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The Tiger '60' on the Field

Gary Corbett



Several months ago, when the Board was discussing ideas on how to celebrate the 60th anniversary of the Sunbeam Tiger, *Ron Stein* suggested that we take all the cars present at United and move them into a '60' formation for a unique photographic opportunity. In the end Ron realized he couldn't attend United and so asked me if I could execute the idea. Sure Ron, no problem.....

So, I loaded the idea into my mind for some subconscious brainstorming on how to organize it. A fellow Porsche Club member recounted how he had done something similar for Porsche's 70th anniversary; he had started with a scale plan. Great idea! I made cardboard rectangles in 1/50 scale and laid them out on my dining room floor. This gave me the initial confidence that the project could actually be done.

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From the Editor

Tremendous thanks

to the people who photographed the United and sent in great pictures. I am especially pleased to see PEOPLE and not just cars.

Thanks to *Stu Brennan, Gary Corbett, Tom Ehrhart, Alan Geschke, Eric Gibeaut, Robert Jaarsma, Don Koons, Beth Koss, Kate Lawler, and Lynn Miller*.

We've sprinkled their pictures throughout this issue.

I've tried to credit each photo. Hope you enjoy the issue.

If we've made any mistakes, please let us know!



Updated Vendor list on line in the MEMBERS AREA. There is a short public list but the members list has over 150 companies listed. Check it out!

TEAE.org/vendors-for-members/

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President's Message

The Rootes faithful gathered in West Lebanon, NH for United 41 and it was a resounding success...thanks to the efforts of our United Chairperson *Robert Jaarsma* and his wife *Mariet* and son, *Reyer*. The Jaarsma's did an excellent job welcoming us to their little part of the world...the perfect venue for a United. For me the highlight of the event was the lunch served at the Concours on Saturday. Mac's Maple Farm laid out one of the best concours lunches I can remember. You can read all about the weekend's activities throughout this issue.

Thanks to so many!

I would also like to express my thanks on behalf of the club to the vendors who sponsored our event. You can see the companies that supported United 41 on our website:

<https://teae.org/thanks-united-41-sponsors/>

If you have the opportunity, please give them your business. Thanks also to several of our members who also donated door prizes. Thank You to *Joe Parlanti*, *Eric Gibeaut*, *Gary Schotland* and *Joe Chiappetta*.

Good of the Club

The annual General Membership Meeting was held at the United. The most important piece of business at the meeting was the approval of changes to the club's bylaws. The highlight of these changes was the increase in the number

of board members from seven to nine. By doing this, we hope to allow more members to participate in the leadership of the club.

We also called for nominations for open leadership positions. We received several nominations for the vacant board positions, and we have a crowded field running for those positions; but we still do not have any nominations for President or Vice-President. These are crucial positions, as the President and Vice-President will set the course for the club in the coming year. If you would like to seek one of these positions, please contact President *Jim Lindner* or Membership Chairperson *Joe McConlogue*.

Next Year

The final big news from United 41 is the location and dates for United 42. The board has approved Charlotte, NC as the venue for United 42 and set the dates as September 18-21, 2025. Mark your calendars and be on the lookout for more information in the months ahead.

In closing, I would like to commend you all for your generosity. We collected \$600 for the Rootes Archive Trust at the banquet Sunday evening. We converted the cash to a club check, so *Roger Plaskett* does not have to carry all that cash back to the UK. It will also ensure that the generosity of TEAE is recognized.



Jim Lindner, President
President@teae.org

As I pondered the process, I realized it really depended on how many cars showed up. My draft plan was for 50-60 cars, but it could be easily scaled down to 44. I could have gotten into real detail measuring and drawing for the exact position for each car, but I thought there were still too many variables to have such a plan. I decided to wing it and showed up at United with just my picture and a tape measure (which I ultimately didn't use). This turned out to be the best approach as I had to adjust for a total of only 39 cars.

Advice from the team

United organizer *Robert Jaarsma* thought a drone could capture the images from overhead. This really proved beneficial as the view from the sky really helped me position the cars. I also received additional advice from other United participants. *Tiger Tom* offered some sage wisdom - don't let people back up their cars! It would be much easier and safer for people to just pull forward into position. *Kate Lawler* advised me not to randomly mix colors, to put like-colored cars together. That gave me the idea to put the darker color cars outside and the lighter cars inside which she thought was a good idea as well. All this advice was greatly appreciated. The only other given in my mind was to only move a car once. No one would want to spend an hour wiggling cars back and forth by inches to get the final shape - it had to be close enough the first time.



Gary Corbett herds cats (and the rest) on the field. (Photo above and below Geschke)



Photos above by Alan Geschke. Except the '60' by Gary Corbett

Even at that I still needed the full two hours scheduled to position the cars.

On the field

My original plan was still valid even with the fewer cars. Pondering the concours field layout I realized that I could start with the red Tigers that happened to be lined up in the right place. They wouldn't need to move too much to be placed. *Jim Lindner's* and *Clyde McLaughlin's* red Tigers were at the bottom of the '6.' I guessed at the angle required between them – fortunately it turned out to be accurate!

