



ROOTES *REVIEW*

Vol. 41, No. 6

July 2015

Tigers East / Alpines East

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

40th Annual Bring A Sunbeam Here (BASH): May 16

by Kerch McConlogue with Photos by Thomas McConlogue

The 40th BASH was a long weekend of fun in the hills and valleys around Harrisburg, PA. We had 36 people, 8 Sunbeams, 2 Triumphs, 1 MGA, and a Cobra. The parking logistics are a bit complicated here in the woods. Thanks to Wes Rittenhouse for his adept suggestion of which cars, Beams or Regulars, got to park on the black top part of the drive, and which got to head up to the upper meadow on the grass. Beams won!

The event started a little earlier than planned this year when the two Shipman brothers from Virginia showed up on Friday afternoon in search of Sunbeam parts. They had met John Shoaf at Carlisle Import and Kit Car Show and he pointed them in our direction. We chatted with them a bit and they came back on Saturday to meet and greet and join the club.

Traditionally, people in town, or people from far away, meet for dinner someplace nice nearby. As McConlogues have only been here for 2 years, we took a chance on Zias Trattoria, a nice little Italian restaurant in an old church in Linglestown, PA. The food was good, the atmosphere and service friendly.

We had a lot of activity planned for Saturday starting with Joe Parlanti's tech session on his LED light package. After the demonstration Joe quickly sold out of the stock he brought along.



Joe McConlogue's "barn find" '67 Series V, which has been in the garage since 1976, was up on the lift and everyone had something to say about its condition and its future. Votes were everywhere from "Give it to me", to "Part it out," to "Of course you can restore it, it's so original." (I heard--with my own ears--someone, who shall remain nameless say, "Maybe we could sell our Tiger and work on this instead." I should have offered him an even trade on the spot!)

Joe McConlogue and Tiger Tom Ehrhart led a conversation about collecting Tech Tips from back issues of the RootesReview for additions to the website. The work is to be divided up in manageable chunks and can be done by anyone with an interest. It's not particularly complicated computer work, just reading the articles from old RootesReviews, checking that the title is representative of the article, and attaching the final copy to an email to be uploaded to the site. (If you're interested in helping with the task, detailed instructions will be available soon.)

Contact Joe.McConlogue@yahoo.com or TT@TigerToms.net to get on the list to help.)

(Cont'd on p. 3)

Mail all submissions to:

**Tod and Merrilee Brown,
Editors**

233 Bowden Road
Warren, ME 04864
207-832-9914

RootesReview@
Roadrunner.com

Publication Guidelines at

[http://teae.org/about-2/
rootes-review/guidelines/](http://teae.org/about-2/rootes-review/guidelines/)

Membership Information:

Joe McConlogue
joe.mcconlogue@yahoo.com

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**Mail checks and address
changes to:**

Joe McConlogue
820 Fishing Creek Valley
Road
Harrisburg, PA 17112



From the President

By Pam Jeffers

No time to waste. The cost to register for United XXXIV will increase on July 1. The great price on the Holiday Inn hotel rooms will expire on July 9. Our United is really less than a month away: July 30 - Aug. 2.

Here in the United States we celebrate our independence in July. Because of our founding fathers we have the privileges and freedoms we enjoy today. As the July deadlines for our United approaches, let us remember and thank the founding fathers of Tigers East / Alpines East for creating the organization we are all members of.

(At this point I was going to list the names of those people, but I didn't know who they were. So I went to our Members Only section and started reading the very first newsletters. There were a lot of names mentioned, but still not exactly who. So I called Tiger Tom, who sent "Our TE/AE roots, the untold story that was the basis for TE/AE".)

To read Tiger Tom's description of the founding of TE/AE, turn to page 6.

I look forward to seeing you in Dayton.



