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TEAE Cleans Up at Washington Crossing Show

Joe and Kerch McConlogue

This was our second time at this great show. The first time the sky opened up just after lunch and everybody ran! This time it was just crazy



Roger Sternfeld's 1940 Graham Hollywood won best on the American side of the field

hot! Nevertheless, there were about 190 vehicles in four rows across the parking lot (plus end caps) at the Valley of Concentration, part of Washington Crossing Historic Park, Washington Crossing, PA.

British cars are arranged on the east side of the field and American on the west.

French makers are on the American side, German on the British.

Voting is what's particularly interesting. American owners can only vote for British cars and vice versa!

Continued on page 4 ►

TEAE members names are set in italics



**United 41:
 Still Time to
 Get on the Road!
 August 15-18, 2024
 West Lebanon, NH.**



Covered bridges galore on the Friday drive

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President's Message

Why I Served as President

As you know, the club is in desperate need of members willing to run for and serve in club leadership positions, specifically, the offices of President and Vice-President. Over the past five years I have served as the President of TEAE and before that I served as Vice-President and Secretary. For those of you who are considering a leadership position, I thought I would write a few words about why I enjoyed my time serving the club.

When I took office as President, I had been a member for less than ten years but having served in other positions allowed me to better understand the needs of the club. So, I had a few ideas about things which I felt were important, might provide a more enjoyable club experience, and enable the club to stand out among the other Rootes affiliated clubs. Being able to set a path so these changes could occur and oversee the creation of products and services that made the club better gave me great satisfaction and a sense of accomplishment.

I can honestly say, I also liked being the face of the club, I was proud to say I was President of TEAE and that we were a vibrant club whose members were avid Rootes enthusiasts. I loved answering questions about our cars and how the club supports the marque, whether the questions be in person at a show, or an inquiry the club received online.

Lastly, serving as President exposed me to many more people within the club and around the world. I know the phrase gets over-used but it is true...it is not just about the cars, it's the people...and TEAE has some of the best.

Why not give President (or another office) a try. It really does not take up that much time. President duties involve setting the strategic guidance for the club, ensuring club operations comply with the bylaws, setting the agenda and organizing the semi-annual Board and General Membership meetings, researching and proposing United sites, and generally being the face of the club.



Jim Lindner, President
President@teae.org

◀ Continued from front page

Washington Crossing Show

Temperatures were in the 90's and we were on the sunny side of the field. Luckily we were the last ones on the grass on the British side of the field. And fortunately, our neighbor, Anton Mach, brought a 10 x 10 pop-up in the passenger seat of his TR-6, and offered to share his shade with us.

Jan Eyerman of the Brotherhood of The Three Spires was also there but without a Hillman; he brought an American car with air conditioning. Parked on the American side were a few Cobra reproductions. Their owners apparently didn't recognize their British heritage from AC. Their make was listed as Ford. Does that make a Tiger an American car?

There were no series Alpines or Tigers at the show among the Triumphs, MGs, Morgans, Fords and Chevy's but TEAE members took top honors at the 2024 Rebels and Redcoats show. *Roger Sternfeld* took first place among the American models with his beautiful 1940 Graham Hollywood, while your editor's 1953 Sunbeam Alpine MK I took first among the British cars.



Joe and Kerch's 1953 Sunbeam Alpine Mk1 took honors representing the British



MG T type



From the left: A nice turnout of spectators; Morgan three-wheeler in line with more British cars; 1941 Packard Super Eight One-Sixty Club Coupe

Hagerty Insurance Discount to TEAE Members

Hagerty Insurance offers a 5% discount on classic car insurance to TEAE members. **Purchase a new policy or renew your existing one** and say that you're an active TEAE member and would like the 5% discount. Some restrictions apply.

New policies with an effective date after 3/17/2020. Existing clients can claim the discount effective at

their renewal date. Members of Hagerty's Private Client Services program should check whether the discount has already been applied.

US policies only. Except for MA, TN, and CA The Hagerty link may open slowly.

Use this link: <https://bit.ly/3kIkpIG>

Retype carefully. Capitals count!



