

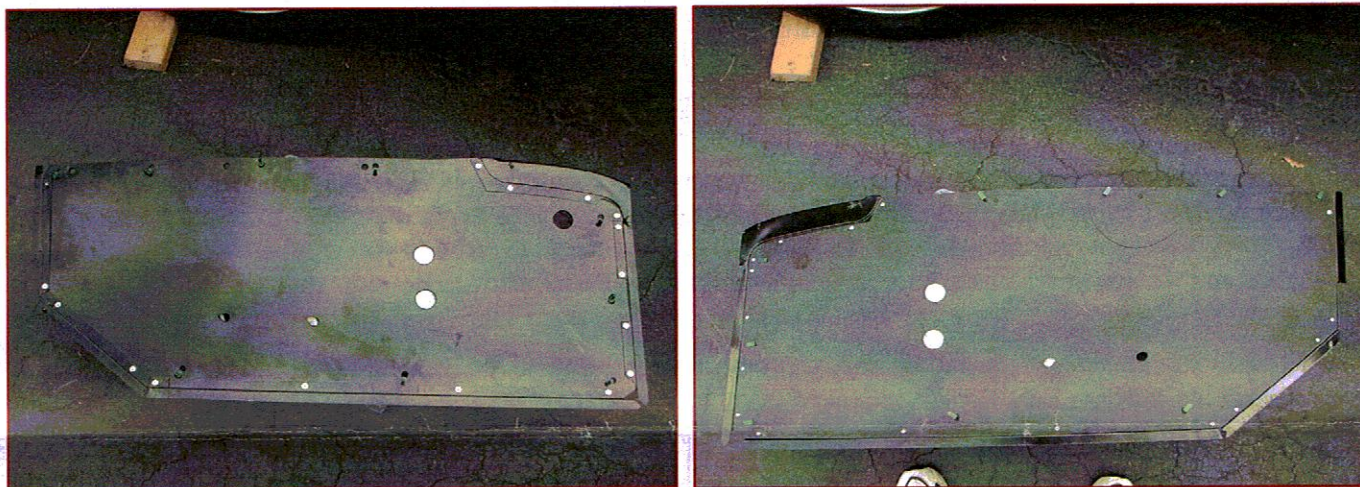
How to Restore your Alpine or Tiger Doors - Part 1 of 4

by Joe Parlanti

Any Tiger restoration will eventually require some attention to the doors themselves. Many times, only the door panels need to be restored as the door mechanisms generally hold up pretty well. However, the seals, rub strips, and sometimes the window winder shaft mounting assembly may need to be replaced. In my case, I'm doing a nut and bolt restoration of the car, so this article will cover the restoration of all door components. Let's get started.

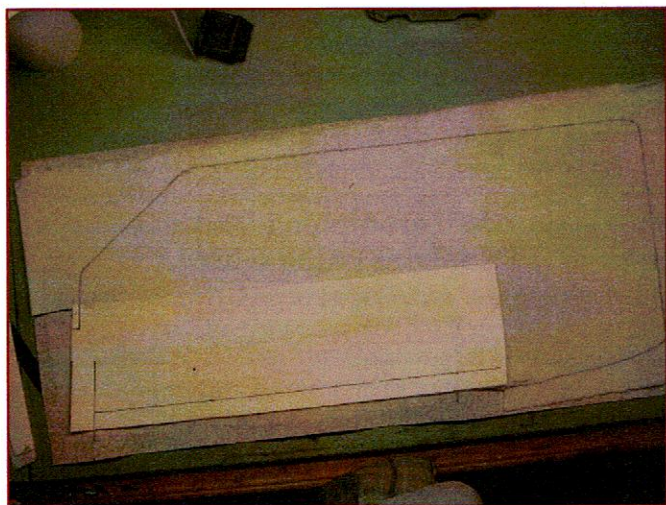
Part 1 - Door Panel Restoration

My car is a Mk1A, which has the pleated style door panels with the vinyl waist roll. The original door panels were a cardboard material which was prone to warping when they became wet. Of course, since our cars never leak, how could this be a problem? As sanity finally checked in, plastic door panels became available. I ordered everything from Rick at Sunbeam Specialties, and as usual, the parts were all top notch. The plastic door panels come pre cut to shape with all of the holes in place. One difference in the GT style panels is that they have a series of sheet metal parts that run around the perimeter of the panel as shown here:



There's really nothing special about these pieces that need a lot of attention. I sandblasted and powder coated them in preparation for installation. The parts are riveted to the panel.

The vinyl cover in the case of the GT has the pebble finish with several horizontal pleats. The material has a foam and cotton like backing which must be trimmed prior to fitment to the door panel. The key here is to make several marks (I use a Sharpie) on the back of the material in order to locate it correctly on the panel. Begin by drawing a line corresponding with the top pleat, followed by the rear vertical pleat. Next draw a horizontal line about 1.25" above the top pleat line to establish the top of the door panel location. The rear of the door panel location is found by marking a line 1.5" to the rear of the vertical line. Now, lay the door panel on the cover and mark all the way around with the pen as shown here:



Double check that everything is where it should be by flipping the panel and cover over, and then fold the top and rear over. If everything looks good, you're all set.