Regional Representatives

Carolinas:
Eric Gibeaut
803-408-0206
sunbeams@sc.rr.com

New Jersey:
Jim Sauer
484-614-8957
jjsauer1@verizon.net

Chesapeake:
Joe Parlanti
240-632-0649
jvparlanti@gmail.com

New England:
Vacant

Ohio:
Doug Jennings
937-252-3317

Virginias:
Russ Eshelman
540-872-3684
russe@firstva.com

Midwest:
Curt Bowland
630-455-6697
cbowland@msn.com

Pennsylvania:
Tom Ehrhart
717-832-1116
tt@tigertoms.net

Deep South:
Bill Bulpitt
770-329-5263
bill.bulpitt@urs.com

Florida:
Mike Schreiner
561-222-8547
mikeflbmer@yahoo.com

2015 Officers**PRESIDENT****Pam Jeffers**

W 1531 Spring Coulee Road
Genoa, WI 54632
Jeffers@mwt.net

VICE PRESIDENT**John Logan, Jr.**

4395 Springwater Beach Rd.
Boyne City, MI 49712
Islainte@gmail.com

SECOND VP**Jim D'Amelio**

813 Thames Drive
Hampton, VA 23666

SECRETARY**Jim Lindner**

1832 Duffield Lane
Alexandria, VA 22307
jlidy5@cox.net

TREASURER**Barb Geschke**

1616 63rd Drive
Union Grove, WI 53182-9638
abgeschke@yahoo.com

REGALIA**Eric Gibeaut**

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

Board of Directors**Tom Calvert**

410-255-8964

Tom Ehrhart

717-832-1116

Eric Gibeaut

803-408-0206

Joe Parlanti

240-632-0649

Dave Reina

718-599-1237

Judy Sharkey

540-586-4969

Steve Towle

207-465-7629



about the route or the clues or the fact they were even IN the event until moments before it started) missed only two.

While a few other people came farther, Judy and Bob Sharkey won the award given for the longest trip to the BASH in a Sunbeam. They drove 382 miles.

Valve Cover Racing was a hit again. Thanks to Tiger Tom Ehrhart for bringing the set up and the extra Valve Cover Racers so people who were not so prepared could participate. Winners of that event were: Tired Sunbeamer (Old age): Harry Elam; Wild Sunbeamer (Middle age): Curt Hoffman; Young Sunbeamer (Young age): Wes Rittenhouse; Survivor Sunbeamer (Hard Luck): Lori Noyes; Premier Sunbeamers (Classy racers): Eric Gibeaut and Joe Parlanti.



We ended Saturday with a birthday cake and some appropriate singing for Joanne Ehrhart. As people were preparing to think about leaving, it started to rain. We found some clear tape for Wes Rittenhouse to seal his roof to the windshield. He says he never has the top up and didn't realize how big a space there was between the two parts.

Ted Casey showed up on Sunday. He got a tour of the garage and an apology from us for confusing the dates.

And as they say in the movies, a good time was had by all!



Drag Racing Our Alpine

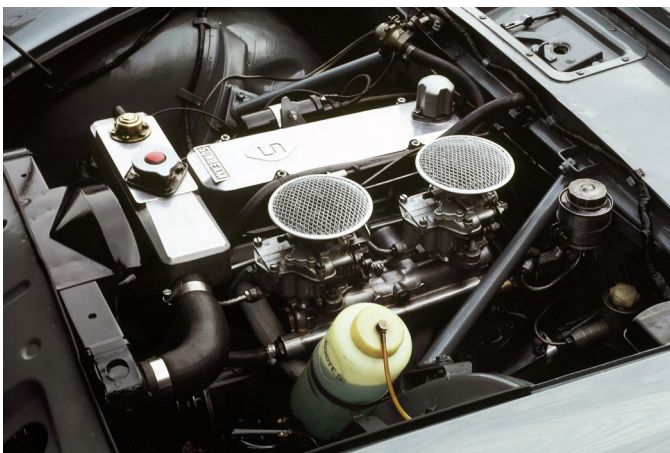
By Alex Gabbard

The time was the spring of 1966. I was two years out of high school and in my second year of college in mechanical engineering. I was 20 with a pretty wife, newly hitched the previous fall, Come springtime that year and we had won a radio contest for \$1,000 cash, enough to buy a new car. No need for a new car existed because Mary's 1962 F-85 Olds was still in good shape, an excellent performer, our daily driver, and completely reliable.