Four-Way Flasher Install

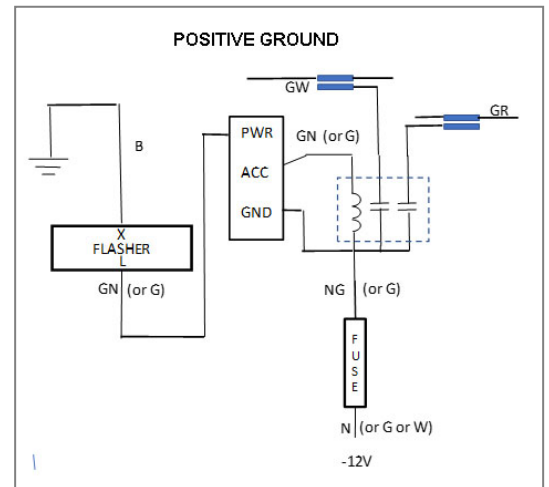
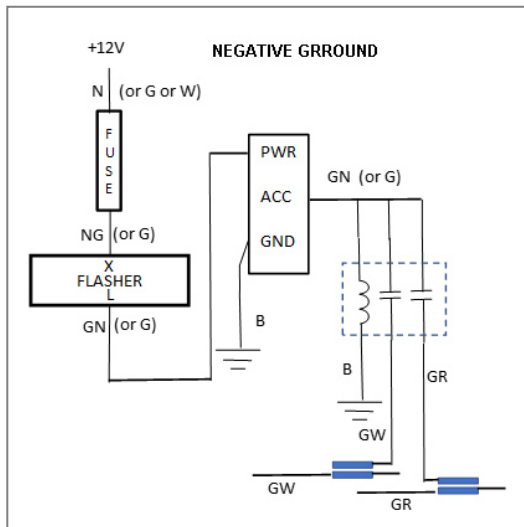
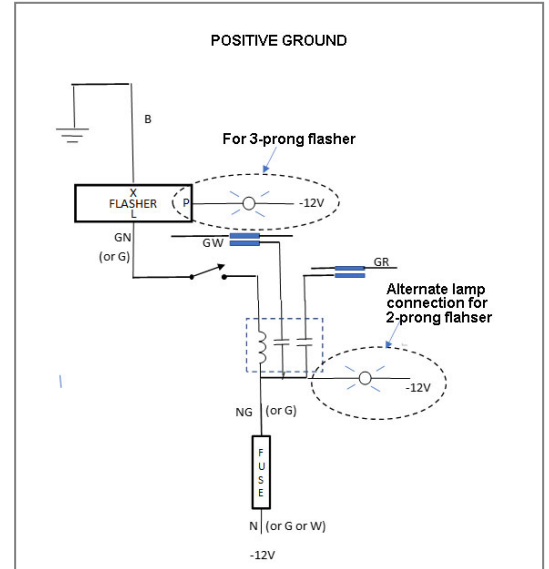
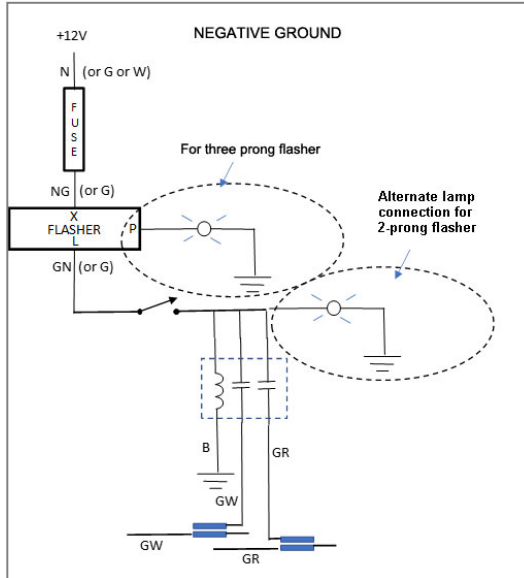
Joe McConlogue

Many of us have had the experience of an unexpected stop along the road where four-way flashers would be helpful. This was apparently not a consideration when our cars were built, so we are left on our own to add this feature. The fix is to add a second turn signal flasher which is wired through a relay to the turn signal wires. (e.g. <https://amzn.to/4cc7TdT>)

The turn signal wires are green with white tracer for the right side and green with red tracer for the left. The wires are conveniently found on the steering column under the dash*. The connection is made to a spare hole in a two-way snap connector. (<https://bit.ly/3WPCidC>)

Modern cars don't run their four-ways through the ignition switch, so they work with the key out. I used a switched power source to avoid accidentally leaving them on and running the battery down. That's your choice, but make sure you use the correct wire colors whichever way you get power to the circuit. (N – battery, W- switched battery, G- fused and switched battery, etc.)