I originally planned to place the cars for the '6' and then do the '0'. However, I soon ran into a problem finding the car owners. Many had disappeared (for ice cream as it turned out). So I switched to completing the '0'. The

challenge was to position its starting point so as additional cars were added and the side swung around towards the '6' an appropriate distance was created between the two numbers. This positioning was another wing-it-type guess and fortunately I got it right as the spacing proved perfect without needing to move any cars.

Once I got to this point, I knew I had the shapes in the ballpark and all I had to do was finish placing the cars. *Kerch and Joe McConlogue's* Alpine provided a nice way to finish the inside of the middle of the '6'. Joe was a

Continued on next page ▶

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trooper as there was no small amount of jockeying back and forth to get the Alpine into its final position - great fun with a 70-year-old four-on-the-tree shift mechanism! We had two Venezias and two Harrington LeMans Alpines; they were placed last one of each at the top of each letter.

That little blob in the middle of the 'O' is the hood of *Randy (Bear) Monteiro's* Tiger. It's for a Tiger his father used to drag race back in the day. Bear had to rent a truck and trailer to get the bodies from Fairhaven, MA for TAC on Thursday so he couldn't bring the Tiger back Saturday for the concours. However, the hood made it and made a nice way to finish the 'O'.

Then there it was! The drone operators provided great images and videos that you may have already seen on Facebook, including a time-lapse video of the actual process of placing the cars.

A final thanks to everyone for their patience. Most watched the process unfold from the shade of a big canopy. I am told it looked like a giant traffic jam! Great thanks to the two drone operators, Dan Drye, hired by Robert, and William Daugherty who asked if he could come along. Dan helped me place the cars and William had his drone overhead for the two hours so I could see the placement of the cars and make adjustments as I went. William also did the time lapse video that appeared on Facebook.

I had a lot of fun doing it and was quite pleased with the outcome. I slept well that night!



Drone photo by Dan Drye



Gary Corbett and Robert Jaarsma in Robert's garage/den. (Photo Corbett)



There are always conversations in the parking lot (photo Koss)

My Other Car

1940 Graham Hollywood

Roger Sternfeld

It was probably from a car magazine article that in 2015 or early 2016 that I became aware of the Graham Hollywood automobile being considered as a lower price "rendition" of the stunning 1936-7 Cord "Coffin Nose" by famed auto designer Gordon Buhrig. Being an Art Deco fan, perhaps I could afford this very low production version. Fewer than 1900 were produced.

I found an online ad for one in Pennsylvania, but I was too late. I chased it to the then current owner who had it for sale in New Jersey. Well, I learned it had been restored by the late

President of the Graham club. I test drove it nervously as I had never driven a three-on-the-tree. The asking price was reasonable, but I worried that no shop in my area would know how to take care of it.

The seller contacted me later to see if I were still interested. I declined due to my concern about service. At some point that car was sold at auction for \$77k plus commission, about twice what he had been asking. Time passed and I then found a local shop.



1937 812 Phaeton (Wikipedia)



Roger Sternfeld's 1940 Graham Hollywood at Ragtops and Roadsters show in July

So, I went on a search. I found about three or four for sale around the country

and hired outside inspectors. In the fall of 2018, I found a 1940 supercharged ivory example with burgundy velvet seats... in Oregon! It had been restored about 30+ years ago by an acquaintance of the seller. It had my name on it. Got it inspected, purchased, and shipped cross-country to the Philadelphia area.



A few notes:

The interior is like a living room with comfy seating. Curiously to me, it has a separate pedal for the starter. The car is a lot of fun to

Continued on next page ►

drive. With the Supercharger, it likes to go-go-go! But printed on the speedometer is: **Danger Zone 50-70 mph!** It has had some mechanical needs during my ownership; after all it's over 80 years old!

It obviously has nothing in common with the '66 Tiger that I've owned for 30 years. I am in touch with the restorer who is 95 years old.

About the Graham Brothers

The three Graham brothers were successful truck builders and partnered with Dodge Bros. after WWI. In 1926 they sold out to Dodge and two months later bought the troubled Paige-Detroit Motor Car Co. (later changed to Graham-Paige) to produce their own line of vehicles.

Though the "Coffin Nose" Cord received grand raves from the public, the company couldn't deliver on all their orders due to production and money problems, and subsequently closed. Hupp Motor Car Co., struggling at the time, was offered a deal to use the dies from that defunct front wheel drive V-8 Cord model now owned by entrepreneur Norman De Vaux.

Hupp used the dies starting from the windshield on back. His plan was to produce the "Skylark," a similar looking car at a less fancy price with rear wheel drive, straight six and eight cylinder engines, and a shortened wheelbase. A new hood, grille and exposed headlights were designed by John Tjaarda. Yet, similar production and financial problems ended those hopes and Hupp folded.