Our Sunbeam dealer had a red Alpine with wire wheels and a white Mk I Tiger on the showroom floor. Both were in our affordable range, and I really liked that Tiger. However, Mary concluded the deal when she said, "I've always wanted a red sports car." So, during May that year we bought the Alpine, a snazzy sports car costing us \$72.79 a month with trade in. Life was good.

Cars and racing were enormously popular in our area, and we were often at the drags. Five drag strips within easy driving distance kept us in the fun on warm weekends, along with the Virginia International Raceway for sports car road racing. Mary became quite good at winning with the Alpine and soon became the "drag-on queen" of O/Stock class. Our Alpine posted a succession of 75 mph, 17-second runs in the quarter-mile. Since it was "her" car, we agreed that if she won her class, then I could drive in the eliminations. That day came: she won a huge trophy, and I got to drive.

The day was a clear and sunny September Sunday. The week before, I had gotten my draft notice and resolved that I would be sent to Viet Nam and never return. Several of my friends had made a similar exit. Weeks earlier, late at night on the way back from being examined, Mary was driving when a dog leaped in front of the car. The front bumper of the Alpine was seriously bent, and I took it off the next day, then reinstalled the bumperettes.



When we arrived at the drag strip ready to race, the tech inspector motioned for me to drive the car up on the scales. This was unusual for a stock class car; he said the car was being put in "Gas" class.

"This is not a gasser," I exclaimed. "It's stock, except for removal of its front bumper!" Nothing would change his mind, and our less than 100 horsepower Alpine, with no more than its exhaust pipe uncoupled, was classified F/ Gas. Our shiny red Sunbeam was pitted against fully prepared drag cars, but Mary performed the miraculous; she won her class! I think it was her long blond hair that they noticed just before being flagged away. (Cont'd on p. 5)

Since there were six class winners, the first round of Gas Eliminator disposed of three cars, and I was still in it. I made another run and won again! Now I was just one race removed from scoring a huge victory and taking home the Gas Eliminator trophy, but the flagman (we had no "Christmas tree" in those days) kept motioning me farther and farther out into the lengths marked off on the sides of the strip that gave a head start for different classes. I counted 12 lengths... Gasp! I was racing an A/Gas car.

While I sat on the strip plotting my strategy to win, the announcer gave the last call for my opponent. I noticed that the crowd was cheering wildly, and I hoped that my adversary would not show. I would win by default. Then the earth shook. The din of the crowd was overwhelmed by big cubic inches brought to life to wage war. It was the B&M Drag Team Anglia from Atlanta, Georgia, a beautiful car I had admired earlier. Its fuel injected 426 Hemi was a jewel; the car was magnificent; my Alpine now seemed less than diminutive.

Craning my neck to look backward, I watched the gold Anglia roll into the staging lane. A helper sprinkled BX-10 rosin powder in front of its huge slicks. The driver rapped the gas pedal; the Hemi's blast echoed off the trees; the body flexed; the tires bit and boiled into clouds of smoke. Goliath was ready.

Meanwhile, I sat about one-fourth way down the strip. My strategy was to shift at the 4-banger's torque peak. A tense moment followed as Goliath eased up to the line. Then, with the motion of the flagman, we were away. The needle of my tach rose steadily to 5500 rpm. I speed shifted to second and was winding up when the Anglia rocketed by me like I was going backwards, its exhaust an ear shattering blast. Undaunted, I ran the quarter-mile with every ounce of power the Alpine could muster. Goliath was out of sight.

