



ROOTES REVIEW

The monthly newsletter of

Tiger **EAST**
Alpine **EAST**

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

Vol 46, No. 1 January 2019



Remember this?

One of the few times a Proper Sunbeam appeared on the big screen.

It was the 1955 Alfred Hitchcock film, *To Catch a Thief*, starring Cary Grant and Grace Kelly.

Read about club members' Sunbeam Alpines Mk I and Mk III.

Pages 4-9

Thanks to Officers and Board Members who have served the club and have agreed to serve again.

Thanks, also, to members who voted to keep them in place!

A PRODUCT OF THE
ROOTES GROUP

The New 2 $\frac{1}{4}$ Litre
Sunbeam MKIII

Now with 80 b.h.p.
O. H.V. Engine

HIGHER TOP SPEED - GREATER ACCELERATION - MORE COMFORT

There's more rest than ever in this rally-winning thoroughbred, yet fuel consumption is even lower than before! There's new-style front seating for greater comfort, a redesigned fella, and many other feature improvements. More than ever, this new Sunbeam is the car you judge behind the wheel. Try it on the road. Your Rootes Group dealer will arrange a demonstration run.

The Heart of the new Sunbeam MKIII
The new 2 $\frac{1}{4}$ litre engine of 2247 c.c., equipped with new cylinder head, re-designed pistons, larger inlet valves, magneto coil, and a compression ratio of 10.5 to 1.

A high performance sports car of extraordinary nature and economy - the complete rally-winning Sunbeam Alpine 2 two-seater.

Exhilarating in the corner, and just as thrilling for the winter - the 22 litre Sunbeam Sports Limousine.

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Wheats, June 1955

IN THIS ISSUE:

| | |
|------------------------------------|-------|
| Concours Judging Update | 2 |
| President's Message | 3 |
| Proper Alpines | 4-9 |
| Other Favorite Car Magazines | 9 |
| Member Spotlight | 10-11 |
| New Members | 11 |
| Aunt Helen Swift | 12 |
| Tool Tip | 13 |
| Election Results | 13 |
| United Update | 14 |
| For Sale | 15 |

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Upcoming Events

August 15-18, 2019: Rootes United

La Crosse, WI

Details at teae.org/united-38

New Concours / Autocross Rules

-Jim Lindner

As a reminder, last month we announced the drafting of new concours and autocross rules. Highlights of **proposed changes include:** new class guidelines, standard deductions for stock class cars, new judging sheets and the creation of a new class for cars that have not been subject to any significant restoration efforts. All of this is available on the club website and can be accessed here: <https://bit.ly/2RlfHo8> You can download the full 62 page document, or just the pieces you're interested in.

Our goal is to finalize the draft by the end of January and present it to the Board of Directors for approval at the semi-annual Board of Directors web conference in February.

Please take a look.

Forward your comments to Vice-president@teae.org.

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President's message

I trust that everyone had a nice holiday and is looking forward to a good year enjoying your cars.

It's been a busy month so this message will be brief. We have a number of new initiatives planned for 2019 that I believe will benefit the club greatly. We will be detailing these in the next several months. The club continues to grow thanks primarily to our new Canadian friends and we hope to continue the trend in the future.

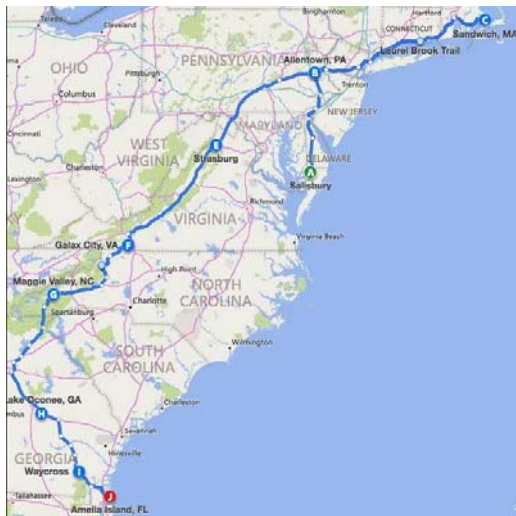
Get to work

Hopefully, wherever you live the weather is not so cold that you can't spend some quality time with your Rootes Group vehicle.

