



# ROOTES REVIEW

The monthly newsletter of  
*Tiger* **EAST**  
*Alpine* **EAST**

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

Vol 45, No.2 February 2018

## Automotive History: The Rise, Decline and Fall Of The Rootes Group:

### **“I Am The Engine, Reggie Is The Steering And Brakes” Part 2**

*By Roger Carr*

Used with permission from Roger Carr and  
www.curbsideclassic.com



### **Part 1 of this story was published in the December 2017 RootesReview.**

The Rootes story started many miles from the main centers of the British motor industry, in the village of Hawkhurst in Kent, 50 miles south east of London. William Rootes ran a cycle shop and like so many in that trade at that time, branched out into motor vehicles, initially as a repair and maintenance garage.

The story continues with the company’s World War II contributions.

**(Part 2: History: Continued on Page 4)**

### **Previously in Rootes Review How a Lost Wheel Turned into a Tiger**

*Sy Block*

Last month we started the article about Sy Block’s lost wheel. We inadvertently cut the article short in an odd way. Here’s, as they say, the rest of the story.

It was a cold, miserable and rainy night the Thursday before United 33. We were driving my Alpine Series 3 to St. Michael’s Maryland. With just about 50 miles to go, there was strange sound in the rear end of the car. I thought I had a flat tire, but to my surprise, I had lost all of the lug nuts from the left rear wheel. Luckily the wheel and tire remained in the wheel well.

**(Lost Wheel: Continued on Page 8)**

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## TEAE Dates to Remember

### Sunbeam Invasion 2018

March 23 - March 25

Historic Columbia Speedway, Cayce, SC 29170

Sunbeam SOS, the Carolinas regional event of TEAE, and the SAOCA Invasion to be held in conjunction with the Carolina British Car Show at the Tartan Day South event in Columbia.

[teae.org/event/sunbeam-invasion-2018/](http://teae.org/event/sunbeam-invasion-2018/)

### B.A.S.H. (Bring A Sunbeam Here)

May 19

Harrisburg, PA. Mark your calendar. More info coming.

### Know of an event our members might be interested in?

Could be a Rootes Group event or another club's event.

Let us know. We'll put it on the calendar here: [teae.org/calendar](http://teae.org/calendar)

Help us get the info right: Use the form: [teae.org/calendar/add-event/](http://teae.org/calendar/add-event/)

## Product Safety Recall



If you have a Kidde disposable (plastic handle or plastic push-button fire extinguisher) in your car (or anywhere, for that matter), please check this recall notice:

<https://inmarmarketaction.com/kidde/Kidde284US/>

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## From the President

February is here and we are steadily marching toward warmer weather.

Last weekend was a cruel teaser with temps in the 60's followed by this weekend in the 30's. I've finished Brad Phillips' engine which was a fun project. It was a very original 260 with 38,000 miles and is in very good shape.

Here's a shot of it resting quietly in Brad's garage waiting for the car to come back from paint. Brad is contemplating inviting a bunch of TE/AE folks to his house for a tech day to work on the car. Stay tuned.



I've also started on another Tiger engine for a TE/AE club member. This one is an early 289.

### Adjusted Regions

Our winter board meeting was held February 3 and was very productive. One of the topics was analyzing how our members are distributed among the various regions and looking at ways to improve communication and participation. Our first action is to **combine Virginia and West Virginia with the Chesapeake region**. We are working on some other ideas and will let everyone know as things progress.

### Concours Judging Update

As we make progress toward a unified common judging program, Jim Lindner and I met with the national Sunbeam Concours Judging committee on January 14. We, as representatives of TE/AE, have taken the lead on the criteria and categories for Alpines and Rare Rootes. Several club members with Alpine knowledge have stepped in to assist.

### About this issue

In this issue, you'll see a **Member Profile about Byron and Carolyn Golfin** (page 6). We've also added a **new feature about favorite tools** (page 13) and welcome others to contribute for upcoming issues. In order to promote full visibility to our members we've also added a nice history of our financial position over the past four years.

Finally, I'd like to introduce **Rob Harter** as our new treasurer, **Joe McConlogue** as a new board member and **Kerch McConlogue** as our Rootes Review Editor. I would like to personally thank **Jen Arters** for her contribution as Newsletter Editor, **Steve Towle** as Board Member and **Barb Geschke** as past Treasurer.

Until next time...

A signature of Joe Parlanti in black cursive script, with a red outline of a car above it.