Through the traps, I slowed and circled onto the return lane. Goliath was parked on the side up ahead. I stopped and offered to help, but the driver declined, saying his crew and tow truck would be along shortly. Going on, as I approached the timing tower, I noticed the crowd cheering and clapping. I waved. Had Goliath been disqualified, I wondered? No, as I soon learned. I was being cheered as the underdog. Goliath had won. I picked up my ET slip; 55 mph.

"What did he do?" I asked the timer.

"Hunderd an' fifty-five; set a new North Carolina A/Gas record against you."

I just smiled.

CAR INVOICE							TAYLOR'S FOREIGN CAR SALES & SERVICE 1033 S. MAIN STREET WINSTON-SALEM, N. C.		L 305		
SALES TO: Mary Cheek Gabbard ADDRESS 1631C Northwest Blvd.							DATE May 6, 1966				
SALESMAN: Carswell							Winston-Salem, N. C.				
MAKE	MODEL	YEAR	SERIAL NO.	ENGINE NO.	KEY NO.	PRICE OF CAR OPTIONAL EQUIP. & ACCESS. FREIGHT AND HANDLING		2,833.23			
1966	Alpine	Rdstr.	N 395003153			INSURANCE COVERAGE INCLUDES					
<input type="checkbox"/> FIRE AND THEFT <input type="checkbox"/> PUBLIC LIABILITY — AMT. <input type="checkbox"/> COLLISION — AMT. DEDUCT. <input type="checkbox"/> PROPERTY DAMAGE — AMT.							SALES TAX		48.43		
OPTIONAL EQUIPMENT AND ACCESSORIES							LICENSE AND TITLE		2.00		
GROUP	DESCRIPTION		PRICE				TOTAL CASH PRICE		2,877.66		
							FINANCING		458.01		
							INSURANCE		3,335.67		
							TOTAL TIME PRICE		3,335.67		
							SETTLEMENT:				
							DEPOSIT				
							CASH ON DELIVERY				
							USED CAR - 62 Olds				
							TYPE 2 dr. P-85				
							SER. NO. 620M09128		715.23		
							ENG. NO.				
							PAYMENTS 36@ 72.79		2,620.44		
Net Northwestern Bank \$2,162.43							TOTAL		3,335.67		
ALWAYS SHOW SERIAL, ENGINE AND KEY NUMBERS											

From the Editor

If you are the type of person who watches the mail (or your email) carefully for the appearance of *Rootes Review*, you may have noticed some lack of regularity in its arrival. This month's issue was moved up a bit so that we could get breaking information about the United to our members, but usually the reasons for the arrival of *RR* are less predictable. We depend on your submissions for what we publish and, given the inherent randomness of such, it is very hard to operate with a deadline. Generally it works fairly well in that we have enough material to put out an issue about every month, although this does require some scrambling during the winter months. We ask that you bear with us as we attempt to impose some regularity onto what is sometimes a chaotic process. We appreciate any and all contributions and endeavor to include them as soon as possible.

Our TE/AE roots, the untold story that was the basis for TE/AE

by Tiger Tom

11 June, 2015

It all started with a group of Tiger and Alpine owners who did not know each other in the early 70's. They were independently holding Tiger gatherings in different regions of PA, MD and NJ. Some were at weekend pubs just to connect, others were a bit more organized. Tom Calvert had his crab feast, Tiger Tom had his fix-in for all Sunbeams and eventually a parts swap at a local mall. Terry Ritter of Allentown PA was meeting with "his" group almost weekly at a local hangout. Joe Mazzei of Brigantine NJ and Bill Coe were rounding up Tiger owners in their area. The highly spirited Uncle Wally Swift employed by Chrysler and part of the Rootes dealer distribution process, an original owner of a Tiger and passionate about any Sunbeam activity, had his ears to the ground listening for any activity in the Sunbeam world that would keep Sunbeams alive.