I used a toggle switch with an LED in the paddle (<https://amzn.to/3Yv8ns7>) for visual notice that the flashers are operating. The circuit is a little different for positive vs negative ground and an LED flasher will be needed if you have LEDs in your turn signals.



Flashers are available in two prong or three prong. The third prong is for the dashboard indicator lamp for the turn signals. If you want a separate lamp, you can use this. I used a two-prong flasher with the indicator in the switch. Regardless which circuit you use, make sure you have a good ground connection.

The first two circuits use a simple toggle switch. The second two use the lighted switch referenced above.

*The wire colors are the same on the Talbot 90 and Talbot-Alpines, but the wires are not as conveniently located. They exit the end of the steering column and terminate in a junction box next to the horns.

Find larger drawings <https://TEAE.org/?p=101570>

A Holbay Journey

Joe Montecalvo

Back in 2017, I had discussions with Trevor Hidbige in the UK regarding building a performance Alpine engine with enhanced reliability while maintaining the Rootes character and heritage, keeping as much as possible of the original 1725cc engine. The Holbay engine variant was Rootes answer to a high-performance engine while maintaining traditional reliability. This was a popular approach in the UK during the late 60's and 70's for many Alpine owners.

So, I decided to replace my stock 1725 Alpine engine with a "proper" Holbay using original Holbay parts, namely a Holbay head, H120 cam and Weber 40 DCOE carbs and matching manifold. I soon discovered that use of the Weber set up would be great for vintage racing, but that was not my primary objective as I sought to build an enhanced performance engine suitable for everyday driving while maintaining and enhancing overall reliability.

It all started with the purchase of a new 1725 short block from Rick at Sunbeam Specialties. The block was taken to Engine-Tech in Santa Maria, CA for installation of a new OEM oil pump, custom forged Ross flat top pistons and cast aluminum finned oil sump and H120 cam, all sourced from the UK. All pistons and block components were balanced.

An original Holbay head was sourced from Trevor Hidbige in the UK. Some TEAE members may know him from Facebook as he seems to be well regarded



Finished: Series V Alpine with Holbay engine



Engine layout . Note the use of Volvo P1800 S radiator overflow tank and early original windscreen washer reservoir

with an encyclopedic knowledge of Holbay engines. He owns Holbay Alpines and has a vintage parts network in the UK. The Holbay head was sourced in original condition with a Holbay sales document that matches the head numbers.

What's the Difference?

So, what is the difference between a Holbay head and a stock head. First, the combustion chamber volume is increased to 43.5 CC, a substantial increase over the 37.5 cc found in stock heads creating a 20% increase. Additionally, the combustion chambers are machined in a kidney shape providing a more efficient and higher rate of combustion. The head was ported and highly polished prior to installation of new rockers, double valve springs silicon-bronze valve guides, and tubular push rods with 28mm intake valves with hardened valve seats. Note that the intake valves are smaller than the stock 32mm valves. The smaller valves were

used to help insure that the compression ratio is below 10:1. The actual compression ratio of the completed engine was calculated by Engine Techs to be 9.7:1. Compression was also controlled by not skimming the head more than 3 to 5 thousandths.

The rest of the parts

Initially, the Italian-made 40 DCOA Webers were set up with a matching intake manifold sourced from the UK. These Webers are prized for their build quality and overall reliability. Some people feel that the current Spanish-built Webers are of lesser

Continued on next page ►

quality, but they are more readily available. So I felt a bit lucky that Rick had them sitting on a shelf in the far recess of his shop in their original Chrysler labeled boxes with part number. After conducting much research and consulting Chris McGovern's excellent book, *Alpine, the Classic Sunbeam,* with Mr. Eric Mesmer, former Master Engine Builder for XK's Unlimited in San Luis Obispo, it was decided that the Webers would be more suited for vintage racing. So we embarked on an alternative to using the Webers.