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# **Automotive History: The Rise, Decline and Fall Of The Rootes Group: “I Am The Engine, Reggie Is The Steering And Brakes”**

## **Part 2**

By Roger Carr

Used with permission from Roger Carr and [www.curbsideclassic.com](http://www.curbsideclassic.com)

Part 1 was published in RootesReview December 2017



Billy Rootes was asked to lead the industrial reconstruction of Coventry after the German blitzkrieg attack of 14 November 1940. Whilst the death toll was much lower than some of the raids later in the war, the historic city centre was badly damaged, the cathedral destroyed and the industrial capability

was hit also. Daimler, Hillman and Alfred Herbert, Britain's leading machine tool manufacturer, factories were all hit. Billy Rootes became Sir William for his efforts. As an aside, the new cathedral in Coventry, built alongside the shell of the old, is a powerful and elegant statement of the City's suffering and its commitment to partnership for the sake of peace and reconciliation. And, in my opinion, as good a piece of twentieth architecture as there is, anywhere. Only truly great buildings get on to stamps, and I can think of no greater twentieth century building.

Rootes had a capacity now for around 50,000 cars a year, from Coventry and London, as well as the trucks from Dunstable. Billy worked quickly to secure the Ryton shadow factory for the group, taking capacity to 100,000. The post-war economic conditions of the UK dictated that exports had to be a priority (the entire industry and country was exhorted to “Export or die!”) and with European

markets being in no better condition than the UK and the traditional export markets to the old British Empire no larger than before, exporting to the US was a natural ambition. Rootes believed he had a secret weapon to help – design consultant Raymond Loewy. Loewy had actually been retained by Rootes in 1937, but was obviously limited in what he could contribute until the first new post war cars were available. In the meantime, from 1945, Rootes progressively converted production capacity back to civilian use.

Meanwhile, Billy Rootes had been asked to look at a factory and its distinctive product in Europe, to assess the merit of the car and the practicalities of continuing to produce it. He recommended that the VW plant in Wolfsburg be flattened and the car be abandoned, “as too ugly, too noisy and unattractive to the private buyer.”

Rootes's pre-war cars, including the monocoque Minx, were re-launched with minor changes and from 1946 all final assembly was concentrated in Ryton. The facilities in Coventry itself focussed on



**(Continued on the following page)**

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components and machining and the old Talbot facility in London became the group's export sales and engineering centre. Material shortages, equipment and labour issues kept volume low and it was not until 1949-50 that the pre-war volumes were exceeded.

In 1949, the Rootes Group was floated on the London stock exchange, with another public offering a year later. The family kept the voting shares though, and the diesel engine builder Tilling-Stevens was purchased, to provide an in-house diesel truck engine.

As with other British manufacturers, the London Motor Show in 1948 marked the true emergence of the post war cars. A new Minx, known as the Phase 3, and a new Humber Hawk, both with Loewy styling, and new Sunbeam-Talbot 80 and 90, based on pre-war cars, were all launched at the same time. Rootes were still focussing on exports and by the early 1950s were exporting 70% of production, reaching 70,000 cars in the mid-1950s. Many were sent in CKD form to the British Commonwealth, in Australia, New Zealand and South Africa, but North American exports were always fully assembled.

The early 1950s were the start of what could be considered the Rootes Group's heyday. There was a



new Minx in 1955, known as the Series 1 and also known as the Audax range, with a new OHV engine which itself would endure for over 20 years. The Sunbeam-Talbot range grew, there was a new Humber range in 1955 with a new six cylinder engine in 1958, and the Audax based Sunbeam Alpine sports car in 1959. The Audax was cut down for the Hillman Husky compact estate car and

Commer Cob van version in 1955, following on a version based on the previous Minx. A full Minx estate car was also offered, along with convertible models as well.

The 1955 Humber saloons were the four cylinder Hawk Series 1 and the similar but longer six cylinder Super Snipe Series 1, and were the first monocoque big Humbers, and were lined up against the big Fords, Vauxhalls and BMC cars, rather than Rovers or Jaguars. Styling was again heavily influenced by contemporary American design, with the 1955 Chevrolet identified by many as the biggest influence.

In 1955, Rootes made their last acquisition, when Singer was purchased after its ambitious post war plans had failed. Although Billy Rootes was a former Singer apprentice, and recognised some of the staff and even some of the shop floor production equipment as well, Rootes took a very unsentimental approach to the takeover. The Singer factory, which was actually a six storey block in Birmingham, became the Group's component storage and distribution hub freeing capacity in Coventry for manufacture, the existing Singer cars and development projects were abandoned and the badge slotted into the Rootes hierarchy between the datum brand, Hillman, and the luxury Humber, with a series of badge engineered Minx derivatives under the Gazelle and later the Vogue names.