The next step is to trim the padding all the way around to the outside line. You may need to carefully pull it back a bit where the heat formed pleats are. Finally, trim the vinyl itself 1.5" to 2" around the padding. A tip from Tiger Tom is to remove some of the padding at the rear edge of the door panel leaving only the vinyl or the door panel will be too thick to get the door to close properly when all of the rubber seals are in place.

Remember here that we're making a left and right door panel, so be careful when cutting and gluing things together. To glue the vinyl down, liberally apply contact cement to both parts. →

You will only need to apply glue to the back of the panel where the vinyl wraps around. After the requisite set up time for the adhesive, start by pressing the vinyl onto the board. Here's a shot of both sides of the finished panel:



You'll have to trim several notches out as you go around corners to keep the vinyl from overlapping. That's about it for the covering process. Next, install the door panel clips, and open up the holes for the door handles, window cranks, door pull holes, etc. We can put the panel aside for a while. In the next issue of the **Rootes Review** we'll tackle restoring the window glass and window mechanism. [See September's Issue for Part 2: How to Restore your Alpine or Tiger Doors]

THE ROOTES SELLER

1967 Alpine for Sale

Carnival Red, all original, runs great, looks great but it has to go. It is the #3 car in a 2-person household and somebody should be driving it. Included is a super water-proof car cover. Engine was rebuilt and body restored about 7 years ago; 45 lbs. oil pressure at idle. Everything works; no radio. \$7,000.

Contact: Jim Anderson at Jimbo.ander@verizon.net

Interested in a Trade?

1998 Prince Craft Ventura 22' aluminum hull boat with 115 hp Evinrude motor and trailer. NADA retail value \$10,500. Boat is in great condition and is well equipped for skiing and fishing. **Will trade for a great Sunbeam Alpine.** Contact: John Tackett (812) 877-3303 H, (812) 249-1717 Cell or email john.tackett3@verizon.net for information and photos

Tiger & Alpine parts for Sale

Heater core cover, blasted and primed with latch mechanism; Heater core cover, no mechanism; pair period looking fog lights, thin profile to fit on bumper; Cobra style hood scoop; windshield frame, good condition, needs to be cleaned and repainted; windshield surround, needs cleaning; (3) "Sunbeam" scripts, like new; pair door sill corner finishers, new in package from Sunbeam Specialties; heater core; round corner hood (pick up only). Contact: Fred Baum at WHIZZBANG13@AOL.COM or: 610.614.0475

New Tiger Fan Pulleys

Aluminum water pump/fan pulley hub. Patterned after the '78-'82 Fairmont and Mercury Zephyr, 5-3/16" diameter hub. One groove, made 6061 aluminum; can be anodized or painted. Hub increases fan speed, works with other modifications to improve Tiger cooling. The appearance is as original, whether painted or anodized. \$120. each, add \$15. for anodizing and \$6. for shipping. Call Bobby at (614) 863-6487 (leave message) or email rwoolridge@insight.rr.com

Sparto Chrome Back-Up Lights

Do you own a pair of the rare chrome Sunbeam Sparto back-up lights? Are you missing the currently unavailable **housing base** that mounts the lights to the lower rear valance of your Sunbeam vehicle? A small number of the bases are available, hand built from highly polished stainless steel (quality is equivalent to chrome) and are very similar to the original bases. \$200.00 U.S. for each set (includes installation instructions) plus shipping cost. Rick Lara: Lara2580@sbcglobal.net or 586-247-0156

Body Tags: Jensen Alpine (JAL) and Sunbeam Alpine (SAL)

Are you missing your JAL (Tiger) or SAL (Alpine) body tags? Well good news. For those who have their original tag number, plans are underway to produce nearly identical replacement tags with the correct font. The aluminum tags are priced currently at \$40 to TE/AE members. They also could be made of brass, added to key chains or made into bracelets, etc. To determine the market interest for the tags please contact: Rick Lara at lara2580@sbcglobal.net

How to Restore your Alpine or Tiger Doors

by **Joe Parlanti**

Last month I took you through the process for restoring your Alpine or Tiger door panels. Now it's time to tackle the window glass and window mechanism, seals, waist rolls, and travel stops.

The next step in the door restoration is to install the window glass and associated lifting mechanism. Getting the glass in can be tricky and requires a fair amount of patience. Start by loosely bolting in the rearmost window support using 1 screw from underneath the door and 1 through from the inside. The rear support is shown in Figures 1 and 2.

Next, install the window winder mechanism shown in Figures 3 and 4. Fasten the mechanism in place with the 4 screws around the winder shaft only. Leave the rearmost vertical support free for the next step.

The photo in Figure 5 shows it already fastened back in.

Place a window winder handle temporarily on the shaft and rotate until the slide rail with the 2 buttons which locates the bottom of the window is in an approximately 60 deg. angle with the rear being uppermost. Start feeding the window onto the first button, eventually picking up the rear button. Figure 6 shows the window being attached to the winder.