Weber Alternative

We noted that back in the 1970's a small company, Alexander Engineering, Ltd. in the UK made cast aluminum intake manifolds for the four bolt SU HS-4 and HS-6 carbs. Looking at their published data, use of HS4's gave significant improvement over the stock ZS-150's. We then decided to modify the original intake manifold by welding a ½ inch forged aluminum plate, which was tapped for bolting HS-6 carbs. The plate and intake manifold was line bored to 1.75-inch diameter and highly polished prior to welding the adaptor plate to the intake manifold. I was fortunate to have Mr. John Jeter, a master welder who recently retired from Vandenberg Air Force Base who specialized in both titanium and aluminum welding. John polished and did the line boring of both adaptor plate and manifold and ran a perfect bead around the weld points. He noted that most cast aluminum produced in the UK has a greater air cell porosity than aluminum in the US. Therefore, welding had to be done carefully. He made clean bead welds, which were further polished and checked for air leaks.

The twin 1.75-inch SU H6's were then mounted onto the manifold using a four-bolt pattern. The SU HS-6's were spares from my 1967 P1800S with Volvo B-20B engine. Mr. Eric Mesmer rebuilt the carbs prior to installation and checked all seals, throttle shaft, needles, seats and floats. Carbs were then fitted with low profile Cooper style aluminum mesh free flow air filters as used on the Austin Healy 3000 and sourced from Moss Motors.

Overall, the SU HS-6 carbs are much easier to tune and adjust and are better suited for performance and reliability when compared to the twin Weber set up.



SU carb HS-6's with Cooper style filters



Mr. Eric Mesmer overseeing the completed engine installation

Eric then designed and fabricated a smooth functioning throttle linkage using mostly original linkage parts. Additionally, a Lucas 23D4 mechanical advance distributor was installed with Petronix ignition with a new Lucas sports coil. Calculated BHP conducted at Engine Techs showed approximately 125 HP with 190 psi in all four cylinders. Additionally, a porcelainized 4:2:1 header system was mated to a NOS Abarth exhaust system sourced from the Netherlands which should provide an additional 5-7% increase in HP of around 130 HP. Note this is approximately 30 HP less than a MkI Tiger. This is a substantial increase over the stock Alpine engine of 92.5 HP and would seemingly put it into the class of the 1967 Datsun Fairlady 2000 Roadster having 135 HP with two Weber Mikuni carbs.

So now I have the option of using the SU H6 set up for daily driving and Weber set up for vintage racing.

Continued on next page ▶

Additional enhancements

We added a light weight seven-blade plastic fan used on MGBs and a high torque starter. The original radiator was rebuilt by Industrial Radiator in Santa Maria, CA to include a three-row tube design with 16 fins per inch pattern. Additionally, a 13-row oil cooler, sourced from Moss, replaced the stock single tube oil cooler.

Also, a 3.89 differential was sourced from the UK and replaced the stock differential with all new bearings and seals. The axles were in surprisingly good shape and needed no further refurbishment. All differential work and axle work was conducted by Rear End Specialties in Santa Clara, CA.

It was discovered that the same oil filter used on my 1967 Volvo P1800S, a Mann W917, is an exact fit for the Alpine. This oil filter has a check valve, so oil does not drain into the sump eliminating dry starts. A case of ten filters are available from IPD in Portland, Oregon for approximately \$50-60/case.

What Did I Get from All This?

Besides winding up with a special Series V Alpine with 125-130 BHP, an approximately 38% increase over the stock engine with improved cooling, and all-around performance, this car is thrilling to drive, even in 100+ temperatures!

The engine fired right up with that notable Abarth exhaust growl, idled smoothly at 800-900 RPM, and ran flawlessly. Amsoil 30 wt. break-in oil was used for the first 500 miles. The car's throttle response was vastly improved and seemed smoother with no lag. The car easily reaches 90 mph at approximately 4,000 rpm in overdrive and is extremely quick and free revving. Even while idling in 104 F degree heat, the temperature gauge never exceeded 75-80 degrees C, a tribute to the lightweight fan, three-row radiator and 13-row oil cooler. What was also significant was that I had much additional pedal



Note: 7-blade MGB light weight fan

at 4,000 RPM with the car doing approximately 90 MPH.

Overall, the Holbay modifications totally transformed the 1725 cc engine with a significant increase in performance and improved overall drivability. Hopefully, I'll generate additional performance data. Now I know and understand why the Holbay Alpine engine variant is so popular in the UK. Trevor conducted an informal survey in the UK a

few years back and noted out of 84 Alpine owners who responded 18 were Holbays.