**Story to continue next month in Rootes Review**





## Member Spotlight

### Tiger Tale from the West

#### Byron and Carolyn Golfin



My Tiger story starts out with an Alpine...but more about that in a moment.

I am originally from the St. Louis area, having lived and gone to school here. I lived near a Kroger grocery distribution center where their trucks were serviced. At age 12, I would go to the garage on Saturdays and watch the mechanics work on the trucks. I got some basic instruction on tools and how things go together. With the help of a Kroger mechanic, my first job was to install a set of points in my dad's Buick.

I retained enough know how from hanging out at the garage to service and maintain the family car. Instead of mechanical engineering, my interest in high school turned to chemistry and I graduated from Washington University, Chemical Engineering. My entire working career was in St. Louis with Unilever.

It was in college that a sports car entered the scene. One day I spotted a 1953 MGTD for sale at a gas station. It looked inexpensive to run but I bought it. (Well, with a loan from my dad, I bought it.) Not because I was a sports car enthusiast, or liked little British cars, or appreciated squeezing in and out. And it certainly wasn't my love for those removable side curtains and no heat. I bought it for only one reason.....*gas mileage!* I could fill that little tank strapped to the back of the car and drive to school for about three weeks. This was serious stuff because gas was about 23 cents a gallon! Soon after graduation the MG finally gave way to a 1959 Thunderbird and I was very happy with air conditioning and power everything.

So how does my Tiger story start out with an Alpine? Fast forward to a dance party one Friday night. I



Carolyn and Byron Golfin with Tiger Mark II

spotted this green-eyed brunette, asked her to dance and struck up a conversation that eventually turned to cars. She mentioned that she previously had a Karmann Ghia convertible and now had a Sunbeam Alpine. A roadster girl! I knew I had to check this out. (The girl and the Sunbeam). Her very nice 1962 Alpine turned out to be a three-banger. I took the car home one weekend and found and repaired the

problem. More power and running smoothly.

Dating ensued. Carolyn was a lead-foot at that time and I was very impressed the way she could throw that 4-speed around...So I married her.

We both enjoyed the Alpine very much. In fact, I gave up air conditioning and power everything and drove the Alpine to work daily. A few years later I saw an ad for a Sunbeam for sale. I convinced Carolyn to have a look. The car was at a gas station, right at the entrance to a long, uphill on-ramp to the interstate. The car was a Tiger. I told her to drive it and assured her it shifted and drove exactly like the Alpine. She pulled out of the gas station took off up the ramp. A short way up the hill, before entering the interstate, she pulled over to the side and stopped. "What's wrong," I asked. "I do not want this car!" she said. (I forgot to tell her that the accelerator pedal was not *exactly* like the Alpine). There went my lust for a Tiger. The Alpine continued to be great fun.

After seven years, we decided that we could keep the Alpine AND I could look for a Tiger for me. Not many Sunbeams in St. Louis, so I joined the Sunbeam club and placed a want-ad in the newsletter. I received

(Spotlight: Continued on page 12)

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## TEAE New Members

We have been remiss in welcoming new members to the club in these pages. We'll try to do better in the future. Here is a list of people who joined TEAE in 2017:

Member	Joined	Name	City	State
3236	21-Jan-17	Reginald and Charlotte Hahn	Cincinnati	OH
3237	29-Jan-17	Jeff and Martha Pughe	Saunderstown	RI
3238	06-Feb-17	Craig and Karen Lawrance	South Berwick	ME
3239	14-Feb-17	Darren and Jamie Brandt	Rocky Mount	VA
3240	15-Feb-17	James and Debbi Spegele	Roanoke	VA
3241	04-Mar-17	Tom and Michelle Cole	Cincinnati	OH
3242	06-May-17	Ted and Anne Smith	Traverse City	MI
3243	03-Jun-17	Peter Hayes	Unionville	PA
3244	05-Jun-17	John and Daniel Green	Silver Spring	MA
3245	06-Aug-17	Bob Williams	Dublin	OH
3246	15-Aug-17	Bill Coolidge	Marblehead	MA
3247	01-Sep-17	Phil Kucer	Las Vegas	NV
3248	20-Nov-17	Lisa and Jorge DeMacedo	Atlanta	GA
3249	23-Dec-17	James Wallace and Cynthia Brown	West Bloomfield	MI