Now is the time to work that to-do list so that when the driving season comes about you can just jump in the car and go.

Amelia or Bust

I have a couple of near term projects to get my Tiger ready for an event in Florida in late February and to



prepare for the Hagerty "Amelia or Bust" tour in early March designed by club member Brad Phillips. This is an awesome driving event and everyone is welcome to participate.



Joe Parlanti's Tiger wearing badges from the Hagerty Touring Series and Historic Vehicle Association (HVA)

Here is Brad's description:

Another daily activity this time of year is getting all my ducks in a row for the annual Amelia Island or Bust Tour. Here's a snapshot of the general idea this year. If you'd like to go, send me a note and plan to be in Allentown, PA by the afternoon of Saturday March 2. We'll end up in Florida on Thursday, March 8, after **enjoying all the back roads, private collection tours, and museums we can cram into the adventure!** I don't have the official registration page up yet for the hotel information, but I'm keeping track of things as usual. As of this morning, I have 35 people driving 21 cars, with a long list of other people that have expressed interest in attending. I'm not sure what I'm driving yet, but the C20 Suburban will also be along to help carry luggage. Let 'er rip!

This month's issue features the second in our series of Rare Rootes vehicles highlighting the "Proper Alpines." Our member spotlight is about Joe Montecalvo.

Until next time...

Joe Parlanti

**TEAE is dedicated to the preservation, restoration
and enjoyment of all Rootes Group Vehicles.**

If you have a Rare Rootes vehicle, send us a picture or two, some information and maybe a little history about the badge and what makes the car special to you.

editor@teae.org

The Proper Alpine:
Second in a series about Rare Rootes Cars

Continuing our series on the rarer Rootes vehicles, this month we highlight the Proper Alpine. These were derived from the Sunbeam Talbots which were built between 1950 and 1957 in both saloon and DHC (Drop Head Coupe) versions. More on the Sunbeam Talbots in a future issue. (We probably should have done those first)

In 1952, Sunbeam Talbot dealer George Hartwell in Bournemouth built, as one-off rally car, a two-seater sports roadster based on the 1952 drophead coupe.

With Sterling Moss at the wheel, the Talbot ran very well at the Coupe des Alpes (Alpine Rally) between 1952 and 1954. The story goes that Norman Garrad, (from the Works Competition Department and who was heavily involved those successes) attached the name "Alpine" to the two-seat car released in production in 1953.

These are the "Proper Alpines."

The Mk I (1953-54) and Mk III (1954-56) were two-seat versions of the Sunbeam Talbot 90 Saloon which had been in production. Rootes sent drophead coupes to the coach builder Thrupp & Maberly where they were cut off above the side chrome strip (doors and rear section) and the sloping trunk was applied. The trunks were cavernous and went to right behind the seats. Produced predominantly for export, production numbers were 1,282 Mk I's and 300 Mk III's¹, making these cars one of the rarer models in the Rootes lineup.

Equipped with a 2,267 CC 4 cylinder engine the Mk I had a top speed of 95 mph, went 0-60 in 18.9 sec. and got a respectable 24 miles per gallon. A successful rally car, the highlight of MkI production came when Grace Kelly drove one in the motion picture *To Catch a Thief*.

The Mk III body was almost identical but with the addition of Buick-like portholes in the body on each side of the engine compartment. Engine and performance were also very similar to the Mk I.²

Currently we seem to have about six Proper Alpine owners (Mk I and Mk III) in the club. Rootes did not produce an Mk II.

If you didn't include it on your membership form, we don't know about it. Send a note to membership@teae.org



1953 Sunbeam Alpine Mk I

Bob Hamilton, Waverley, Nova Scotia

"In 1995 I noticed a rare 1953 Sunbeam Alpine (above left) advertised for sale in a magazine located at a used car dealer in Marina Del Rey, California, so after a lengthy process (and exchange of too much money), it was shipped to Boston by open car carrier and we trailered it back to Halifax, NS.