Please feel free to call or email me if any questions. A big thank you to Mr. Eric Mesmer who essentially was responsible for this entire project. Also, thanks to Trevor Hidbige, Engine Tech, Industrial Radiator and Mr. John Jeter for his welding expertise. Also, thanks to Sunbeam Specialties, Rear End Specialties and Classic Sunbeam Parts for their advice and for "being there."

If interested, you can reach Eric Mesmer at ericmesmer007@gmail.com. Originally from Bordeaux, France, he has over 40 years of experience of working on English, French, and Swedish vintage cars both in the US and in Europe. He also enjoys fine wine and we have enjoyed many. He has just completed a mechanical restoration of a 1962 Jaguar XKE.

A couple of additional notes:

It appears that Moss Motors is now carrying a limited number of Sunbeam parts in the "other" section of their website. So perhaps they are getting around to selling their inventory from Victoria British. Let's hope so.

One last note for all our movie lovers, check out the red Series V in the 1970 cult classic "The Dunwich Horror" based on HP Lovecraft's classic horror novel.



Regional Update

New England

David Kellogg-Achin

British Car Day

Larz Anderson Museum of Transportation

David Kellogg-Achin

July 21, 2024

British Car Day

at Larz Anderson Museum of Transportation would—plain and simple—have been a complete bust if *Phil Perron* had not brought his comely Tiger. That was our head count for cars.

Former TEAE member Dave Twombly joined in the merriment, unaware of the club's recent name change. He's always a font of impressive knowledge about car specifications, and knew a great deal about the car adjacent to us, Tom Clifford's one owner 289 Cobra.

One aspect of the fun was being able to challenge the 'poor man's Cobra' saying with these two gorgeous icons side by side. Phil so handsomely restored the Tiger he brought that, even beside the other Shelby masterpiece, the Tiger does NOT look like a poor man's *anything!*

Photos show that the sole Sunbeam entry attracted more than its share of attention in Brookline, just outside Boston.

I was in attendance early, because TEAE members have historically helped with registration and directing attendees where to park their cars (maybe that's why, in the past, Sunbeams have had some of the very few coveted parking spots in the shade.) *Stu Brennan* handled parking duties handily for more than a decade, and I enjoyed greeting entrants, getting to see their cars before everyone else.

While low TEAE attendance didn't limit the fun we had, it was sobering to see so few Sunbeams. This show does not run late into the day. It's possible to attend, collect your deserved award, and be on the road by 1:30, leaving a full half day for fun in the



From the top: Great chance to compare two Shelby masterpieces; Phil Perron and former member Dave Twombly show off the TEAE banner beside Phil's Tiger; Phil's Tiger got more than its share of attention

city or a leisurely run up the coast for some culinary treasures from the sea.

Another aspect of British Car Day's fun lies in seeing old friends from other marque clubs. Rob Hyman, son of Ed Hyman, Charity Rally Master and Porsche 356 racer, brought his MGB GT for its debut. I have known Ed since the mid '70s through photography, first, and then VSCCA as racing friends. If you ever have a chance to attend one of Ed's rallies, don't miss it. The mix of remarkable, wonderfully eccentric drivers will immediately become friends of yours.

This year dealer Orrie Simko brought a 1922 Sunbeam 4.5 liter tourer, to the delight of all present, driving the Saturday rally with the car, but having to substitute a Lancia coupe for Sunday's drive through the beautiful Connecticut countryside. I invited Orrie to bring the Sunbeam to West Lebanon (actually I tried to bribe

him, but he demurred). Sadly, the date for our United had been chosen on the Pebble Beach Concours weekend, so Orrie could not come. *That* would have been one cool surprise!

Let's aim to have more Rootes cars at the Museum of Transportation in 2025. The cars, and we as an organization, deserve more exposure, and --yes-- more recognition. This will only happen with our members extending themselves just a little bit on one day of the summer. Next year maybe we can turn the event into the start of a road rally. Any takers?

Safe travels and tons of Sunbeam seat time!



Curiosity vs the Stock Tiger Rt Exhaust Manifold

- Ron Fraser

Rootes Part Numbers for R.H. Exhaust Manifold

MK I 1224642

Mk II 1236160

Norm Miller stated in his book that this manifold (pictured top right) was supplied by Ford and cast by BARCAST.

Bill Waite, a CAT forum member and TEAE member, was curious. He researched BARCAST and found nothing. However, he did learn that DARCAST (Dartmouth Auto Castings) was a foundry in the Smethwick UK.