Also, a hearty welcome to our newest member:

3251	06-Jan-18	Gregg Byxbee	New Port Richey	FL
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## TEAE Membership Factoids

- As of February 1, the club counted 501 members.
- In the aggregate, current members have 701 Rootes vehicles, or 1.4 cars per member.
- The TEAE VIN registry contains 252 vehicles.
- Ten percent of the membership has been in the club for three years or less.
- Another ten percent of the membership has been in the club for 38 years or more.
- The average member has been in the club for almost 21 years.
- We have members in forty-three states, Washington, DC & 2 Canadian provinces.
- Although 3,251 membership numbers have been issued since the club began, our database includes only 1,989 names; the rest have been lost in the mists of time.

**Know anyone who owns a Rootes Vehicle?**

**Invite them to become a TEAE member!**

**Find the membership form on line at [www.teae.org/join](http://www.teae.org/join)**

## **How a Lost Wheel Turned into a Tiger: Part 2**

Tom Ehrhart suggested taking one of the lug nuts from each of the other three wheels and put them on the wheel that had come off of the car. The next day new nuts were purchased.

Bruce Quarles asked whether I had a stock front end or one from a later series car. Up until Series 3, the front suspension was held together by King pins. If one were to snap, given the age of the car, handling would be next to impossible. Given my already anxious state, I made a mental note to eventually find a front end from a Series IV or V Alpine.

### **And now, the rest of the story:**

After settling back into normal routine, the task of finding a new front end became my next focus. Knowing that Rick did not sell that kind of an item or at least not one that was already assembled, I turned to my next parts source, John Green from Southern California. John, who I also met through Bruce Quarles, has been an invaluable source of rare parts, most of which come in the original Rootes boxes. For example, my over drive switch on my steering column for my Alpine broke. John sent me an original replacement that was in NOS condition in the original Lucas box. His phone number is (818) 349-7053. He informed me that this request was not in his realm but referred me to Mark Sorsdahl (503) 913-0914 who is a Sunbeam racer and restorer in Portland Oregon.



Mark and I spoke and within two weeks a completely reconditioned front end was delivered on a half pallet to the mechanics across the street from my office. (I usually hang out there every morning or at least stop by for coffee before work.) Mark told me that he had just restored and sold a Tiger Mk II for a woman (Charlotte) whose husband had passed away the year before. Her husband also had a Tiger Mark 1A that had been partially restored. He noted that the original engine had been replaced with a 302 that had been stroked to a 331 and that the front end had been replaced with a Dale Akuszewski (909 799-2099) front end and Wilwood disc brake

system. Being new to the Tiger world, I had little appreciation of Dale's engineering skills and its application to our cars. In speaking to Mark a little further, it became apparent that this was an opportunity that I could not give up. I flew to Portland and spent a rainy day in Charlotte's garage with Mark going over all of what had been done, what needed to be done and what had been apparently lost/stolen by those who had worked on

the car before Mark got on the scene. Charlotte and I reached a reasonable price and arrangements were made to truck the car to New York.

However, prior to shipping Mark, Dale and I came up with an interesting arrangement. Given the car's displacement, I felt that a limited slip differential (Posi-traction) along with Dale's Wilwood

rear disk brake system and shocks would be an important addition to the overall setup.

Additionally, safety being an ongoing concern given my experience on the road to St. Michael's, allowed me to believe that handling as well as stopping would be better achieved with this new set up. Mark had a spare rear axle that he switched for the original which in turn was sent to Dale for the necessary modification. The car was then shipped to New York followed by the new rear end several weeks later. The new rear end and brake system were installed and the borrowed rear axle was returned to Mark in Portland.

**(Lost Wheel: Continued on Page 10)**

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## Tech Tip of the Month

*In case you missed this when the printed newsletter was published, we're sharing again the expertise of the club. The Sunbeam Survivor is now published on line at [teae.org/sunbeam-survivor/](http://teae.org/sunbeam-survivor/). It's indexed the same as the Rootes workshop manuals (WSM). Comments on TEAE forum or to Rootes Review editor ([editor@teae.org](mailto:editor@teae.org)) are encouraged.*

### N44 – Glass Rear Window for Factory Hardtop

*by Dave Lawler in Tiger Tracks, S.T.O.A. July, 1978,  
published in the July/August 1978 RootesReview*

The following is an account of how I finally arrived at a successful replacement window for the rear of a factory hard top.