"Although the body was in excellent condition, it's mechanical and electrical conditions were totally misrepresented in the advertisement hence it took three years to make it roadworthy again. Lesson learned on this purchase: Never buy a car sight unseen. ►

¹Sunbeam Talbot Alpine Registry, UK

²Engine, performance data and exterior description obtained from Cars of the Rootes Group by Graham Robson. Motor Publications, LTD (Croydon, England) 1990

◀

“Nevertheless, it has seen a lot of roads since we bought it, from the northern tip of Newfoundland all the way to St. Michaels, MD in 2013. We’ve taken it a few times to Cape Cod and the British Invasion in Stowe, VT; also the Magdeline Islands and the Gaspé Peninsula in Quebec to name a few. It is in great condition still and used frequently in the summer months. It’s a ‘head turner.’

If you want more detailed information including specs on these Alpines, please visit my S-T web page at www.sunbeamtalbot.info

Bob Hamilton’s other beautiful Sunbeam Talbots will be featured in an upcoming feature.

1954 Sunbeam Alpine Mk I

Tom and Trisha Bishop, Westerville, Ohio



Tom and Trisha’s 1954 Sunbeam Alpine Mk I is a multiple show winner, having received Best of Show honors at a recent British Car Show and First Place at the Antique Automobile Club of America National Meet.

“I always wanted a RHD car and was primarily searching for a RHD MGA twin cam coupe. After searching for about two years I ran across a 1954 Sunbeam Alpine on the internet, advertised by Ivor Bleaney Classic Cars in the UK. My wife and I’d seen an early Alpine about 10 years ago at a British car show and thought that it was a beautiful car. In October of 2014, following a couple of months of discussions and photo exchanges I bought the car and had it shipped to North America.



Tom Bishop’s merlot interior

“According to the Sunbeam Talbot Alpine Register (STAR) there are less than 200 1953-55 Alpines known to exist. I have the only RHD Alpine in the United States making it rare indeed.

“Most early Alpines suffered from transmission issues and shifting issues so for greater reliability cars were converted to floor shift. Luckily, my car had been converted to floor shift¹ while in the UK.

“I’ve replaced the carpeting, rebuilt the front seats, replaced the windscreen, re-chromed all the brightwork², new tires and tubes, rebuilt the suspension, tuned up the motor and basically updated or refurbished anything that needed attention. My greatest find was locating a NOS horn push that a fellow in the UK had in his basement for 50 years. How lucky is that?

Most important advice for Proper Alpine owners

“The most important aspect of owning an early Alpine is to immediately locate and establish a relationship with a Spares vendor in the UK. These cars are very rare (less than 200 remaining in the world) and locating spares can be challenging. I have worked with two excellent vendors for spares, Sunbeam-Talbot Spares and A-1 Vintage and Classic Restorations (Ken Sparkes). Both have been invaluable not only with spares but with technical knowledge. Having good parts and workshop manuals are an absolute must.”

[Ed: We were remiss in not noting that Tom’s beautiful Mk I also appeared at the recent Concours at Hilton Head Island covered in December 2018, *Rootes Review*. Apologies for our oversight.] ▶

¹As early as the mid 1950’s a floor shift conversion kit was available from F.W. Kneer of Bayside, NY. This kit is found in many of the Sunbeam Talbots and Proper Alpines.

²The owners manual for the 1953 Sunbeam Talbot notes that due to government restrictions, the normal chromium plating could not be applied. A clear coat was applied over a lesser finish and caution advised in washing.

1954 Sunbeam Alpine Mk I

*Laurie and John Logan, Jr.
Boyne City, Michigan*

When we attended the Big Sky SUNI in 1999, we had dinner at a restaurant down the hill from the event. And in the parking lot was this early Alpine. It might have been the sun going down or the mountains in the background, but the car looked great. I think that's when we really got the bug.

These cars don't come up for sale very often, so when they do you kind of have to follow up. So in 2005, I'm causally looking at ebay and what do I see? 1954 Sunbeam Alpine, formerly from S.F. Bay area. The car was in Washington state and being sold by consignment, rust free, converted to the Volvo P1800 drive train with automatic transmission, and a Buy-It-Now ebay tag.

I checked on it through out the day and watched as more people started watching. When I got home, I told Laurie and showed her the listing. She was interested! We kept checking. After a couple of glasses of wine and discussion: Do we needed an another car? Would people bid up the price? But the button was pushed and we bought it.