Second from the top right is the foundry logo on the above Tiger manifold.

The DARCAST (third) logo Bill found in their literature looks very much like the Tiger manifold logo.

The Rootes Rough Drawing Number for the Tiger exhaust manifold RH is 1981004.

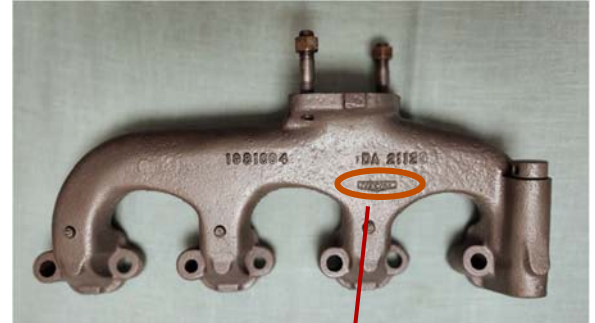
The DARCAST part number or pattern number is DA 21120B.

Why Rootes changed the part number for the Mk II is not clear.

So, now you know more about the stock Tiger Rt exhaust manifold.

More information, see CAT Forum, where this quest started, and Bill Waite's curiosity got the better of him.

Read the whole conversation "Questions Regarding Original RT Side Exhaust Header" on the CAT forum here: <https://bit.ly/4f81DpY>



Bill Waite's original MkII manifold



Detail of the DARCAST logo on the manifold



DARCAST logo from old print ad shown right

QUALITY IN QUANTITY

DARCAST

'DARCAST', first established as a mechanised Ironfoundry in 1933, is foremost among those who have adopted quantity production methods. The Pendulum Casting Conveyor illustrated indicates the application of this principle in transporting moulds for casting. The watchword 'Quality in Quantity' is justified by the dependability of 'DARCAST'. The wide and varied range of automobile components produced is well illustrated by examples shown in this Exhibition.

STAND 380 AVENUE JM

DARTMOUTH AUTO CASTINGS LIMITED
SMETHWICK 40 BIRMINGHAM

Regional Update

**Metro Atlanta
Bill Bulpitt**

Monthly "Worship" In Roswell, GA

Bill Bulpitt/Metro Atlanta Representative

July 7, 2024

Like much of the country, Georgia has been enduring an unGodly heat wave this July, and many old people (most of my friends are old) are staying indoors. I have worked on one of my Tigers and it almost killed me. Those of us who are looking for excuses not to go to church instead go to "Worship" on the first Sunday. Attached are a few pix of the latest installment. I am telling lies to my friend Phil between two other cars, and the rest of the pictures show the diversity of the cars that show up - presently 100-150. Looking forward to September when two British car shows will take place in the Atlanta area...



Clockwise from Top Left :Bill telling Lotus owner Phil how much faster his Tiger is; Frenchman Gabriel arriving in his Beck Porsche replica; Frequent 1938 Ford attendee; John Langstrom and his Model A coupe.

Don't miss LE MANS, SHELBY & 2 SMOKIN' TIGERS

**80-Minute Feature
Documentary**

**Director's Cut
Exclusive Preview**

At United 41

**Ballroom of
Fireside Inn**

**5:30 pm Saturday,
August 17, 2024**

For the first time on film - the story of Shelby's other great Anglo-American sports car. From the Sunshine State to the Mulsanne Straight, to Monte Carlo and beyond - on a quest to earn its stripes...

LE MANS, SHELBY & 2 SMOKIN' TIGERS

The Sunbeam Tiger Documentary

Featuring **Jay LENO** Ex-Shelby American Staffers **John MORTON & Charlie AGAPIOU**
Baron Nick ROOTES Rally Ace **Rosemary SMITH** Le Mans Driver **Peter PROCTER**
Shelby Authors **Rinsey MILLS & Preston LERNER** & The cars that made history...

Mad Dogs and Englishmen Show Gilmore Museum

Eric Gibeaut

July 14, 2024

So what do you do if you want to attend a British car show in the steamy south and there are none to be had until September when it finally starts to cool down? You head north to Michigan to attend this excellent event. Well to be honest, a visit to your wife's family in Ohio and then to see her best friend in Michigan makes this trip possible, too.