As the 1930s wore on, Graham's business had begun to decline. With disappointing sales on their striking 1938-40 Spirit of Motion design, also known as the "Sharknose" model, the two remaining brothers were approached and agreed to assemble unfinished 1939 models for Hupp. The agreement allowed the Grahams to continue with an identical version with chromed grilles: the Graham Hollywood. Yet it too was slowed by a costly build problem: the roof was composed of seven pieces hand welded into place. With slow sales and the prospect of war looming, prices were reduced and production ceased.

In the end, about 350 Skylarks and 1859 1940-41 Hollywoods were made, including 751 supercharged.



All photos by Roger Sternfeld



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!



United 41 in the Rear View Mirror

-Kerch McConlogue

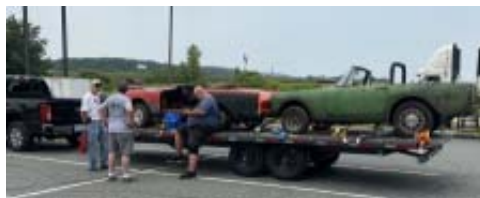
Wednesday before the United we headed north with *Don and Barbara Koons* and *Rob Harter* taking two days for the eight-hour trip from Harrisburg to West Lebanon, NH. The trip was planned with stops for lunch and ice cream each day using the Rallista app that does not recalculate if you make a mistake or suggest another route just for fun. (More on that in another issue.) It was a smooth trip for us unlike others of our number (see articles on pages 12-14).

The TAC crew inspected eight cars on Thursday and one on Friday. More towed in that drove (I think). Randy "Bear" Monteiro originally planned to tow one car, then return home to southern Massachusetts for the second then return on the same day! Lucky for him he found a trailer large enough to bring both at once. But still it was a very long trip. (See the story on page 5 for his place in the Tiger '60' layout)

On Thursday registration went smoothly with *Barb Geschke* and me sorting the bags, stuffing the shirts, and tying on the name tags so even if nobody was at the desk, you could find your own stuff. The goodie bags included a little maple leaf-shaped bottle of maple



TAC inspectors in front of our host's Tiger. The session was hosted by Tony Gahagan at his garage/storage facility. It was complete with a 4-post lift, always helpful for inspecting under the car. From left to right, the inspectors - Gary Corbett, Tim Davis (inspector in training), Clyde McLaughlin, Tom Calvert, and Jim Lindner. (photo Corbett)



Mark Petri, Dave Kulasa and "Bear" Monteiro with his two Tiger shells on the trailer (photo Jaarsma)

syrup and two vintage British Car magazines. Each of ours, at least, had a story about the proper Alpine, and one about the Hillman Minx. That seemed appropriate because we have both.

The parts room and hospitality suite were open throughout the weekend, and both were well attended.



Saeeda and Gordon Foss with other travelers (photo Koss)

The Drive

Friday morning, we lined up for the covered bridge tour. Robert sent us off in one-minute intervals, and we immediately

bunched up at the traffic light. It was part rally, part tour, with lots of things to see and places to stop for pictures.

The tour, beginning in New Hampshire and ending in Vermont, was about 65 miles long and planned to take about three hours. We passed or crossed eight covered bridges; tour instructions included interesting facts about the age and construction of each.

After our initial... "Did you want me to turn there?," Joe and I settled into a beautiful ride. I thought we had followed the directions pretty carefully so was surprised when we pulled into Harpoon Brewery just as a whole line of people were coming from the other direction. Turns out *Gordon and Saeeda Foss* made a wrong turn and then a whole bunch of people followed them. We had a box lunch and a brew or two, then made our way back to the hotel.

There's always room for tech

Back at the hotel, *Tiger Tom Ehrhart* had a tech session with lots of photos on rebuilding a speedometer. Seems like it's mostly "Don't try this at home!" But people learned a lot and now, armed

Continued on next page ►



Tom Ehrhart discusses the ins and outs of speedo repair (photo 4)

with more information, can ask intelligent questions of whoever will do the work.

Then David Hall did a talk about Rootes keys, also with pictures.

These tech sessions really make a United an opportunity to learn something new.

A welcome reception was held in the atrium of the hotel with music provided by David Kellogg and Rick McCurdy. It was difficult to move folks from that enjoyable



David Kellogg and Rick McCurdy entertain at the welcome reception (photo Geschke)

setting to the Ballroom for the annual membership meeting. President Jim Lindner presided over the meeting where the club approved changes to the bylaws of the organization. He also announced the

names of people who have been nominated to run for leadership positions in the club and asked again for nominations from the membership. It's not too late to volunteer.



Barbara Koons, Kerch McConlogue, ??, Barb Geschke, and Pam Jeffers tally the judging sheets. (photo Gibeaut)

Concours Day

Overcast and cool... exactly what you want if you're in the middle of a wide-open space with no shade.

