey
1327 Stagecoach Road
Ocean View, NJ 08230
609-390-9493
sharkeybj@comcast.net

REGALIA

Eric Gibeaut
P.O. Box 10040
Fort Jackson, SC 29207
Sunbeams@sc.rr.com

SECOND VICE PRESIDENT

Jim D'Amelio
813 Thames Drive
Hampton, VA 23666

Board of Directors

Tom Calvert
410-255-8964

Ranney Dohogne
314-878-7766

Tom Ehrhart
717-832-1116

Eric Gibeaut
803-408-0206

Robert Jaarsma
603-675-6622

Carl Moon
717-792-8892

Steve Towle
603-889-5451

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Carolinas: **Eric Gibeaut**
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334-347-5373

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717-832-1116

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610-659-3307

The President's Message

Dear fellow TE/AE member,

By the time you read this the 26th annual Crab Feast will be history. I am really looking forward to the Calvert event as this will be my first. Scheduling conflicts have kept me away in the past, but not this year! Look for an article in a future edition of this fine publication.

Don't forget to sign up for United XXVI. Our premier event will be here before you know it. Curt and his crew have been working 24/7, 365 so get out support these dedicated individuals and sport your Rootes Group vehicle.

Speaking of United's, United XXVII is slated for the Southeast in 2007. If you are interested in hosting this grand event please contact Steve Halbrook, Bill Evans, or Eric Gibeaut.

We are still in need of a Paid Advertising / Publicity Chairperson. This is the last open position within our organization. I would like to see it filled before the end of my term. If you're up for the task please contact any of the BOD or Officers.

Warmest Regards,

Anthony J. DiBattista

In a letter to the editor....

I rejoice in the Rootes Review blooming in color. I also rejoice in the serious attention being given by the Board of Directors to the club's expenses, at last.

I recall that a few lonely voices, one of them mine and another Carl Moon's, raised the issue about three years ago and there was no real response. I hope that the club has found a printer who can do color reasonably.

The other issue which has not been addressed is the publicity for the United events, including special inserts. I speak as a former editor of the Rootes Review. The inserts mean extra printing and mailing costs. Obviously, the United is the core event of our club and must be supported, even though it attracts a small minority of our membership.

The board must make the choice: support the United even if it means increasing the printing cost and the club's shrinking balance, or allow the editor to make the choice.

Jim Anderson

United Registration Form Correction

The Dyno / Tech session at Paul's Automotive was listed on the registration form as "free". While the tech session and tour will be free, there will be a fee associated with any actual dyno runs. The actual fee will be posted at the United for anyone interested in having a dyno run for their car. See the change to the registration form under "Friday PM dyno session."

Please note !!!!

United shirts will be ordered based on registrations as of September 5. Any registrations after this date requesting shirts will be on an as available basis. We will order a few extra shirts in expected sizes, but will not be able to guarantee their availability or the correct size.

Items Recently Found on eBay

1954 Alpine, Volvo drive train....	\$12,500.00
Tiger, B9470779, not sold at....	\$15,800.00
1967 Alpine, B395010563....	\$15,100.00
Alpine Series IV....	\$5,958.00
Tiger, B382000298, not sold at....	\$25,200.00
Tiger B9472211, not sold at....	\$20,200.00
Alpine B395010123, not sold at....	\$5,500.00
Alpine/Tiger headlight rims....	\$71.00
Sun visor hardware....	\$71.00

Autolite 2bbl carburetors

By Ron Fraser

I found some additional information about cubic feet per minute (CFM) for Autolite 2barrel carburetors.

The source is "**Ford Engine Parts Interchange**", by **George Reid**.

His CFM numbers are much higher than any of the numbers I was able to find and I think there is a misprint between the 1.01 and 1.02 venturi sizes.

This is also a good source of casting numbers and Ford parts number for both small block and big block Ford engines.

Overall, it looks like a very good reference book.

Thanks for the follow-up, Ron.

Dru's First Car Show

By Fred Baum, photos by Richard Fritz

The British Car Club of Northeastern Pennsylvania all British car show is one I wrote about last year. It is a small club, about 100 members, located in the Scranton, PA area.

The show was held in a park just off the interstate, with live music, door prizes and food and drinks. The park also has a play area and water attractions for the little ones, which Dru (Droopy) Fritz enjoyed on this fairly hot July day.

Since Richard had Droopy duty he followed my Tiger in his Pathfinder, with Dru safely tucked in the back. We arrived about 9:30 and were soon joined by Bruce Quarles and his Series III Alpine. A short time later Sumra Manning showed up with his Tiger, still missing the back bumper from his bash with Tiger Tom at the B.A.S.H.