What all of us had in common were two things. First was our passion about getting owners together. Most were focused on Tigers, a couple of us on Sunbeams in general. Second was that we all belonged to STOA (Sunbeam Tiger Owners of America). STOA was the common thread that linked us with phone numbers and addresses. No Internet yet. We all became aware of each other's activities and started calling on each other to try to do something as a group. Bernie Haug, a fellow STOA member, invited all of us to his house in DE to discuss forming a club. Ensuing discussions at other locations and many phone conversations about a club name, purpose and geographic region produced highly charged discussions. While the original attraction was Tigers, there were those in our informal group who were focused on Alpines and other Sunbeams. The original club name suggested was Alpines Tigers East (ATE). With a roar of the Tiger contingent, it became what we know today as TE/AE. What was not compromised was the club's purpose: promote interest in the Sunbeam Marque in general. The definition of the geographic region was at the time a very critical descriptor. There were already Tiger organizations (CAT and STOA) in California. Without Internet, there was no way they could provide "efficient support" for the East Coast. This was the impetus for becoming an independent organization that required defining a geographic region in the Eastern portion of the USA. The Mississippi river was used as a "soft" boundary for image purposes. All this is a moot point today since TE/AE embraces all Sunbeam/Rootes vehicles and provides services to owners throughout North America. A Rootes America comes to mind.

TE/AE Tech Tips

You may have noticed that the Sunbeam Survivor has been published on the TE/AE website (teae.org/the-sunbeam-survivor/) making it more accessible to those that may not have a hard copy, or whose copy is unreadable from grease marks and torn pages. At the last United, several volunteers signed up to comb through the library of *Rootes Reviews* for additional technical information worthy of inclusion in the Survivor. They found the articles. Now we need help to prepare them for publication on the website. Several folks at the BASH volunteered to help, but more are needed. The computer skills required are very modest. If you'd like to help, contact Joe McConlogue at joe.mcconlogue@yahoo.com or 717-474-8311 or Tiger Tom at tt@tigertoms.net or 717-832-1116. You might learn something you didn't know before!



Sunbeam Tiger MKII

Those side stripes!

By Graham Vickery

The 4" side stripes that graced the MKII may have appeared a bit tacky when the model was launched and might still but I suspect the reason why the factory chose to go this route was as much to do with cost savings as to distinguish the II from the MKI.

After all there must have been several shillings saved in build costs by having Pressed Steel delete the body piercings and fittings for the stainless steel strips along the flanks of the MKI. Not forgetting the round bonnet badge and the boot 'Sunbeam' letters that were replaced by cheaper 'Tiger' and 'Sunbeam' scripts.

If I may make another sweeping assumption it would be that the styling people at Rootes must have been inspired by the treatment given by Shelby to the '65 Ford Mustang GT-350 model and others to the GT 40.



Possible inspiration for Rootes stylists?

What can be said with certainty though, is that at least one of the 4 HRO MKII's left Jensen wearing the stick on tape as witnessed by a tale I recently received from Ross Baird, who was an employee at Roy Thompson, the Aberdeen Rootes distributor who

first owned HRS 121E (B382100633 HRO).

"Roy's original Tiger was a Mediterranean blue 1965 MK1 which he obtained when he took over the Rootes agency from another dealer, James Morrice Motors. I had seen the car in Morrice's showroom, and coveted it there, and was shocked to see Roy driving it. After this I started working for Roy, and rallying Imps. My chance for glory came when HRS arrived, as he then put the old one up for sale. After many promises of giving up rallying (to please my mother) I persuaded my father to lend me the cash to buy the Tiger.

My father was very friendly with the then sales manager, and decided to do the deal on my behalf. After an hour or so of anxious waiting, my dad came out with the news that he and the sales manager had decided the Tiger was far too dangerous and that he had bought me a 998 cc rally Imp instead! My chance of Tiger ownership had gone!

HRS 121E was looked after all its life by a mechanic called Bernard Mann, who being the Crypton machine operator, was regarded as a bit of a guru, and no one else was allowed to touch the car. I remember, after Chrysler closed, and the garage was sold, the car being put into storage at Roy's brother Alister's BMC garage, and being cocooned in many ex army blankets. There was no such thing as 'Carcoon' in those days.