In the middle of last winter while searching junk yards for old Tigers so I could get some parts for my Alpines, I spotted a window on the ground which looked like it had about the right curvature and was slightly larger than I needed. After arriving at a suitable price, I took my original plastic window and the new-found window over to my friendly local glass cutter with visions of instant success. Herb, my friendly glass cutter instantly dashed my hopes by informing me of my lack of knowledge about tempered glass, i.e., rear windows are tempered and cannot be cut!

With an obvious lack of enthusiasm, he let me know that windshields could be cut if you could find one with the correct curvature—he would give it a try,

Using strips of very thin plywood (paneling), I made templates of the top and bottom curvatures of the hard top by holding the plywood strips in the window opening perpendicular to the plane of the window and transferring the sheet metal curvature to the plywood. The plywood was then cut on a band saw,

I had trouble with the lack of consistency in the sheet metal. One side appeared to curve more than the other. In fact, one of the two templates took three tries to get the “best average”.

Armed with my plywood templates and scratched plastic window, I went out in the snow again to my favorite junkyard where I eventually convinced myself that an early Ford Falcon window was just what I needed. At 5° above zero, I removed it, paid well for it, and went back to Herb.

Several days later after much hemming and hawing, Herb told me that he finished it—but it was cracked. With much disappointment I tried it for fit. The Falcon window was 1/4” rather than 3/16” as is the plastic, and the corner curvature was not as good as I had hoped for, but the gasket took it up, and it was by far much better than the plastic.

Off again to the junkyards for two more Falcon windows. (I had two hard tops) and back to Herb. Again, two failures! By this time Herb was as disappointed as I was. I left him with the templates and the plastic window in hopes he might run across a damaged Falcon window that could be salvaged for a Sunbeam,

Two weeks later, my wife received an ecstatic call from Herb. He had a finished window for me—but not from a Falcon. I was quite dubious, but picked it up instantly and tried it—and it was very good. So good in



*This is not the actual Ford used in the making of any my Alpine rear windows. But it's a picture.*

(Continued on the next page)

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fact that I did not even have much trouble with the chrome trim. Also, the glass thickness was 3/16", same as the plastic.

Herb had cut it from the top center section of a 1975 Chevy Nova. Apparently these suffer corner damage quite often. Within a week he had a second one for me. According to Herb, there are a whole family of Nova windows of different sizes and configurations, all with the same curvature. They also come in different thicknesses (1/4" and 3/16"), with and without tint, sunshades, and buried antenna wires. Some have an epoxied mirror mounting pad which, Herb claims, can be knocked off easily.

If you should have a friendly glass man nearby, I'm sure you can work out these details so that you can get what you want. I would suggest using 3/16" glass—the choice of tinted/sunshade would be up to the individual taste. One of my units has the buried antenna wire and the second has the sunshade (by choice).

Since the one with the wire was the first one, I was very happy with any success. From a purist viewpoint, I would not have selected it if I had realized that I could have found one without it, although it is hardly visible.

In terms of cost it's reasonable, considering the mistakes and failures it cost me for two good glass windows, a little more than for two replacement plastic windows, but you should come out ahead.

*Dave Lawler*

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► **Lost Wheel:** Continued from Page 8

I drove the car for approximately 2 years and indeed trailered it to the United in Dayton in 2015. I had it TAC'd there by none other than Tom Hall who authenticated the car. It was rather nondescript and looked like a yellow daily driver except of course if one took a look at the suspensions (front and rear) and also noticed the 15-inch Panasport wheels also supplied by Dale. At the current time, the car has spent over a year and a half being restored. That process will likely be the topic of a future article, but I'm sure it will be done by United 37 in Long Island or I may be arrested for homicide or be admitted to the State Hospital. It's now in primer and should be in color by New Year's 2018. It's been a labor of love along with some of the understandable frustrations, but it is a Tiger and an incredible car to drive.

When I purchased my Alpine, it was on a whim in response to a childhood dream that was stirred up when Lenni's brother sent me a DVD containing five episodes of The Saint with Roger Moore. I own a 1972 Volvo 1800E since new, and he thought that would be an enjoyable Christmas gift. One of the episodes takes place at an English racetrack and involves the theft of fuel injection secrets. A Series 3 Alpine was conspicuously seen in several of the scenes. At no time did I anticipate owning two Sunbeams (and now a second Volvo 1800 as well) although my collection of cars in comparison to some of my fellow TEAE members appears meager. I can't say that any part of actually losing the rear wheel of my Alpine was a positive, but it directly led to my owning my Tiger which has more than provided me with enough compensation to have been worth those harrowing three minutes on that rainy night on the way to St. Michael's.