There were 39 cars on the field: nine Personalized Tigers, four Stock Tigers,

two Stock Alpines, three Personalized Alpine, six Rare Rootes (two Harrington LeMans, two Venezias, one Alpine MkI, and one SuperMinx Estate), three Tigers awaiting the preservation inspections and four cars not judged. In a new wrinkle for judging,

rather than teams for each category to be judged, teams judged the whole car eliminating the need for reassembling seven pages for each car!

(Tally team is grateful!) Winners in each class are listed on pages 20 and 21)

And as a twist... just as the judging was about to get underway a red and white 1957 Chevy came rolling in. It seems there was a sign that said car show today so she pulled right in.



1957 Chevy crashed the party. She fit right in with those big tailfins (photo Geschke)

Preservation Class

These cars are judged solely on the basis of originality. These vehicles should not have been subject to any "significant" restoration efforts. The cars are not judged against each other, but rather,



Rob Harter and daughter Laine swap out the headlights for "correct" bulbs in preparation for Preservation judging (photo Brennan)

against a standard with points deducted for "non-original, wrong, missing, or incorrect" components.

So if you have a car that's had no (or minimal work done) perhaps this class is for you! This year Paul Dill's very original Alpine received a first place award. The Tigers of Tom Calvert and Rob Harter received second place. (Pages 13-14 in the guide:

<https://www.teae.org/concours-rules-and-judging-sheets/>

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The lunch tent at Mac's Maple was particularly appreciated while spectators watched the arrangements for the Tiger '60' (photo Jaarsma)

Lunch was provided by Mac's Maple under a wonderful tent including burgers, corn on the cob, salads and baked potatoes in foil! The tent was particularly appreciated when Gary

Corbett was arranging the cars in the '60' configuration. (See the story on page 1) And the ice cream for dessert was delicious.

Back at the hotel, *Joe McConlogue* told a story – with pictures – of the “Hillman from Hell,” a project he's been working on for SIX years. It was supposed to be road ready when we got it. Ha! It's a long story and

hopefully I can get him to write it down for a future issue. (There is no happy ending. It's still a work in progress!)



At the end of the day, we screened the Directors Cut of the 80-minute documentary *Le Mans, Shelby & Two Smokin' Tigers* in the Ballroom. It featured important Tigers and many of the folks from the Tiger and Shelby worlds, plus interviews with the late Rosemary Smith and Peter Procter and a visit to Jay Leno's garage. We aren't sure when the final cut with Dolby 5.1 sound will be available so for now, if you missed it, you missed it.



Autocrossers carry on. Staging (photo Koss)



Autocross conditions were less than optimal. But five TEAE members persevered. Chris Koss, and John Logan, Jr are ready to go. David Kellogg (standing) encouraging, as usual! (photo Koss)

Sunday it rained

But the autocross guys persevered turning in respectable times at the event sponsored by the Sports Car Club of New Hampshire and held at the Canaan Motor Club track. *John Logan, Jr.* once again turned in the fastest time of the day, taking home both that trophy and the Keith Porter Tiger Award.

Museums are perfect for rainy days

Some people visited the American Precision Museum located in the 1846 Robbins & Lawrence Armory, a National Historic Landmark located in Windsor, VT. It includes many examples of the machinery used in manufacturing from the initial interchangeable parts for rifle manufacture to 3-D printing. A display showing the numerous companies that descended from Wilcox & Gibbs, including a sewing machine



The view at the top at Mt. Ascutney (photo Jaarsma)

company, surprised *Greg Dudok* as he had recently restored a sewing machine made by the company.

Other people took the drive up Mt Ascutney . It

was promised to be spectacular,. But it was a bit less so due to the uncooperative weather. Still others happily visited the King Arthur Baking Company in near by Norwich, VT or the Cornish County Fair to see the animals and art on display.

There was music for the cocktail hour before the banquet provided by Andy Stewart and Mary Jo

Continued on next page ►

Slattery of Enfield, NH and amazing trophies made by *Robert Jaarsma* out of a farm implement he found in the woods. (See the story on page 17)

Monday was a day of goodbyes and packing the cars. Our trip home wasn't the leisurely drive we took on our way up as poor planning put a doctor's appointment early on Tuesday morning.

Trophies (and yes, I know we used the photo before.. But this one is bigger!



In Memoriam **Peter Procter** **January 16, 1930 – August 15, 2024**

Peter Roderick Procter was a British cycling champion, rally driver and racing driver and a true Rootes hero. In 1961 he drove the Harrington Lemans at LeMans and a Sunbeam Alpine at the Sebring Twelve-Hour race. In 1962 and '63 he again drove a Sunbeam Alpine at Lemans; and at the 1964 Lemans he drove one of the three Sunbeam Tigers. Peter also achieved considerable success on the rally circuit driving a Sunbeam Rapier to several high place finishes.