Bruce Quarles and Fred Baum discussing the balloting, voting early and voting often!

There were about 90 cars there, ranging from our Sunbeam contingent to a lot of MGs, three Austin-Healeys, some new and old Minis, and a few Jaguars and Triumphs. There was an absolutely stunning Jaguar from around 1938 that had won the Hershey show several times. This car was the definition of perfection. I had a photo of it, but my camera was set for close-up and all my photos came out fuzzy. Dumb much?



Bruce Quarles and his Alpine Series III, which took 1st in class at the show

Since there were three Sunbeams registered we had enough for a class of our own. It was great not being thrown into that abyss of "British car, other".

Bruce took first place with his Alpine, Sumra took second in his Tiger even without the back bumper and my Tiger was third, with a back bumper. Maybe if Tiger Tom takes care of Sumra's front bumper he can take first next time!



Sumra Manning's Tiger

Sumra walked away with one of the larger door prizes, a large bucket filled with Meguiar's cleaning products, towels and brushes. It was so big it barely fit in the passenger seat of the Tiger.



Hitting on the girls already, huh?

Dru was the hit of the show, explaining in 3-1/2 year old lingo all about the cars. You gotta get 'em young if you want to have membership growth!



Dru resting between his tour-guide stints

Maybe next year we can have more Sunbeams attend this neat little show.

TE/AE Michigan Summer Cruise

By John Logan

August 6th was a comfortable and sunny Sunday in southeast Michigan. Eight Sunbeams, a Mustang, a Miata and a Harley congregated at the French Landing Historical Park, located on the Eastern point of Belleville Lake. Someone driving a Sunbeam didn't see our cars and whipped by the park, never to be seen again.



Lining up for the start at The French Landing Historical Park

The cruise consisted mostly of paved country roads and a 12 mile tour of the picturesque residential Island in the Detroit River called Grosse Isle. On the island we passed multimillion-dollar homes, huge yachts and boathouses in the Detroit River and the Canadian shoreline as a sunlit backdrop.



The Sunbeams with John Logan Jr., Don Eichstaedt, Jeff Patterson, Rick Reynolds, Richard Eccleston, Liz Turner, John Logan Sr., Dave Kulasa, Rick Lara, Jerry Helfman. Missing are Sharon Patterson, Paul Breuhan, Larry Dicks and photographer Linda Dicks

At the end of the cruise we had lunch at Sharkey's Riverfront Tavern, which is located on one of the Island's golf courses. The owners had roped off a safe parking place for the cars and set us up for lunch on their shaded porch overlooking the US shoreline.

The most unusual car on the cruise was the right-hand-drive Tiger that was recently imported by Richard Eccleston and Liz Turner when they moved to the US.

Unfortunately it received some damage when it got loose in the shipping container on the way over.



Orders being taken on the shaded porch overlooking the Detroit River



Paul Breuhan and Linda and Larry Dicks eat at a separate table. Not because they didn't drive their Sunbeams, but because they were sharing their restoration stories



The Sunbeams attracted a lot of attention, especially from the golfers at the course.

We had no car problems during the day and, as far as I know, everyone safely found their way home.

Coming events....

September 24— 16th annual Meeting of the Marques, Boiling Springs, PA

Sponsored by the Susquehanna Valley Vinatge Sports Car Club, this all-British motor show with a touch of non-British will be held on the beautiful meadows of the Allenberry Resort along the Yellow Breeches Creek in Boiling Springs, PA. In addition to the myriad of British vehicles assembled, visitors can enjoy an excellent catered lunch and the Zembo Highlanders Bagpipe and Drum Corp will perform in the afternoon. First 200 cars will receive a dash plaque and special gift. We've earned our reputation as "*the best little British car show in the East*" British Car Magazine. **CLASS CATEGORIES** – Judged by popular vote.

Premier Class - Class L - all Class Winners of 2005 including Best of Show and Best Jaguar. (all other miscellaneous award winners are excluded.)