Some things must be meant to be; In the trunk of our car was one of those magnetic rally stickers from Big Sky.

The car is not original, but I try to keep the outside looking correct. Through the years we've updated wheels and tires, interior, top, brakes, ball joints, but it always starts and runs. Most often the question we get when we are out is "Is that a Benz?" We had it in TN for the 2012 United and it was in Boyne for United XXXIII. And there may be a United in its near future, too.



John Logan's blue interior and roof

[According to Bob Hamilton, the conversion of John's car was done by Ole Oleson in Washington State at least 15 or more years ago. Unfortunately he died and his wife subsequently sold it.]



Laurie and John Logan, Jr. 1954 Mk I. Notice the size difference of their Tiger

1954 Sunbeam Alpine Mk I

*Saeeda and Gord Foss
Thornhill, ON*



Saeeda and Gord Foss' Alpine with Gordon's niece, Amaya

In 2006 just for fun, Ed Esslinger and I flew out and met up in California. While there we visited William Spear in Carmel Valley. It was love at first sight and soon a deal was made for "Gracie." The following spring, I drove about 7000 miles, diagonally across North America and back, to haul Gracie back to Toronto. It had been "restored" in a manner Saeeda refers to as "long handed," in other words quite poorly.

So, Gilles Blais expertly disassembled, rebuilt, restored, every part of the car over a period of 66 months, producing in my opinion, one of the nicest driving and looking "proper" Sunbeam Alpines around.

I have driven many miles in various Sunbeam models over the past 45 years, and Saeeda has ridden in all of them over the past 20 years or so. We both find our “proper” Alpine is by far the most comfortable Sunbeam of them all for a long journey.

1953 Alpine Mk I and 1955 Mk III

Dave Reina and Donna Koretsky



Dave Reina and Donna Koretsky's first '53 Alpine

Brooklyn, NY

My first 50's Rare Rootes was a 1953 Alpine found up in Rochester, NY. After doing all the usual work for a barn find, tires, axle seals, brakes all around, fuel pump, carb, water pump etc. Donna and I took this car to the United in St. Louis. Halfway there the starter jammed in a broken tooth on the ring gear and I managed to burn out the starter. **We traveled the rest of the way there and home starting the car with the crank.** Problems aside it was one of my favorite cars.

We later sold it to Bob and Judy Sharky. They then sold it to Caroline Stys who has done an entire restoration on the car returning it to its original red color.

I was told when I bought the 1955 silver blue Alpine Mk III (top right) from my friend Joe DeFalco that it was originally owned by the



Donna Koretsky with 1955 Alpine Mk III

service manager of Rootes Motors in Long Island City. It also was basically a barn find (with very low mileage—9000 miles) when I got it. I did the same mechanical work that was required on my 53. It's been to several United's. I recall one in the Carolina's, one in Maryland, and another in Daytona Beach, Florida.



Driving Miss Williamsburg in the local pet parade



Harvey Goho's 1953 Sunbeam Alpine Mk I (Is this THE car?)

1953 Sunbeam Alpine Mk I and 1955 Sunbeam Alpine Mk III

Harvey and Lydia Goho
Highpoint, NC

Each of my two Sunbeam Talbot Alpines will need complete restorations, but I enjoy looking at them none the less. Ever since seeing Grace Kelly drive one during that movie chase scene, I have found them to be one of the most beautiful cars ever produced. I thought I would never see one, much less own one.

I acquired the 1953 Mk I, (above) a few years ago from a man that was into American muscle cars and got this one in some sort of trade. He had no use for British cars. I wasn't looking for one, but after a sale fell through for him, he remembered my inquiries from the year before. We connected and he delivered it to NC. It has nearly all of the parts, but as you can see, they are in the trunk and in boxes and bins, etc.

The 1955 Mk III (Rootes didn't make Mark II's) was found by pure serendipity. When a workman came by our house, he caught a glimpse of my 1965 Alpine and said he knew an elderly gentleman that had one like it with a V-8. That car was stored in a furniture warehouse for the previous eight years. I visited this man just to talk to a Sunbeam guy. He said he was getting too old to use it and asked if I would like



Harvey's 1955 Mk III also needs some work

to buy the Tiger. I said no but made the mistake of asking what he wanted for it. Well, the price was good and I acquiesced.