*Sy Block*

## **From the Editor**

We're anxious to get more members involved in Rootes Review. A couple months ago we started with the Member Spotlight (page 7). This month we added a column about Tools You Never Knew You Needed (page 13). We'd love to see pictures and hear stories about your garage or projects you're working on. Have ideas about other topics? Drop a note to [editor@teae.org](mailto:editor@teae.org). Let's see what we can learn about!

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## TEAE in the West

**John and Katie Kathmann** sent us a copy of the beautiful 2018 calendar from their local club, Idaho British Car Club.

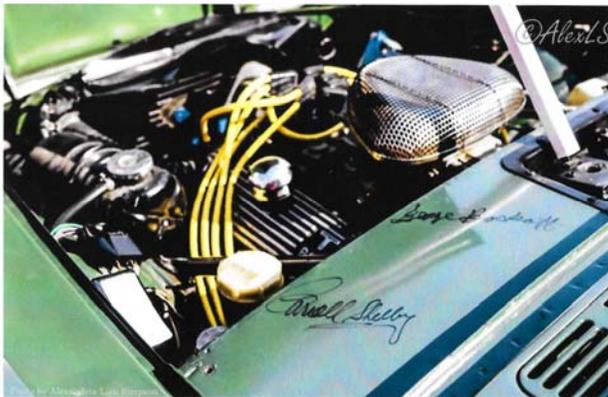
Pictured on the cover, photographed at the annual Northwest British Car Meet, held in Pendleton this year, and are many of their members. Alpine owners, Greg and Margaret Bell are the first two front row left. Their car is pictured in February.

John reports: "Katie and I are not in the photo because our Tiger kept us at the motel attempting to start it. Our vehicle's engine compartment is shown in November.. SW and NE sectors."

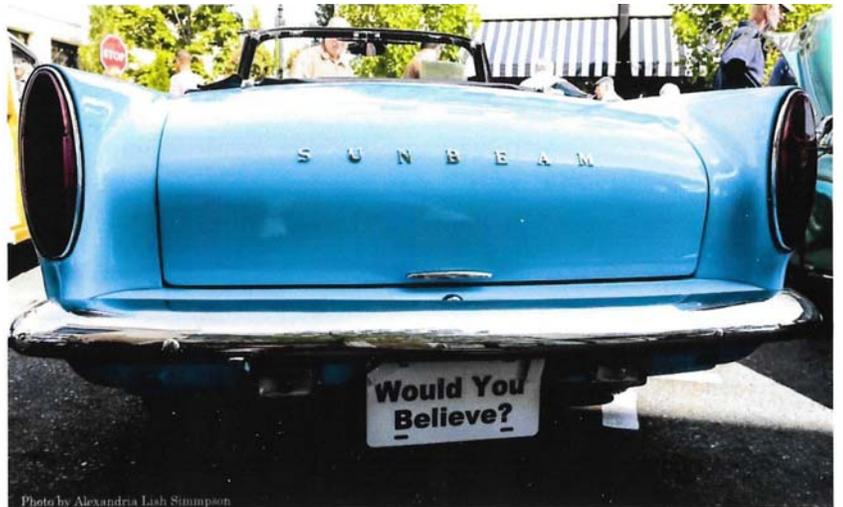
A second Alpine couple, David and Rita Olson were unable to attend but have a restored vehicle with over 200,000 miles on it!!



*Greg and Margaret Bell: first row left*



*John and Katie Kathmann's Tiger:  
IBCC calendar November page*



*Greg and Margaret Bell's Alpine: February calendar page*

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## Member Benefits You Might Not Know About

[teae.org/member-login/](http://teae.org/member-login/)

TEAE supports the **Rootes Archive Centre**, the repository for the records of the Rootes Group, located in England. The centre's newsletter is available in the members' area of the website. We'll have more about the project in future issues.

TEAE gets the **electronic version of the Canadian Rootes Review**. It's also in the members' area. And BOY does that have some interesting info! Check it out.

TEAE is Participating Club member of the **British Marque Car Club News**, a tabloid newspaper, published eleven months per year, with news about all kinds of British cars across the country and around the world. Info in the members' area.

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► **Spotlight:** Continued from Page 6

several responses but the cars had more modifications than I cared for. A fellow called about six weeks later from Oakland, California. He had three Sunbeam Tigers and was willing to sell one. He asked what I was looking for specifically. I replied that I preferred an original, unmodified car with no serious body work required. He said, "That would be my Mark II." No rust and it came with a hardtop. He sent information and photos of the Tiger taken for *Road & Track* magazine. The car was in an article featuring an Alpine and a Tiger by Thomas Bryant. After more photos and several telephone conversations, he offered to drive the car to me for the cost of gas and a night's stay at a motel. He was an airline pilot and would get a ride home for free.