One reminiscence of Roy's Tiger that still makes me smile is this. We had a marvelous car cleaner, name of Nessie, who took enormous pride in her work. I remember the day Roy's new MKII Tiger arrived off the transporter in that peculiar shade of green, complete with sidewinder stripes and covered in delivery wax. I asked Nessie to clean off the wax and prepare the car as only she could. Hours later, Nessie reported that she was finished and would I take a look before Roy saw it? I went into the workshop and there it was, gleaming! Nessie proudly looked at the expression on my face saying, "Isn't it lovely? I don't particularly like the colour, and those bloody awful looking stripes took hours to come off!"

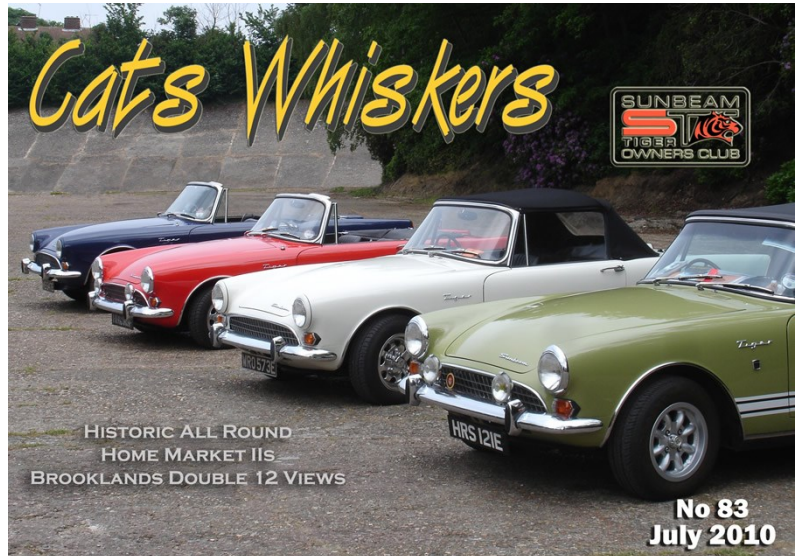
You can only imagine the trouble we had ordering the replacements!

Shown to the right and below is Graham's famous HRS 121E, the last production Tiger. (Yes, that is its original colour).

Graham, as many of you may know, is the proud owner of HRS 121E and also AF 6, one of the original prototypes of the Tiger (see the Feb-March issue of **Rootes Review** for more information)

Graham also serves as the VP of the UK Sunbeam Tiger Owners Club (STOC) as well as the editor of their club newsletter, **Cats Whiskers**.

Many thanks to Graham. Ed.



TE/AE Tech Tips

You may have noticed that the Sunbeam Survivor has been published on the TEAE website (teae.org/the-sunbeam-survivor/) making it more accessible to those that may not have a hard copy, or whose copy is unreadable from grease marks and torn pages. At the last United, several volunteers signed up to comb through the library of *Rootes Reviews* for additional technical information worthy of inclusion in the Survivor. They found the articles. Now we need help to prepare them for publication on the website. Several folks at the BASH volunteered to help, but more are needed. The computer skills required are very modest. If you'd like to help, contact Joe McConlogue at joe.mcconlogue@yahoo.com or 717-474-8311 or Tiger Tom at tt@tigertoms.net or 717-832-1116. You might learn something you didn't know before!

United Update

More than half of the 100 rooms blocked have been reserved, so please get your reservation in before the special rate expires on July 1. Also, early United registration along with the lower fees ends on July 9. If you want your Tiger TAC'ed please mark it down on the registration form so we can get your car scheduled.

We are going to have several interesting tech sessions-Tom Patton is bringing his race Tiger to the United and will have a tech session about his racing season and his car preparation. John Engle will give us information about classic car insurance and current car values so we can drive our cars and not worry about them!

There will be a huge hospitality room and parts room this year-over 2200 square feet of space! So bring those spare parts of yours to swap or sell and join the fun. Club member and vintner Curt Hoffman will present a special wine tasting session in our hospitality room and talk about his hobby too.