He liked talking cars and could see my interest in Sunbeams, so as we were walking through his three huge ware houses, he said, "I have something I think you'd like to see." We walked around two or three story stacks of unfinished furniture and there, stuffed in the back, was this 1955 Mk III. I just about fell over. He sat there and was amused by my shock at seeing it.

Recently, he called me to see if I wanted to buy it. He did not want to accept the offer by some guys who wanted to hot rod it. So in a relatively short time, I went from one Sunbeam — which was my very first car — to four. In the process, I confirmed once again what a wonderfully understanding wife I have.

Is this THE car?

On a side note, I have deliberately not looked at the VIN number of the 1953. The original 1953 car from the movie, *To Catch a Thief*, has never been found. They only used one car for all of the scenes in Monaco, then shipped it back to the US for special effect scenes. The show *History Detectives* had an entire special on this missing and important car. They published the first three numbers of the VIN with an invitation to contact them if anyone thinks they may have it.



Now, I realize that it is extremely unlikely that my Mk I is *that car*, but I can see that mine was originally blue too, and so, until I look at the VIN, I can dream that my car once carried Grace Kelly and Cary Grant.

(PS: I promised my son that we would look at the car's title in 2019 and find out whether it is just a gorgeous car, or a gorgeous car with gorgeous passengers!)

Check the online members list for contact info of other Proper Alpine owners..

Historical information for this article was compiled by Jim Lindner based on *Cars of the Rootes Group* by Graham Robson. Motor Publications, LTD (Croydon, England) 1990. Additional information was provided Joe and Kerch McConlogue and the website of TEAE member Bob Hamilton, Nova Scotia <http://www.sunbeamalbot.info/>



Bob Hamilton's 1953 Sunbeam Alpine Mk I



My favorite OTHER magazines

We thought it might be interesting to see what other magazines our members get. If you have a favorite non-*Rootes Review*, drop us a line and tell us what and why.

(editor@teae.org)



If you ever spent much time talking to me about cars... you probably know that I've been car crazy pretty much since birth and have other automotive interests in addition to Sunbeams. I've been a subscriber of Car and Driver since the mid-70s. Their tagline "**Intelligence, Independence, Irreverence**" tells the story. Where else would you read a comparison of a Beretta (gun) vs a Beretta (Chevy)? ... or a race with junkyard-level Geo Metros from SC to MI? (etc)

I think that it is the irreverence that sets them apart from the rest of the pack.

I subscribe to other car magazines as well, but C&D remains my favorite.

Mark Petri

More magazines next month? It's up to you!





Member Spotlight

My Obsolete Cars

-Joe Montecalvo, PhD



My son once asked me, “Dad, why do you drive obsolete cars?” Cars with roll up windows, and “what is a choke?” I have discovered that my son and his millennial friends only want to drive cars with automatic transmissions and all electronic gizmos.

In his high school English class, when my son was asked to write a poem about his father, he titled it “My Father’s Obsolete Cars.” Hence, the title of this story. (In a future issue of Rootes Review I will submit the poem that should provide more than a few chuckles.)

My interest in sports cars dates back to the mid 1960’s when I was able to purchase a 1964 Corvair Spyder. This car was a blast to drive and handled like no other car I ever drove. I was in high school and being 16, I would load the car up with friends and stop at Miller’s Deli for our supply of corn beef and chicken salad sandwiches prior to driving to Scarborough State Beach in Rhode Island for a day of beach parties in the Narragansett area.

During my high school summer vacations, I drove the Spyder to work where I drove a truck up and down I-95 from Maine to Florida delivering hardwood jewelry display cases at many department stores. One day the owner of the company asked me to drive him home in my Spyder. That’s when I saw this beautiful blue Sunbeam Tiger parked along his circular driveway. I immediately got out of my car to admire its curves and interior and was informed that this car had a Ford 260. I was amazed and would often think about that car. Also, during this time a high school friend’s brother had just purchased an Austin Healy 3000. I immediately fell

in love with this car. Again, the curves.