Procter began racing in 1954 in an Aston Martin DB2/4 and continued racing until 1966 when he was hit from behind in a saloon car race at Goodwood. After several somersaults, the car burst into flames and Procter was left with third degree burns to 65 per cent of his skin. After many months of treatment and operations, he left hospital and returned home to Yorkshire, where he lived with his wife and family.

Procter returned to driving a few times, including racing his original Sunbeam Tiger at the Le Mans Historic in 2002, and remained involved in motorsport, as a member of the British Racing Drivers Club at Silverstone.

Peter Procter was 94 years old and had been suffering with ill health for several months.

Read more about Peter Procter here: <https://bit.ly/479kspg>



Testing the Mule at Le Mans April 1964



Pictured with his wife Shitley



Troubles on the Road

If it's not one thing it's another

1. From *John and his sister Lynn Miller*

Sunbeam owners are Great People! We packed my 60-year old Tiger MkI on Friday morning and hit the road for United 41.

Everything was fine until we got about 50 miles from the hotel. POP goes the left rear tire!! Called AAA and arrived at the hotel on the flatbed truck at 2 PM.

Within a few minutes, three jacks were offered to help change the flat tire. A few other people were on their phones looking for a new 13 inch tire. Thank you ALL for the help! Got the new tire mounted Monday morning. The tire tech's grandfather owned an Alpine when he was young and he enjoyed working on the Tiger!

We had a mishap on Saturday as well! After the Car Show, we pulled into the hotel parking lot in a cloud of steam! The lower radiator hose clamp let go! Again, the Great Sunbeam People were there to help! Thank you for going to get me more antifreeze!



John Miller surveys the progress of the tow truck driver. (Photo Miller)

3. On the way home, *Don and Barbara Koons* were in a caravan with *Joe and Kerch McConlogue* and *Rob Harter*.

McConlogues were in front and Rob behind. A truck passed the group and threw a stone at the Koons' car hitting the driver's side mirror and shattering the glass. Rob saw the explosion! But there was nothing to do. Lucky it didn't hit the windshield or any of the painted parts of the car. A minor issue concluding another well attended and great gathering of Rootes enthusiasts.



Don's pictures of the dent and the shattered mess

2. *Sy Block* had his share of problems as well. He put his newly restored and freshly painted Tiger into his new trailer and headed up the road.

Unfortunately, the tie down didn't go precisely as planned and the car wobbled around inside. While the car seemed to be drivable, it will require some extensive body work and fix-up of the fancy paint.



Photos by Stu Brennan

4. Check out *Dave and Kate Lawler's FIRE* on page 13.

5. And *Gary Corbet's* story on page 14. He didn't even make it out of Ottawa!

Troubles on the Road: Part 4

Dave and Kate Lawler's Story

Kate and I intended to take two cars to the United, her Tiger and my Red Series IV Alpine which hasn't left the barn since United VI. The Series IV had gone into the shop for a two-week painting project that turned into almost three months. It came back on the Monday of United week. No time to reassemble it or verify its soundness to make the trip. My wife Elnore's Series V Alpine, "The Orange Blossom" was thrown into the breach. Starting with United I it has made about 25 Uniteds and lastly the 39th in Canada, as well as many other events over the years. Why expect a problem?

Actually, Kate figured I would be the problem. She therefore enlisted her sister Peg to fly up from North Carolina and be my co-driver. Then Kate realized she would like company on the drive. She talked to her two nieces in Wisconsin. I believe at first none could make it and that shortly turned to both could. Five people, four seats. Their father, Kate's brother, solved that issue. Because he was nearby in New Hampshire at the time, he would drive to Philadelphia and drive Kate's regular car with the extra girl. All would be fine and a chance for a family reunion.

FIRE! FIRE!

Since the Orange Blossom is the slowest of the cars, I was selected to lead the caravan, and we would take the less traveled older highways. We left almost on time, and all was going rather well for the first half of the trip. We made a pit stop at a convenience store on the northern outskirts of Ellenville, NY. We left the store and were a mile or so up the road going up a small hill, when Peg spotted a significant flame behind the heater controls, and within a few seconds, quite a large amount of smoke poured out of the heater control area. I immediately pulled off the road. Peg and I bailed. The upper half of the car was filling with smoke even with the windows down.

We were not out of the car for more than a few seconds when a box truck pulled around us. The ex-fire chief of the town was the driver of a box truck

who was immediately behind our group. He sprang into action with a professional grade fire extinguisher. Although it seemed like an eternity, he was able to hit the underside of the dash in what was a total of about a minute from when the fire started. It kept reigniting for four more blasts before it was finally out. Minutes later, with the keys still in my hand, and all switches off, the windshield wipers went on eerily in slow motion. I then disconnected the battery.

A fire truck, the fire chief, the fire inspector all arrived at the scene. Two hours later, the Orange Blossom was on a flatbed headed back to Pennsylvania, and we were again headed North. All seats of the remaining vehicles filled.