The 2006 categories are:

Pre-War & War – Class A (pre '46)

Golden Years – Class D ('62 - '67)

Endurance – Class G ('82 - present)

Non-British – Class J ('82 - present)

Besides these categories there are also:

Post War – Class B ('46 - '53)

British Withdrawal – Class F ('74 - '81)

Race & Replicars – Class H

British Motorcycles – Class K

• **Best of Show**

• **Diamond in the Rough**

• **Sports & Touring Award**

British Invasion – Class C ('54 - '61)

Smog Years – Class E ('68 - '73)

Vintage Non-British – Class I (pre '82)

• **Best Jaguar**

• **Best Engine Compartment**

• **The Greeters Award**

For more information Call Pepi Clay, Chairman (717) 266-4098, or e-mail: pclay@ycpc.org or visit the web site at: www.SVVSCC.org

September 30 — 8th annual Autumn Leaf Festival, Bethlehem, PA

Sponsored by the British Car Club of the Lehigh Valley, to be held at the Moravian Academy campus from 10:00 A.M. to 3:00 P.M. Popular voting by marque. \$8.00 in advance, \$10.00 on day of show. Contact [Gerry Kunkle](mailto:Gerry.Kunkle@lehighvalley.org) at (610)-867-6955.

October 7th & 8th — Sunbeam in Maine Fall Foliage Event, Warren, ME

Bring your Rootes automobile to Maine for a picnic with other owners and enthusiasts. We plan a visit to the Foreign Auto Festival & Antique Aeroplane Show at the Owls Head Transportation Museum, and a tour of the local area with its beautiful views of the fall foliage, the coastline of Maine and lighthouses.

The picnic will be at the home of Tod and Merrilee Brown in Warren, Maine, on Saturday. The Owls Head show will be Sunday at the museum. See <http://ohtm.org/> for more info. There also will be time for local tours of the area.

Owls Head and Warren are located in Knox County (near Rockland and Camden), known as the lobster capital of the US. So if you like good food, beautiful scenery and the crisp fall air of Maine, put the top down and visit with other Sunbeam folks on Columbus Day weekend. Make plans early as area housing fills up pretty quickly at this time of year.

If you have questions or need help with plans contact Tod or Merrilee at 207-832-9914, or tbrown@midcoast.com

October 13 – 15 — United XXVI ob der Mainstrasse, Covington, Kentucky

Don't forget to register for the event of the year! Registration form is on page 9.

October 21— British Car Show & Swap Meet, Houston, Texas

Sponsored by the Houston MG Club, show to be at the Traders Village located at 7979 N. Eldridge Parkway, one block south of HWY 290. Call 281-890-5500 for more information. Item submitted by TE/AE member Tom Holt.

These events from Steve Halbrook. Contact him at: Sjhcobral@cs.com

October 21 - Lake Mirror Classic Concours d'Elegance, Lakeland, FL.

October 22 - All British Show, Winter Park, FL.

October 28 - All British Show at Safety Harbor Spa, Safety Harbor, FL.

Reinas purchase the Jaarsma Venezia

David Reina and his family are the new custodians of a Sunbeam Venezia.

David took possession of the Sunbeam Venezia which I had for 7 years. It's one of only five known to be in the USA, and the only one known to be on the road in the eastern states, and possibly the entire country.

Robert Jaarsma



The Reina family with their new acquisition



Steve in the #74 at the starting line. (above).

Curious onlookers inspecting the ride. (right).

Planning an Event?

If you are planning an event with club sponsorship, you should obtain and fill out a TE/AE Event Notification Form. This form is available from the club secretary or the newsletter editor. Please allow at least six weeks from the submission of the form to the date of the event. NOTE: racing, speed, demolition, other contests or any stunting activities... are NOT covered by the club's liability insurance.

Steve Silverstein Climbs Mt. Washington, Again

By Steve Silverstein, photos by Gene Durso

The Mt. Washington hill-climb event was the first event of the year for me in the Alpine. I showed up early on Saturday to find the weather cloudy but the course was completely dry - a first! Usually, there is some portion of the course that is wet or raining.

Unfortunately, as much as I love running hill-climbs I had problems on both my runs during Saturday's session. First I lost a spark plug wire just a 1/4 mile from the top. Then on my next run a gasket failed between the oil cooler and the block. Fortunately, I saw my oil pressure gauge flicker and I pulled in to the first turn-out available. Now that I reflect on the day's events I realize Mt. Washington is really hard on the cars. Rough roads and steep inclines with lots of blind corners.

On Sunday I re-calibrated my goals -- just finish -- and made it to the top on both runs. Fortunately, the car ran really well but it was raining and extremely foggy about mid-way up. The second run on Sunday was so foggy I actually turned part of the way into a parking lot during the last 3/4 of the course! I think everybody did the same; it was just that foggy at that section.

So, I wasn't able to break five minutes as I had hoped. I wasn't even close but I did finish and that was much better than having a DNF.

Can you see an oil leak under the car in one of the photos? Ok. I can't either but it must have been there :)



GIT' R DONE!!!