After frying the cylinder heads on the Spyder by not paying attention to the cylinder head temperature gauge, the car needed to be sold. A local Chrysler dealership was the first stop and lo and behold, a blue 1964 Sunbeam Alpine was on the lot. I had to have that car, so I traded in the Spyder for the Alpine.

The Alpine had less than 30,000 miles and I drove it all thru college. During that time, I installed an Abarth-tuned exhaust system and had the car rust proofed (i.e., Ziebart) to stand up to the Rhode Island winters.

I got married in 1971 and in August my wife Laura and I planned to take the Alpine on a honeymoon trip to coastal Canada. I was to start graduate school in September. We couldn’t afford anything else. But somewhere in Maine, I noticed the

temperature gauge starting to rise accompanied by the sickening sweet smell of coolant on a hot engine. Oh boy! The water pump was spitting out coolant. What to do? Laura was patient but obviously disappointed. We pushed the car to the nearest off-ramp in hopes of finding a garage. No luck. So we filled every container that could be found with water and headed back to Rhode Island. Every 20 or so miles, I pulled over and refilled the radiator.

We finally made it back to our new apartment about 3:30AM. So much for a honeymoon. The next day I replaced the water pump.

During gradate school I taught organic chemistry to healthcare majors allowing me to purchase a Volvo P1800S. It was restored and sold after



64 Alpine on August 28, 1971
Taken as Montecalvos left their wedding reception

finishing my PhD in biochemistry.

In moving to California in 1982, I acquired rust free Volvos: a '67 P1800S and 122S, which were also restored. In 2015, as I approached retirement I found a '67 Alpine in near pristine condition advertised in Rootes Review and decided to give myself a retirement present. Even my wife was supportive. I immediately flew out to inspect the car. This car came with original hardtop, tool kit, tonneau cover and center console along with binders providing a complete history of services and restoration conducted in the late 1990's and with owner's and shop manuals.



Joe Montecalvo, 67 Alpine

As I moved forward many TEAE members have been so helpful and supportive. I attended my first United and want to acknowledge the help from Phil Peron, Jim Stone, Russ Eshelman and Doug Jennings who gave their time so freely to this "newbie" and for helping me learn more about the car.

I am in the process of deciding what approaches to take on building a street performance engine. Any member suggestions would be appreciated. Once the Alpine is brought to the condition that I envision, my next project will be a Tiger.

Oh, Boy!!! Another obsolete car.



Welcome New TEAE Members

| No. | Member | City | Province | Cars |
|------|------------------------|----------------|------------|-------------------------------|
| 3334 | Michael Burd | Orleans | ON, Canada | Tiger |
| 3335 | Dave and Pam Gildner | Bright's Grove | ON, Canada | Triumphs: TR4 and TR8 |
| 3336 | Thom Sloley | Kirkfield | ON, Canada | Series IV Alpine |
| 3337 | Paul Komaromi | Oshawa | ON, Canada | Mk IA Tiger |
| 3338 | Mike and Debi Broadley | Moyie | BC, Canada | Alpine |
| 3339 | Dave Hurren | Fort Erie | ON, Canada | Series I and Series V Alpines |
| 3340 | Jim Gislason | Port Alberni | BC, Canada | Mk IA Tiger |
| 3341 | Ron Burkill | Brighton | ON, Canada | |
| 3342 | Alex McGregor | Saskatoon | SK, Canada | Series V Alpine and Imp |
| 3343 | Glen Roelofs | Coaldale | AB, Canada | Tiger and Alpine |
| 3344 | Tony Boothman | Barrie | ON, Canada | Series III Alpine GT |
| 3345 | Ken Dyer | Calgary | AB, Canada | Series V Alpine |
| 3346 | Gord Houghton | Surrey | BC, Canada | 2 Tigers |
| 3347 | Bardia Manafi | Richmond Hill | ON, Canada | 1949 Humber Pullman Landaulet |
| 3348 | Sheldon Enns | Grunthal | MB, Canada | Tiger |
| 3349 | Paul Wong | Toronto | ON, Canada | Series I Alpine |