Hopefully I will be able to determine the actual cause. At this point I suspect the ammeter circuit, electrical insulation, burned off oil gauge tube and oil, plus combustible defroster vent tubes and fire wall matting. Quite frankly another minute or two and the car would have been lost. The first project will be to figure out exactly what happened, then how to fix the car. Fire extinguishers leave a giant corrosive mess!



Orange Blossom Series V Alpine safe on the roll back; (Photo above and below Lawler)



Dave Lawler gets the Hard Luck award. Read more: TEAE.org/hard-luck-award



Troubles on the Road: Part 5

Gary Corbett

I thought I would have another Rootes on the Road story for the next RootesReview — planning a lovely drive to the United down the backroads of New York, Vermont, and New Hampshire. But if you made it to the United you know that while I did get there, my Alpine GT did not. The water pump pulley broke. The good news was that I was close to home and could get the car towed home quickly. So after the tow truck came, I headed out in the family car and arrived in Lebanon only a couple hours late.

This was the second failure of a pulley I've had in this car. The first was two years ago shortly after I got back from the Canadian United. The top picture (right) shows both failed pulleys. The face of the hub has been completely torn out of the center of the pulley. Very odd as in both cases the fan belt was not damaged, nor was the water pump seized.

I think the cause of the problem is the shape of the water pump pulley hub. The second photo shows a typical pump. The hub is round and so it fully supports the underside of the pulley. This is important as the fan belt tension pulls the pulley against the hub. The third picture shows the hub on my water pump - the hub has more of the shape of a cross and so does not support the pulley face around its full perimeter. This sets up stress concentrations that cause fatigue cracking and then eventually the center of the pulley tore out completely. The second pulley lasted about 3000 miles. At least it didn't fail on the trip to Bowling Green last year!

I'll eventually replace the water pump next year when I plan to have the engine out. For now I'm running very low tension on the fan belt to minimize the load, which should be fine for the two months of driving remaining this season.



All photos Corbett



Barbara and Bill Blue at Best's Covered Bridge, West Windsor, VT (photo Ehrhart)



Alan and Barb Geschke tail gate in the only car on the field where this was possible. (photo Ehrhart)



Parts room treasurers. (photo Geschke)



Thanks from Robert Jaarsma United Chair



Reyer Jaarsma working under the Venezia (Photo Jaarsma)

I would like to express my sincere thanks for all the cooperation I got for over a year by especially *Jim Lindner* and *Kerch McConlogue*. But also *Eric Gibeaut*, *Gary Corbett*, *Bob Webb*, *David Kellogg* and all the volunteers in Hospitality and on the Concours field. So many people just stepped up when they were needed.

Only two weeks before the United and neither of my Sunbeams were road-worthy. The horn on the Tiger; it is required for the state Inspection. Then anti-freeze was gushing at the inspection. Both we could fix easily. The Venezia had the drive-shaft sitting next to it,

properly balanced, but the OD end seal needed replacing, as well as the clutch barely worked. An MG master cylinder with a quickly made adapter solved that problem. The speedo didn't work and resulted in a broken cable. Finally, we started out to the United with exactly seven miles on the odometer!

I am thankful of the support I got from our son Reyer, and my wife Mariet.

All in all I hope very much that everyone who participated in this United, enjoyed it, and the camaraderie it gave all as well.



Two Venezias side by side! There are only six in the country. Robert Jaarsma's and Dave Reina and Donna Koretsky's (photo Jaarsma)



Denise and Michael Carter chat with Eric Gibeaut (photo Brennan)



Rick McCurdy and Mark Petri on the field (photo Brennan)



Bonnie Gibeaut, Joanne Ehrhart and Jan Eschelmann have a good chat (photo Gibeaut)



Bruce Quarles inspects a Tiger trunk (photo Brennan)

Eric's Big Trip

A few extra days before and after the United

Eric Gibeaut

It is a long way from South Carolina to New Hampshire: 1051 miles to be exact! So with our Harrington in tow we headed that way on Sunday before the United and spent the night in Staunton, VA at the Holiday Inn where a previous United was held. It has a huge parking lot and so it is easy to park a van and trailer. The next night was spent in Binghamton, NY. **A hotel tip:** if you're towing a trailer use Google satellite view to see if a hotel has room for a van and trailer. Works for me! The next morning we took I-88 heading East which is a wonderful drive with next to no traffic until you get to Albany and then take interesting back roads through Vermont to reach New Hampshire. We arrived at the hotel on Tuesday to find just one Sunbeam in the parking lot-our leader *Jim Lindner*.

The next morning *Clyde McLaughlin* arrived and we all piled into *Robert Jaarsma's* SUV for an exclusive pre-United drive to all of the United venues. There are many dirt roads in New Hampshire and Robert knows where most of them are and he drives those roads like a rally driver.

After touring the Mac's Maple farm where the concours and lunch would be held and the Harpoon Brewery where the rally lunch would be served we headed to Robert's house and loaded up all the United registration bags, trophies, door prizes, and whatever else would fit into his car.