FROM YOUR FRIENDS AT UNITED XXVI

The Olmstead Tiger, Part II

By Jim & Diane Olmstead, continued from last month

In 1966 I'd ordered the Tiger new in Germany then got orders for Vietnam. To meet deployment dates I picked up the Tiger, got it to port in Bremen, then to Michigan, suffering only a failed tachometer on the PA Turnpike.

The August, 2006 revelation: now, after 40 years with the car, preparing for Hershey and writing this article I find our beloved Sunbeam isn't what we thought! This past July I wanted to ensure I didn't get docked points at the Antique Car Club of America Fall Hershey Meet because I have a Tiger with "incorrect" Alpine script! Norm Miller provided the supporting details that all Tigers (Sunbeam 260s, Alpine 260s) delivered to continental Europe had Alpine scripts. Examining my delivery note, published in Rootes Review last month, I now note that under "Specifications," "GB" and "DM" are checked, but "US" is not. But, as the document is typed, they added a parenthetical "(Tiger)", apparently to allay my fears.

The car will be entered at Hershey as a "Sunbeam 260" (see page 77 of Mike Taylor's "Tiger, the Making of a Sports Car.")

By August I was in Vietnam; the car returned to Michigan to stay with my parents, where they kept it exercised and used it occasionally for picnics. (In 1978, I learned of other parents, still holding their son's MG, after he didn't return.)

Returning to the States, I was assigned to Fort Knox, KY. Diane was flying out of Miami. As she could adjust her flight schedule, I made many trips to Louisville on a winding back road over a small mountain, never out of third gear.

I think Diane liked me (and also the car) as we were engaged (burning out the Tiger's starter) that weekend and married in 1968. We stayed assigned to Fort Knox, and here the car's history becomes more routine, moving over the next 11 years. The Vietnam War continued and we had frequent moves among posts, and I went back to overseas areas for short tours.

There were also frequent high-speed trips across the Northern tier states (to Montana, Diane's family home, where the Sunbeam will retire). These trips were generally with Diane (acknowledged as the more skillful driver, with eyes optometrists even today say are like a fighter pilot's) at the wheel.

Here are several lessons learned from these experiences:

There are NO SU fuel pumps in Big Timber, Montana. Hammering the pump with a wrench through the open battery access door, while keeping your left hand on the steering wheel, does help for a while.

Corvette's on the "Dixie-Dieway" from Louisville to Fort Knox can be lulled into thinking the Tiger was an ersatz MGB.

Camaros make small puffs of blue smoke just before they are passed, *at speed*, on the interstate in South Dakota.

Taking the exit at Sundance, Wyoming, at 70mph overtakes the brakes at the end of the short exit ramp. "These ##%&*^ brakes" has become an expression of family lore.

Running a Tiger for 7 hours at 90+mph causes it to run hot. Opening a window for fresh air, at high speed, causes the contents of the kitty tray behind the driver's seat, to "vaporize," effectively replacing one problem with another.

Frost heaves appear in Wyoming roads at the end of each winter. They fall into several categories: not flagged and not repaired; flagged and not repaired; and flagged and repaired.

Failing to make the correct decision at speed makes a Sunbeam Tiger bounce a LONNNG way, and elicits comments from auto-restorers 30 years later.

Our two small sons both liked the Tiger. The younger one, filling the exhaust pipes with a garden hose, is just like what Dad does at the gas station.



1967, Pre-engagement ride

The Sunbeam (to this point sometimes garaged and sort of working) is relegated to five years (horrors) outside storage under a cover. The years continue to take their toll.

Water collected under the seats can now flow out to the ground, and the carpet smells "ripe." The speedometer hasn't worked for years. The hard-top windows are discolored and crazed. The soft-top window is completely brown. The brake booster is by-passed and somewhere in the storage shed. The dash pad is brittle and missing in spots. The finish on the dash is cracked; the steering wheel's wood is held together with a wheel cover and feels like a toy wooden snake. The windscreen washer system's pump has no suction; no matter, as the hoses are brown and brittle and the white washer bottle is now brown. The car has taken a penetrating impact in the right rear quarter from a garden hoe thrown by the tractor's rotary bush-hog. The engine has big-time problems.

In 1990, while I'm in Germany on business, Diane (fortunately) has the car taken to a reputable (but non-restoration) private shop for evaluation and potential restoration. It stays there and then garaged at the shop owner's home until 2002. We decide to replace the engine with a Jasper 289. Little progress is made, and when the owner suffers a minor stroke, the car comes home to roost.

This story concludes next month... watch for it!

Fast forward to Virginia in 1985. We and the car are almost 20 years older, I'm retired from the Army, and we're living on a farm with no garage. (Skip this part of the saga if you are faint-of-heart).