**WOW! Too many new members in December to fit them all in this issue.
More to be listed next month!**

**Find contact info for new members in the Members Area of TEAE.org
Make a new friend!**

Aunt Helen Swift, TEAE Matriarch

Tom Ehrhart & Jack Swift

Helen Pawowitz Swift was born December 24, 1920, in Newark, NJ, and is known by many in the Rootes family as **"Aunt Helen."** She met Walter J. Swift, a.k.a. Uncle Wally, during WWII while they both worked at Westinghouse. She was playing basketball and he was in the stands. They were married and traveled with a



Helen Swift at 2013 United in Saint Michaels, MD. Getting a hug from Nick Kinter who just received the Spirit of Wally Swift award.

group of wives who accompanied their husbands while they were in US Army flight training. After the war ended they settled in Colonia, NJ, and started a family. They had three children: Jack, Patty and Jeanne.

Wally took a job with Chrysler while Helen stayed home to raise the children. Wally was always involved with cars and Helen was a natural co-pilot in everything involved with his cars. Wally and the family moved to Chicago in 1966 taking a job with Rootes Div of Chrysler. This position eventually had the family relocating to Cleveland, OH, and then to Washington, DC.

Wally was involved in establishing the Rootes network and instrumental in the formation of TEAE in the early '70s. Helen became an ever-present fixture throughout the growth of our club. Until the past few years, even after Wally's death in 2002, she attend every United and many regional events.

Helen touched us all. Her genial personally endears us from the moment we meet her.

She engages and accepts everyone with a motherly pride. Regardless of struggles she may have faced, she continues to remain ever positive and warm and welcoming to all. Always jubilant and a staple for the TEAE family-first atmosphere, her presence has endeared generations of owners and their families.

Helen has become the equivalent of a popular family aunt to many TEAE members. She is most definitely the Matriarch of TEAE.

Aunt Helen was 98 years young in December 2018. She is a little slow physically yet sharp as a tack mentally, cheerful as always and remembers many members, their children and the many good times at United's, Crab Feasts and BASH's.

We encourage club members to extend a belated birthday greeting to Aunt Helen. For those who have not had the privilege of meeting her, we know she would be delighted to meet you and know that the TEAE family continues to flourish. She relishes cards, letters and phone calls.

Helen Swift

Winter Growth Assisted Living
460 Ruth Keeton Way
Columbia, MD 21044

Phone: 667-200-5571





My Favorite Tools

Industrial Strength Hub Puller

John Logan, Jr



My industrial strength **hub puller** makes a sometimes difficult so much easier. It's a hand made tool with very specific use.

You don't have to remove your hubs very often, but to do it is difficult without the right tool.

I made this and used it once to install disc brakes on my Tiger. I think my father used it to install disc brakes on his car. Actually if people wanted to rent it I could make it available.

Other versions

Ed Esslinger wrote about a hub puller in the Sunbeam Survivor here:

<https://teae.org/rear-axle-hub-puller/>

Tom Ehrhart update the info in RR July 2016 https://teae.org/members_only/rootes_reviews/jul16.pdf (page 9)

That version relied on the wheel studs.

John's does the same thing, but it bolts to the hub and the single fine threaded bolt then drives the hub off.



2019 Election Results

*Submitted by Joe McConlogue
Membership Chair, TEAE*

Elections for TEAE officers and board of director members closed on December 15.

We received 137 votes out of a total of 821 eligible voters (17%). (Joint memberships get two votes.)

119 votes (87%) were submitted through the website. Two were emailed and 16 were mailed in.

There were no write-ins. The results are at right.

Officers

| | Votes |
|-----------------------------|-------|
| President: Joe Parlanti | 135 |
| Vice President: Jim Lindner | 132 |
| Treasurer: Robert Harter | 136 |
| Secretary: Jackie Parlanti | 134 |

Board of Directors:

| | |
|--------------|-----|
| Eric Gibeaut | 135 |
| Tom Calvert | 133 |
| Tom Ehrhart | 132 |

United XXXVIII Schedule Taking Shape

- Pam Jeffers

United XXXVIII August 15 – 18, 2019 La Crosse, WI

What a plan it is!

Be sure to arrive early enough on Thursday to enjoy **Moon Tunes** (<http://www.moontuneslacrosse.com>) Just a five-minute walk from the Radisson Hotel, the United home base to Riverside Park for a **free concert**. Pack a picnic or pick up something from one of the onsite vendors.