With four adults and all of that stuff in the back I felt the suspension bottom a few times on some of



Tour stop at Cornish-Windsor Bridge across the Connecticut River (photo Gibeaut)



Eric Gibeaut, Clyde McLaughlin, Robert Jaarsma, Joe McConlogue review trim pieces in parts room (photo Gibeaut)



Bonnie Gibeaut at the Cornish-Windsor Bridge (photo Gibeaut)

those dirt roads on the way back to the hotel. Did he slow down? No.....press on regardless!

Early the next day there were more Sunbeams in the parking lot and we got the parts room and registration area arranged. Soon lots of Sunbeams and their owners started to arrive to create the fun of a United. Highlights for Bonnie and I were the covered bridge tour and the entire car show on Saturday. It was so well organized and the excellent cook out lunch was very tasty and featured the best sweet corn I had eaten all summer!

It was interesting to watch the drone crews set up the photo shoot for the '60' on the show field. Robert hired Dan Drye to take the excellent high quality still photos and William Daugherty showed to film the process. Despite the heat and length of time moving all the Sunbeams around to arrange it, the finished video was worth it.

The only rain of the United arrived on Sunday so that made the autocross more exciting. Our banquet that evening was a good one and the awards that *Robert Jaarsma* had made from an old piece of farm equipment were unique and one of a kind!

It is always sad to have Monday arrive at Uniteds and then see all of your friends leave for home. This time Bonnie and I planned to stay over for a few extra days to make a trip to Mt Washington to take a ride on the steam powered cog railroad to the summit.

Continued on next page ►

However the weather on the two days was bad enough that we decided to do some local touring and then head for home.

We spent the first day driving across a few more covered bridges and then touring the Simon Pearce glass blowing company right next to the Harpoon Brewery. I hope others got to visit this as they had an upstairs mezzanine where you could walk around and look down at all the workers creating handmade glass objects. It was a little warm up there watching all of them work but very interesting to see. We looked in the adjacent gift shop and were careful not to break anything as everything was expensive!

Our last day was spent visiting with Robert and Mariet at their wonderful country home. For years Robert has been inviting us to visit with them and I am glad we finally did. They live so far out in the country that you can't hear anything but the wind blowing. So quiet and peaceful but I can't imagine what it is like during the winter! The next day we packed up and headed for home. Took us four days to get there but we spent an extra day in Pennsylvania so Bonnie and her sister could visit. I hope that everyone else enjoyed the United. We sure did.



Simon Pearce shop floor (photo Koss)



Eric Gibeaut smiles as the parts room takes shape (photo Ehrhart)



Preservation cars on the field (photo Miller)

Trophies for United 41

The trophies were a thing of beauty!

Robert found this bit rusting on his property. He gathered it up, took it apart and made these stunning prizes for United 41. Find a bigger picture on page 11.



A bigger view of these trophies on page 11 (all photos Jaarsma)



1. Greg Dudok and Gary Corbett inspect Gordon Foss' Stock Alpine
2. Alan Geschke talks with Joe McConlogue and John Logan, Jr about the SuperMinx
3. John Logan, Jr and Rick McCurdy solve the world's problems
4. Tiger Tom Ehrhart relaxes on the back of the Geschke's Super Minx Estate
5. Barb Geschke and Pam Jeffers knit while awaiting the score sheets for processing
- 6, 7 David Kellogg, Roger Kellet of Rootes Archive and Gary Schotland inspect Robert's Venezia
7. David Kellogg inspects the chassis of Robert's Venezia
8. Clyde McLaughlin and Tom Hillmann inspect Rick McCurdy's MkII Tiger
9. John Logan, Jr, left, inspects his car before autocross
10. Tail end of Premier cars
11. Who says we can't go on dirt roads!

Photos 1,2,3,4,5, 8 by Geschke | 7 by Gibeaut | 9,11 by Koss| 10 by Brennan



The Canadian Contingent (left) taken at the concours site Mac's Maple Farm in front of their big, metal cow. Left to right: Laurie & Bob Turner, Gilles Boudrias, Benoit Bleau, Gary Corbett, Rod Patriquin, Saeeda & Gord Foss, Trudy & David Blundell, Laurent Paquette, Alison & Paul Dills (rear), Stephen Nicholson & Megan Way, Sheldon Patriquin (rear), Andrew, Trevor, and John West (photo Corbett)



Rod Patriquin's Premier Class Singer Gazelle all the way from Nova Scotia, Canada (photo Brennan)



Left: Paul and Lisa Halminen also in the Canadian group (in front of Kerch and Joe's Alpine) dropped in for a quick visit to the concours before heading home (their Tiger was in their trailer and so didn't get judged). (photo Corbett)

Regional Update

Lake Erie Tom Matowitz

On August 24 we held the third annual car show at St. Hubert's Episcopal Church. My Alpine was the first to arrive.

This year it was joined by a second '67 Alpine. I saw it on the street and followed the owner to a gas station in order to extend an invitation.