The deal was done and the car arrived at my house. I found the car to be exactly as he represented. We spent a couple of hours talking about the car before heading to the airport.

The man told me he occasionally visited with Ian Garrad, the Rootes west coast manager, at his office on Pico Boulevard. Ian told him that there was a Tiger for sale at a used car dealer down the street. He purchased the 1967 Tiger Mk II for \$2800 in 1973. I purchased the car in October, 1980, becoming the third owner.

That's my Tiger story that started with an Alpine. I have owned the car going on 38 years. Carolyn and I have made it to a few Uniteds. Local car shows, cruise-ins, and fair weather weekend drives to the frozen custard stand are our usual fare.

Byron Golfin

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## For Sale and Wanted Items



**For sale:**

MK I '64 Personalized ground up Tiger resto. S# B9470142

Original 4 speed & Ford 260 with 302 heads, 289 cam, new timing chain and stainless steel Magna Flo exhaust.

Trailer available \$45K

Contact Bill. (443) 783-4217 in MD.  
[fwgawtre@yahoo.com](mailto:fwgawtre@yahoo.com)



If you are looking for parts or have parts to sell,  
please send details to [editor@teae.org](mailto:editor@teae.org) for posting.

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## My Favorite New Tool

As many of you may know, I vintage race a little Italian car called an Abarth. One of the tools used by many racers is a **start pack**.

When I started racing I bought one of the low cost all-in-one power packs similar to the one at right.

It was a very handy thing to have around because it could jump start almost any car and air up the tires. The problem I had with them was that after about two years the internal 24V sealed battery would not hold a charge.

Unfortunately, replacement batteries cost almost as much as the power pack so I'd buy a new one. After the last one of these bit the dust I thought that it was time to see if any new technologies have been developed.

### Enter the lithium ion battery based start pack.

Lithium ion batteries have an energy density four to five times that of lead acid batteries, can be recharged 1000 to 4000 times and weigh about one third as much as the lead acid types. Below is a shot of the battery pack that I bought. It's roughly 7" x 3" x 1" and weighs just about 1 lb. It claims a capacity of 68,800 mAh, starting current of 200A and a peak current of 400A. All I know is that this little power house can start just about anything. I've used it many times to jump start everything with a dead battery from my little Abarth up to a Ford F350. All of a sudden I became the guy that people seek out to jump start their dead battery.



The start pack comes with alligator type jumper cables, a standard 12V receptacle and charger. Some of them also have universal USB charging cables.

There are many of them out there to choose from and they range from around \$30 to well over \$100 depending on capacity, features and brand.



This is a very versatile tool! I've used it to **start cars, charge my phone, power a compressor, run my PC** through an inverter and **troubleshoot 12V circuits**. It's a great power source anywhere you need 12V with serious current capacity.

### My emergency kit

I've put together a small emergency kit based on this little device. It includes the following:

- Start Pack
- Automatic air compressor\*
- Volt / Ohm meter
- Small box of crimp terminals and common connectors
- Stripper / Crimper
- Small electrical alligator clip leads
- Small lengths of various gauge wire
- Electrical tape

\*My emergency compressor (Slime 40040) is a little big for my liking but has the neat feature of an automatic pressure shutoff. It can also inflate a mid-size car tire in just six minutes.

Finally, I put all of this in a little Harbor Freight 11 in. tool bag ([harborfreight.com/11-in-tool-bag-61168.html](http://harborfreight.com/11-in-tool-bag-61168.html)).

That bag travels in whatever car I happen to be driving.



*Slime 40040 12-Volt Digital Tire Inflator*

Got questions? Contact Joe Parlanti  
[jvparlanti@gmail.com](mailto:jvparlanti@gmail.com)

**We want to feature more great tools in the future  
Drop us a note and let us know about the  
Tools You Never Knew You Needed!**

[Editor@teae.org](mailto:Editor@teae.org)