The autocross this year is shaping up to be a really special one at a nearby race track. No previous experience is needed so give it a try! It will be fun for everyone.

The local US Air Force Museum is going to have reserved parking for us to visit their incredible museum. Here is a link to some of the displays and aircraft <http://www.cdsg.org/forums/viewtopic.php?t=381> You may want to come a day early or stay later to see it all! The banquet will be served buffet style with special menu requests (no MSG, gluten free, or vegetarian) taken care of by the restaurant staff with advance notice on your registration form.

The British car show on Saturday will honor our Sunbeams as the featured marque this year. Several hundred British cars will be there in a beautiful shaded park and after the show is over we will have a catered BBQ dinner served to us at the park.

So make your plans and come join us at United 34 in Dayton, Ohio July 30 to August 2!

**Higher Speed Fan Pulley**

Aluminum water pump pulley/fan hub. 5-3/16" Dia. hub. One groove, 6061 aluminum, satin black or anodized. Increase speed 13%, it's lighter, with better balance and moves more water and air. Works with other modifications to improve Tiger cooling. The appearance is as original. Now available with standard Tiger center or a 5/8 center hole. \$120 each. Add \$15 for anodizing plus \$8 for shipping. Robert Wooldridge.

rwooldridge1945@outlook.com 614-452-1191

TE/AE United XXXIV Registration

Names(s) of Attendees _____

 Address: _____
 City/State/Zip _____
 Email: _____ TE/AE Member #: _____
 Home Phone: _____ Cell Phone: _____



What Rootes vehicle(s) will you bring?

Year ___ Model _____ Mark ___ Series _____

Concours Class: Stock ___ Personalized ___ Not Judged ___

Autocross Class: Stock ___ Modified ___ Street Prepared ___

I am willing to be a Concours judge ___ I want my Tiger TACed ___

(Note: \$50 per car at time of TAC.)

Event Registration Includes:

Hospitality suite and Parts room at the hotel, Dash plaques, Trophies and Door prizes, Friday pizza dinner, Saturday Concours and cookout, Sunday tech session, Awards banquet.

	Price by July 1	After July 1	Qty	Total
Singles: members / non-members	\$120	\$150	___	\$ _____
Couples: members / non-members	\$220	\$280	___	\$ _____
Children 10 and under	\$25		___	\$ _____
Friday Driving tour**			___	Free
USAF Museum tours			___	Free
Friday pizza dinner			___	Included
Saturday Concours and cookout			___	Included
Sunday Autocross / Drag race	\$20		___	\$ _____
Sunday British transport museum	\$5		___	\$ _____
Event Banquet			___	Included
United XXXII Polo Shirt S ___ M ___ L ___ XL ___ (each)	\$25		___	\$ _____
shirt and size: XXL ___ XXXL ___ (each)	\$28		___	\$ _____
BCD show T shirt S ___ M ___ L ___ XL ___ (each)			___	\$ _____
by July 1 ^{st***} XXL ___ XXXL ___ (each)			___	\$ _____
Total Enclosed:			___	\$ _____

Make your reservations at the Holiday Inn 2800 Presidential Drive Fairborn, Ohio 45324
 The room rates are King rooms are \$97 / night, double rooms are \$99 / night until July 9th
 Phone: (937) 426-7800 and make reservations under the name "Tigers East / Alpines East - United"

Mail this form and your check payable to TE/AE to:
 Mike Phillips
 1960 Heidelberg Dr
 Loveland, Oh 45140
 513-255-2177 Mike.Phillips@anthem.com

Any questions please contact:
 Eric Gibeaut 803-408-0206
 sunbeams@sc.rr.com
 Bob Webb 740-978-8575
 bobjeambeams@roadrunner.com

* Please include an email, it will be used only to verify your registration has been received.