Restored as a labor of love over the course of many years, it is the nicest Alpine I have ever seen.

A number of visitors remarked that it is unusual to see one Alpine these days let alone two together at the same small event.

The summer weather has been kind of off putting. Excessive heat and humidity have taken some of the fun out driving. Cooler days lately have been most welcome.

My car is about to have its top replaced as well new carpets installed. I'll have a full report next time.



Tom Matowitz Alpine above Chris Straus' Alpine below



United 41 Prize Winners

Congratulations All!

TEAE Club Awards

Keith Porter (Tiger) Award:	John Logan, Jr.
Keith Porter (Alpine) Award:	Not Awarded
Wally Swift Award:	John Logan Jr.
Lord Rootes Trophy:	Alan and Barb Geschke Pictured right with Robert Jaarsma



Alan (with the Lord Rootes Tiger) and Barb Geschke with Robert Jaarsma (photo Lawler)



Gordon and Saeeda in 1st place Alpine (photo Koss)

**See pictures of all
the winners**

[/teae.org/banquet-41/](http://teae.org/banquet-41/)

Concours Winners

Stock Alpine:	1st Place:	Gordon & Saeeda Foss, Red Alpine Series V
Personalized Alpine:	1st Place:	Donald & Barbara Koons, Green Alpine Series V
Stock Tiger		
	1st Place:	Jim Lindner, Carnival Red Tiger MkI
	2nd Place:	Sadiq Mohammed, Forest Green Tiger MkIA
Personalized Tiger		
	1st Place:	Dave & Kate Lawler, Green Tiger MkI
	2nd Place:	Mark Petri, Forest Green Tiger MkIA
	3rd Place:	Rick McCurdy, Blue Tiger MkII
Rare Rootes		
	1st Place:	Bob & Jean Webb, 62 Harrington Le Mans
	2nd Place:	Robert Jaarsma, 1964 Gold Venezia
Rootes Preservation		
	1st Place:	Paul Dills, Seacrest Green Series II Alpine
	2nd Place:	Tom Calvert, White Tiger MkI
	2nd Place:	Rob Harter, Wedgewood Blue Tiger
Premier Rootes		
	1st Place:	Clyde McLaughlin, Red Tiger MkIA

Popular Vote

Most Desirable Alpine:	Jeff and Una Randall Seacrest Green Series II Alpine
Most Desirable Tiger:	Tom and Debbi Hillmann 1967 Red MkIA
Most Desirable Rare Rootes:	Dave Reina and Donna Koretsky Metallic Blue Venezia



Autocross

Personalized Tiger:	John Logan, Jr: 84.659
Modified Tiger:	Chris Koss: 87.603
Fastest Time of the Day:	John Logan, Jr



This is the set up of the autocross site. A pleasant day at the races (photo Miller)



Most Desirable Cars from top: Dave Reina, ???, and Gordon Foss look over Jeff and Una Randall's Alpine (photo Brennan); Tom Hillmann's Tiger at Autocross (photo Hillmann); Dave Reina and Donna Koretsky's Venezia (photo Geschke)

Other Awards

Hard Luck Award:	Dave Lawler, Dash Fire (story page 13)
Distance Traveled Award:	Pam and Tom Jeffers, 1206 miles



Left to right: Eric Gibeau's Harrington LeMans; Kat Lawler prepares her Tiger for judging; Dave Reina judging cars (photos Brennan, Lawler, Brennan)



The parking lot is always full of interesting sights (photo Koss)



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

<https://www.teae.org/rootesreview-ad/>

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



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>

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>



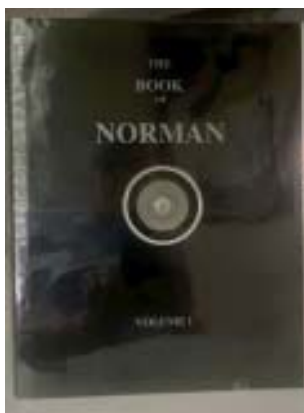
1964 Alpine Series IV

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

This Book of Norman ...



has been resting in my
 library since I bought it new
 from Sunbeam Specialties in
 1998 for a measly \$64.62,
 including shipping. I'd like
 to move it on. It's the
 authoritative resource Tiger
 lovers all lust after. I know
 of its scarcity and value.

It is pristine—rested in my
 bookcase, unmarked from
 new with just a glassine

library type cover to protect the still perfect jacket
 cover.

The perfect Christmas present for a Tiger owner
 who needs to have everything and is missing this
 one piece.

I'll place a \$1000 reserve on Norman.

Contact Al Johnson <twojohnsons1@icloud.com>



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 screenshot shows a yellow login form with the following fields and options: 'Log In' title, 'Username or Email Address' label with an input field, 'Password' label with an eye icon and 'Show Password' link, another input field, a 'Remember Me' checkbox, a dark blue 'Log In' button, and a 'Lost Password?' link at the bottom.

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/>

**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