Friday, we're planning a **tour of S&S Cycle** (<https://www.sscycle.com>) in Viola. S&S is the exclusive supplier of Indian® FTR750 replacement parts. It's sure to be an interesting experience.

Next up is a **tour and lunch at Organic Valley Cooperative** in La Farge. (<https://www.organicvalley.coop>) All the food served is from the family farms of the cooperative.

Concourse is Saturday at Copeland Park with lunch of brats and German potato salad.

On Sunday, choose autocross or another great tour.

- **Autocross** will be run by SCCLaC (<http://www.scclac.org>) across the line in Winona, MN. You can expect eight to ten runs.
- **Tour Elmer's Auto & Toy Museum** in Fountain City, WI (<http://elmersautoandtoymuseum.com>)

We'll close the weekend at the **awards banquet** and music by a **Dixieland River Band**.

Obviously there may be some adjustments. But for now, this all sounds great!

Be sure to get your hotel reservations early. A view of our parking lot or the river. Your choice. See below!

Registration will open soon.

United XXXVIII 2019 Is Coming: Get a Room! August 15 - 18 in La Crosse, WI

The host hotel will be the Radisson Hotel. Reservations can be made on line: <https://teae.org/united-38-hotel/> Or call the hotel at 608-784-6680 and **ask for the Tigers East/Alpines East Group Block**.

Note these two different room options

- **1 King bed with a view of the parking lot** and the historic downtown for \$119 per night on Thursday and Sunday and \$129 per night for Friday and Saturday.
- **2 Queen beds with a view of the Mississippi river** for \$129 per night on Thursday and Sunday and \$139 per night for Friday and Saturday.

If you want to arrive early and or stay late, the lower price is available for 3 days before and 3 days after.



See you when we “Meet by the Mississippi.”





Two refurbished gas tanks and crossover pipes for sale

As Sunbeam owners know, or find out the hard way, the paint inside the gas tank is a problem. When Nick Kintner and I swapped my tanks, I decided to have the old ones professionally reconditioned, cleaned and sealed. It's a tedious and expensive process.

Order these and replace your tanks without downtime.

Call Dick Keith (941) 745-3456

\$300 with reasonable shipping costs
and you return your old tanks.
Or \$500 without your tanks.

Rkeith4@tampabay.rr.com
Ships from Bradenton, FL



Learn more about cleaning your gas tanks on line at
<http://bit.ly/2QUhkVS>



Parts: Starter, core alternator, two doors, a trunk lid and a hood for sale in Buffalo, NY

After a lot of thought, I sold my 1967 Alpine this past May. A very nice guy in Ft Myers Florida bought it and could not be happier. I'm glad it went to a good home. I have been able to sell many of my smaller parts to an Alpine parts seller but **still have starters and a core alternator as well as two doors a trunk lid and a hood to sell.** I have absolutely no desire to go on eBay and would like to get them out of my basement. Obviously, at least to me, shipping is out of the question. For a reasonable price a buyer could have all of it and I'll throw in a very sturdy homemade hardtop storage rack. I am in Buffalo NY and am calling this a "Bring a Trailer" special.



The doors are solid and have been in dry storage for years. Window glass and mechanism all in tact. Turns, not frozen but needs some TLC. Trunk lid had some work done but could easily be repaired correctly (or not) if being used on a driver. Hood has some surface rust and pitting but wax has stopped any further damage. Doors have hinges and I have the original bolts. Radiator was swapped out for a three core but worked fine when removed. Almost forgot, the two starters on the left (above) are good. The alternator and other starter are cores.



More questions or more pictures contact Fred Brace
(716) 510-1945 cell
fredb45@live.com



ROOTES REVIEW

Tiger **EAST**
Alpine **EAST**

820 Fishing Creek Valley Road

Harrisburg, PA 17112

Address Services Requested

TigersEastAlpinesEast@gmail.com

www.TEAE.org



Blast from the past

This Hillman was on the cover of the November 2010 Rootes Review. Anybody know who owned it then?

I think it's mine now.

*Kerch McConlogue
Kerch@wfbws.com*

Next Month in the Continuing Series about Rare Rootes Vehicles

The Hillman Minx

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*