**Lunch pay on your own at the Dairy Barn

*** One free with car show entry, additional \$10 by July 1st otherwise \$13 at the show

Calendar

British Car & motorcycle show — June 28, 9:30-2:30, Westminster Maryland. Triumphs Round the Chesapeake Presents Brits by the Bay 2015 at the Carroll County Farm Museum. www.tracltd.org for details

Mad Dogs and Englishmen 25th Anniversary British Car Show and Rally—July 11-12, Gilmore Car Museum, Hickory Corners, MI www.maddogsandenglishmen.org

British Invade Gettysburg—July 12 9AM, Sponsored by Lanco MG Car Club www.lancomgclub.com
bob_arlotto@yahoo.com

Chesapeake Region Annual Crab Feast—Sept 12 Noon (Respond by Aug 20) This is the annual TE/AE Crab Feast held at the home of Tom and Kathy Calvert. Bring your Sunbeam and a side dish or dessert to go with fresh caught Chesapeake Bay steamed crabs and pit beef, turkey and ham! Last year many of us were in Boyne, MI for this weekend, but the Crab Feast is back this year! More information to follow along with reservation forms to send in prior to the event. If you have any questions, call The Calverts at [443-926-6500](tel:443-926-6500) or [410-255-8964](tel:410-255-8964). We look forward to seeing everyone this year! More info on the TE/AE web page.

European Autoschau 2015—Sept 19 8 AM Archer Parking Lot, Long Grove, IL We're the team bringing a new European car show to the Chicago area with a format that we haven't seen before. Car enthusiasts love Concours d'Elegance shows, however our team realizes that most enthusiasts don't have that 1937 Bugatti Type 57 sitting in the garage. That hasn't stopped the European Autoschau team from creating a concours-styled show for the everyman, showcasing the cars that enthusiasts love. www.EuropeanAutoschau.com

29th British Car Festival— Sept. 13, 9AM, Harper College, Palatine, IL <http://www.britishcarunion.com/EventDetails.html>

British Invasion at Stowe, VT—Sept 18-20, Stowe, VT, Britishinvasion.com

Brits on the Beach, Ocean Grove, NJ—Sept 19, <https://pedctest.files.wordpress.com/2012/02/2015-registration.pdf>
If you are planning to attend please contact Jim Sauer (609-465-3583 H / 484-614-8957 C) or jjsauer1@verizon.net

Foreign Auto Festival, Owls Head, ME—Sept 26 & 27 A salute to the diverse world of foreign automobiles with hundreds of stunning vintage vehicles from around the world. <http://owlshead.org/>

LED Dash Light Bulbs

We've all struggled with the problem of reading our gauges at night due to poor lighting. Modern technology has come to the rescue in the form of white LEDs. I made a set using new technology multi-SMD (Surface Mount Device) LEDs for my Tiger and was very impressed with the results. Jump forward a year and I've made over 7000. A new website makes ordering easier: <http://velocesolutionsllc.com/>

I'm offering TE/AE club members a \$1 / bulb discount so when you order just enter the discount code **TEAE-discount**

Joe Parlanti
Cell - 410-599-5475
jvparlanti@gmail.com





Tigers EAST
Alpines EAST

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

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Address Services Requested

TigersEastAlpinesEast@gmail.com

The United is Coming



Thursday 30 July

-Registration/Hospitality/Parts Room

Friday 31 July

-Registration/Hospitality/Parts Room

-9 AM AF Museum Tour

-Noon Driving Tour

-Dairy Bar visit/ Antique shops along the way

-3 PM BOD Meeting

-6 PM Membership meeting/Eat pizza

Saturday 1 Aug

- Registration/Hospitality/Parts Room

-8 AM British Car Show

-4 PM Cook out at the park

Sunday 2 Aug

- Registration/Hospitality/Parts Room

-9 AM Autocross

-9 AM British Transportation Museum

-2-4 PM Tech Sessions

-5 PM Banquet Social Hour

-6 PM Banquet dinner is served

SEE YOU THERE!

<http://teae.org/united-xxxiv/>