The Sunbeam (to this point some-

Cars for Sale

1953-54 Alpines

Three complete 1953-1954 Alpine Sport convertibles for sale.
One untouched original, two disassembled with tagged parts. many spare parts, will not sell parts sep. Untouched orig-\$6000; others \$5000 each.

Contact: wpotter2@woh.rr.com

1967 Tiger



VIN B382002565, in Toyota Rally Red paint. Black top & tonneau, custom tan black & red interior. 302 motor w/351 heads, small SVO cam, Holley 600. Electronic ignition, new 5-speed Liberty trans with Hurst shifter. Flowmaster mufflers. Professionally tuned & maintained by Ford Racing. LAT-70 wheels with correct spinners and new 175/80/R13 custom Red Line tires. 1-off custom hood scoop, walnut dash w/glove box door. 2003 Battle of the Brits winner, 2006 best engine compartment & best custom interior. Terrific looking, perfect running turn key car waiting for a new home, with many extras included. E-mail for more photos. Commission rewarded for sending me a buyer. \$37,000.00

Contact Jerry Helfman at: 313-383-6269, or j427helfman@comcast.net

The Two Kids Foundation Car Show

Story and Photos by Fred Baum

The Two Kids Foundation provides financial assistance to families with a child with a terminal disease such as cancer. They give money to two families every year. The show is held at the Birchwood Manor in Whippany, NJ.

Approximately 800 vehicles were at the show, with 250 trophies to be awarded. Unfortunately, the show only had five British sports cars. There were Richard Fritz and me with the Sunbeams, an MG-A, a bug-eye Sprite and an Allard.

We spent time looking at the hot rods, customized cars, motorcycles and trucks. There was a two stage, four wheel drive snow throwing truck. Other than the Sunbeams, my favorite vehicle was the 1967 Ferrari 275 GTB, owned by Bob Kerekes, one of the founders of the charity.

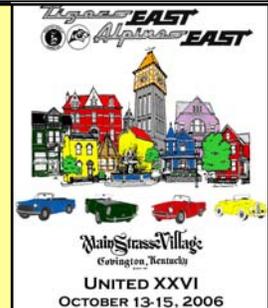
Parts for Sale

Alpine parts

Lifelong collection of Sunbeam parts, sell as a complete lot only. Complete three main bearing Alpine engine with carbs; transmissions, gears, rear-end, axles, extra carbs, generators, starters and other miscellaneous mechanical items. Also original Rootes parts and repair manuals. Can ship.

Tom Smude, Thunder Bay Canada
PH:807-933-0375 FAX: 807-933-0376
tom.smude@sympatico.ca

***He who hesitates is lost,
so find a way to do it
now !!!
United XXVI***



We were classified in the popular vote category, along with many other cars in the show. There were classes for Corvettes, Mustangs, Camaros, big Fords, Pontiacs and Chevys, as well as GTOs to name a few.



The Sunbeam representation

We ran into Tom Finn, who used to own a Tiger but has turned to Corvettes and other old cars. He was in an accident with a deer in one of his Corvettes, nearly losing his life in the process. Fortunately, his injuries, though severe, were treatable and he is recovering nicely.

There was plenty of food and drinks, and a live band as well as a local oldies radio station broadcasting from the show grounds. Birchwood Manor is an excellent place to hold a car show, with plenty of paved parking for the entrants.

Though not what we expected in the way of a show, we still had a nice day and helped a good cause.



P.O. BOX 1260
KULPSVILLE, PA 19443
Address Services Requested
E-Mail: teae@aol.com
Web Site: www.teae.org

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T-SHIRT \$12 Heavy weight Hanes Beefy T's. Has a large Sunbeam and club logo silkscreened on front. *Colors: Arctic White, Carnival Red or Ash. Sizes: L or XL.*

GOLF SHIRT \$17 Heavyweight shirts with smaller Sunbeam and club logo silkscreened on the pocket. *Colors: Arctic White or Ash. Sizes: L or XL.*

----- New Items -----

Embroidered Golf Shirt \$30 Heavyweight shirts with a Red Sunbeam and club logo embroidered above the pocket. *Colors: Arctic White or Ash. Sizes: M, L or XL.*

Embroidered Club Jacket \$ 60 *in light blue or dark blue. Sizes M, L or XL.*
Embroidered Club Hat only \$15 *in white only. One size fits all.*

Include \$4 for shipping. Make checks payable to: TE/AE, and send to:
Eric Gibeaut, PO Box 10040, Ft. Jackson, SC 29207

Delivery takes up to 3 weeks