## TEAE - Four Year Financial Trend

	2014	2015	2016	2017
<b>BEGINNING BALANCE</b>	13,050.07	14,789.07	21,429.41	23,473.17
<b>Credits/Income</b>				
Membership Income	19,445.00	17,473.07	17,823.22	16,302.92
Regalia Profit	300.00	-	(500.00)	633.53
Other Income (Regional Events)	-	-	-	421.81
Current United Registrations	15,182.00	24,784.00	19,590.00	21,271.00
	34,927.00	42,257.07	36,913.22	38,629.26
<b>Debits/Expense</b>				
Newsletter	(17,289.00)	(13,970.49)	(13,424.05)	(12,276.08)
Club Administration	(2,416.79)	(2,091.38)	(3,867.20)	(3,242.91)
Miscellaneous Expense	-	-	-	-
Current United withdrawals	(13,482.21)	(19,554.86)	(17,578.21)	(20,851.97)
Future United withdrawals	-	-	-	(3,450.00)
	(33,188.00)	(35,616.73)	(34,869.46)	(39,820.96)
<b>Gain/(Loss)</b>	1,739.00	6,640.34	2,043.76	(1,191.70)
<b>ENDING BOOK BALANCE</b>	14,789.07	21,429.41	23,473.17	22,281.47
Spreadsheet Reconciliation	14,789.07	21,429.41	23,473.17	22,281.47
Outstanding Checks at Month End	-	1,285.75		12,145.78
Balance per Bank Statement	14,789.07	22,715.16	23,473.17	34,427.25
Note: United Profit Each Year	1,699.79	5,229.14	2,011.79	419.03





## Veloce Solutions offers interior and exterior LED lighting for classic cars

A few years ago, I built the first set of LED instrument lights for my Sunbeam Tiger. Several people saw them and asked for a set. I started selling them on eBay and have made over 17,000 sets, shipping them all over the world.

### Tail/Brake and Turn Signal Lights

Based on many requests, a **kit for the exterior lighting was created**. The tail / brake and turn signal LEDs used are red and amber CREE LEDs, the same as those used in tactical flashlights. They are extremely bright and make our cars much more visible to others around us, all while drawing much less current. **The kit includes all exterior bulbs and an electronic flasher replacing the OEM unit**. The graphic below shows a typical set of components which are completely plug and play.



### Headlights



Following the success of the instrument bulbs and exterior lighting kits, I was being asked quite often about improving the headlights on our cars.

My kit consists of a pair 7" glass "bulbs" that closely resemble the original look of the sealed beams and H4 LED elements.

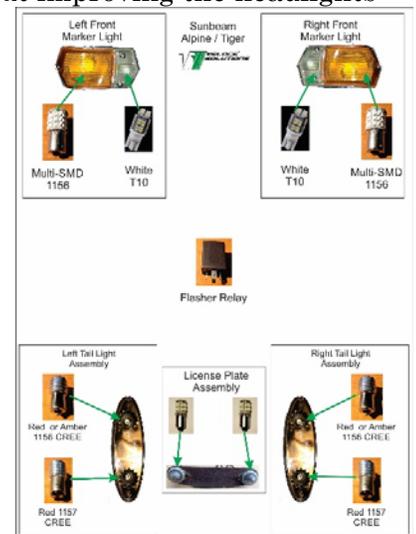
The LED that is provided uses the latest CREE XHP-50 chips and are the brightest I have found. The light output is 3500 Lumens (Low Beam) and 4800 Lumens (High Beam) compared to the sealed beams at 700 Lumens

(Low Beam) and 1200 Lumens (High Beam). The LED has a life expectancy of 30,000 hours.

The LEDs consume far less current than a conventional bulb. On low beams they only draw 3.72 Amps (6.4 Amps on High Beams) for both headlights compared to 5.82 Amps (Low Beams) and 10.82 Amps (High Beam) for the sealed beams. This takes a significant load off of our electrical systems. They also run much cooler and incorporate a novel braided heat sink instead of other types using aluminum heat sinks and cooling fans which are prone to failure.

**All kits are offered to TE/AE members at a discount** (Enter discount code **teae-discount**). The bulbs and kits may be purchased directly from my website: [www.velocesolutionsllc.com](http://www.velocesolutionsllc.com).

Email me with questions: [LEDbulbs@velocesolutionsllc.com](mailto:LEDbulbs@velocesolutionsllc.com) or call (410) 599-5475



Joseph V. Parlanti





# ROOTES REVIEW

*Tiger* EAST  
*Alpine* EAST

820 Fishing Creek Valley Road  
Harrisburg, PA 17112  
**Address Services Requested**

**Make plans now!**



Know anyone who owns a Rootes Vehicle?

Invite them to become a TEAE member!

Find the membership form on line at [www.teae.org/join](http://www.teae.org/join)