We have had a miserable summer here in the Carolinas. During the entire month of June there was not a drop of rain. Add in temperatures of over 100 degrees over multiple days and enough humidity to feel like you were still in the shower made us ready for a change. When we got to Michigan a cool front was coming through so it was in the upper 70's and minimal humidity too. Now that is more like it! Where is my jacket? Oh yeah, forgot to pack it.....

The show was on a Sunday and bad rains were forecast for early in the morning. It never rained a drop, but the weather forecast scared lots of owners away so there were only about 300 total cars there.

Unlike last year when there were nine Rootes cars on the field, just three Alpines this year. *Paul and Alison Dills* drove their Alpine from Ontario, 600 miles to attend. Well done! *Mike and Denise Carter* were there with their Alpine as well as *John Saxton* and his Alpine. Several folks who had been at this show last year dropped by to talk but without their cars. Michigan Regional Rep *Barbara Skirmants* was one of them as her Tiger is being totally restored in Maryland. She shared photos of its progress. It will be an incredible Tiger when finished! And PS: it will no longer be yellow.

I hope that next year more Sunbeam owners will join us and visit the museums on the property as well. They have some world class exhibits with some very nice cars throughout. In the main building just inside the entrance they featured family station wagons from over the years. Not a single British wagon on display (the *Geschke's Hillman* wagon would fit right in) but they did have the family truckster used on the National Lampoon's Vacation movie. And yes, Aunt Edna was wrapped in a blanket and strapped on the roof!



Above: "Family Truckster" from National Lampoon's Vacation movie; From right top: John Saxton's racing striped Alpine on the right; Mike Carter sitting behind his Alpine; Paul and Alison Dills with their "Alpine" cooler



Regional Update

St Lawrence
Gary Corbett

Ottawa, Ontario All British Car Day

was

held on a sunny, warm July 31. I brought along my new popup canopy to provide a place to hang the TEAE banner and shade for friends who dropped in throughout the day. Shown at right next to my Alpine GT and me, and under the shade of the popup, TEAE members *Bruce and Jocelyn Gill*, *Ron and Cathy Stein* (visiting from Toronto), and *Mike and Carol Burd*.

The sign on the front bumper announced the door prize draw - someone asked me if the Alpine was one of the door prizes! A big thank you to Moss Motors

who did provide several of the actual door prizes for the draw as well other items. Their support is always greatly appreciated.

The next big show in our area I plan to attend is the European Classic Car Show in Merrickville, Ontario on September 22. Hope to see some fellow Rootes enthusiasts there!



Rootes on the Road: Gary Corbett on the Ferry

The local Triumph club invited other British car owners on a driving tour on the winding roads west of Ottawa. This area is the eastern fringe of Southern Ontario lake and cottage country which provides lots of winding roads through rural landscapes with many sweeping curves and elevation changes. Perfect sports car country!

The drive was about 50 miles long with a rest halfway along. The final stop was at Top Shelf Distillery in Perth, Ontario where we had a tour and did some product sampling. I had another two hours and 90 miles over the same nice roads to get to my cottage.



Gary Corbett's Alpine GT on the ferry crossing the Ottawa River. (Not on the road, but on the water. Editor says, "That counts!")

Our cars are meant to be driven. Send your Rootes on the Road picture to editor@teae.org

Welcome New TEAE Members

No.	Name	City/State	Vehicle	Region
3578	Robb Hohmann	Warrenton, VA	Tiger	Chesapeake
3579	William Harris	Monroe, CT	Tiger MkII	Northeast
3580	John Kerr	Harwich, MA	Alpine Series II	Northeast
3581	Charles Kuhn	York, SC	Tiger	Carolinas



One Owner Mk I Tiger

Mechanical updates: include a 289 with 4-barrel Holley carb and manifold, SW fuel pump, 3-in. headers, alternator, temperature-controlled electric fan, dual master cylinder braking system, welded shock towers, three levels of sway bars, limited-slip differential, and no-hop but softer-ride leaf springs. **Body updates:** tastefully enhanced wheel wells, LED headlamps/taillights/dashboard, mag wheels with modern tires, and Alfa Romeo red paint. **Good condition:** 96,000+ miles in CA and MA. No rust, no heater, interior is original. Hardtop that needs a new headliner.



Available for inspection at United 41 and in Jaffrey, NH. **Best offer over \$60,000.**

Contact: Paul Santos paulsantos@usa.net (617) 489-2311
(More details in *RootesReview* July 2024 page 8)

For Sale items will be listed for not more than 6 months. Listing may include about 100 words

One more plea for leadership candidates

Without leadership, the club will flounder. We need more than just the active players. We also need support players. Those of us have served have had wonderful opportunities to meet, and make life-long friends with people across the country, not just among owners in our general geographic area.

Yes, there is a time commitment. But it's really not onerous. Officer's terms are just one year. There are two board meetings each year, generally less than two to three hours, and held on Zoom. The job is what you make it

Think you might be president or vice president material? Or do you know somebody you might agree to a term? Contact President Jim Lindner at president@teae.org

My Other Car From the Editor

Many of our members have more than just Rootes cars. We think it might be interesting to feature some stories about them in the *RootesReview*.

How long have you had that car? How did you find/get it? Did you get it before or after your Rootes car(s)? How much work did you have to do on it? What similarities or differences do you find as related to your Rootes car?

Your car or someone else's?

If you think you might be interested or if you know a member with an interesting collection, call me (443) 255-3401 or editor@teae.org



1953 Saloon

Bob Hamilton picked up this beautiful 1953 Talbot 90 Saloon in 1996. Although the paint was well faded from being garaged since 1963, the body had minimal surface rust, so the restoration was pretty straight forward. Only the headlining needs replacement and it could use a new set of tires. Oh, did I mention the sunroof?" Request more pictures! (More to the story in June *RootesReview*, page 17)

\$14,000 or reasonable offer. Contact: Bob Hamilton, Waverley, NS (902) 456-6542 hamilton@accesswave.ca



1964 Alpine Series IV

Beautiful 1964 Sunbeam Alpine in running condition for immediate sale. Owned since 1986.

Most maintenance paper work available. Original shop manual available. Hardtop in excellent condition along with tonneau cover. Also, various used parts. Knock-off hub wheels.

Asking \$9,500 Contact: paul13628@gmail.com, Subject: Sunbeam Interest

1966 Sunbeam Tiger Mk IA

B3820000140 Vin • TAC No. 1382
Carnival Red with black leather interior • 68,648 Miles (TMU) • Trunk Lid signed by Carroll Shelby in 1968 • UPGRADES: Ford 302 cu (346 HP) 5-speed, 16" Panasport wheels, Trunk tools complete and Spare tire (16"). Wilwood Disc Brakes, Race Aluminum Radiator. • INCLUDES: 260 Cu Ford OEM engine, manifold, carburetor, headers, and radiator, Original 4-speed manual top loader transmission and rear end gears. • Additional Photos and information on request

Over \$150,000 invested.
Offered at \$75,600

Stan Mariskovic
Orlando, FL
(407)716-5981 575enzo@gmail.com



Carburetors and Roll-Bar

2 Weber 40 DCOE side draft carburetors with 1.5" air horns attached along with the T fitting and fuel lines to each carb. The manifold is the almost "unobtainable" made by Warneford TWM. This setup fits the Alpine with a 1725 engine. Not cheap **but make me an offer.**

Also a roll-bar for street use to fit Alpines and Tigers. **\$175.** Hoods, trunk lids, bumpers and many more items. Come to the United and save the shipping costs!

Robert Jaarsma 64venezia@gmail.com or text (603)359-0708





820 Fishing Creek Valley Road
Harrisburg, PA 17112

Address Services Requested

TigersEastAlpinesEast@gmail.com

www.TEAE.org

**Are you trying to
login on a mobile
device?
Can't find the login
block?**

**Scroll about halfway
down the page.**

We're sorry for the
confusion.

Or click this link:

<https://TEAE.org/login>

The login form is on a yellow background. It has a title 'Log In'. Below it are two input fields: 'Username or Email Address' and 'Password'. The password field has a 'Show Password' link. There is a 'Remember Me' checkbox and a 'Log In' button. At the bottom, there is a link for 'Lost Password?'.

TEAE Calendar Listings

All the information on line at <https://teae.org/events/>

Get your event listed. Use the form
<https://www.teae.org/your-event/>

Aug 15-18: United 41

West Lebanon, NH

**Sep 12-15: South East British
Car Fest**

Dillard, GA

Sep 15: British Car Day

Toronto, CA

Sep 20-22: British Invasion

Stowe, VT

Sep 21: Brits at the Beach

Ocean Grove, NJ

Oct 13: Britfest

Succasunna, NJ

Oct 19: British Car Day

Mt Pleasant, SC

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