Rotate the handle until the window is finally able to be lowered to a horizontal position. Once this is done, the rearmost winder support can be attached. Make sure you use the short screws on the top of the rear support or the window winding mechanism components will not clear. The front window guide can now be installed.

There are 2 screws which fasten the bottom of the front support from underneath the door, and 2 from the top. One of these top fasteners is located from the inside, and the other is a special hex head screw which is located near the door skin. This fastener is particularly difficult to install because it must be done blind. The photo in Figure 7 is looking at the top of the support from inside the door.

In the case of my driver's door the support itself was slightly bent at the top and after an hour of trying to get the screw in, I pulled the support back out, straightened it and then everything went together fine.

Next, install the wing window assembly by sliding it through the top slot in the door along the channel formed by the front slide support (Figure 8). There are 2 screws which fasten the assembly from the front, and 1 through the side of the finisher into the door frame. Now is a good time to check the window alignment and movement. If necessary, loosen the fasteners on the front and rear slide supports, and the wing window until the window movement is satisfactory (Figure 9).

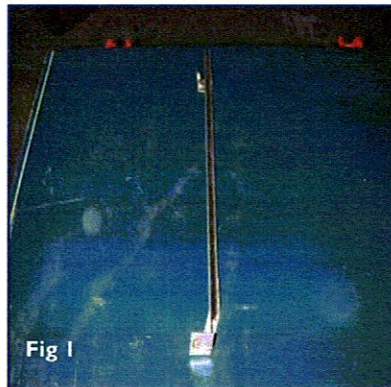


Fig 1

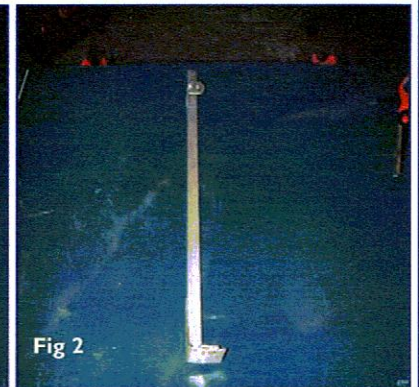


Fig 2



Fig 3



Fig 4

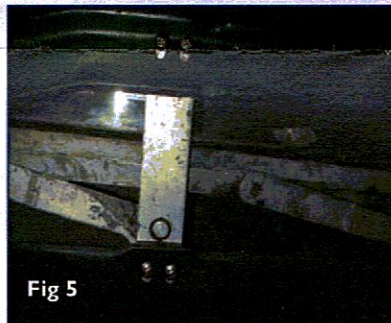


Fig 5



Fig 6



Fig 7



Fig 8



Fig 9



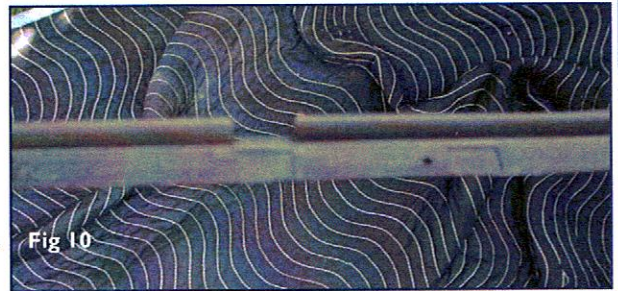
Alpine/Tiger Door Restoration (continued)

A really good tip from Tiger Tom is to leave the final adjustment of the window until after the windshield and top are in place. It's a very iterative process of adjusting each component until the best compromise of fit between all three can be obtained.

Window Seal Installation

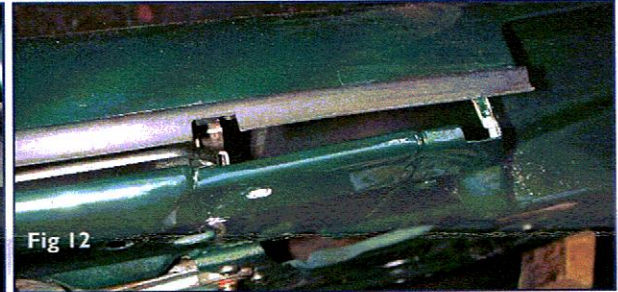
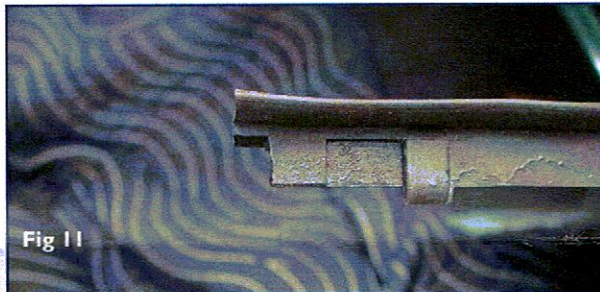
Next, we will begin by removing the wing window. Wind the window down to its lowermost position. The outer seal is held in place by several special clips which allow the seal to be pushed down into place. If you're lucky enough to have all of the original style clips, great, but if you're like me, most were broken and had to be replaced. Unfortunately, reproductions of these clips are no longer being made, but a suitable replacement is available from a Canadian company called MacGregor British Car Parts (877-777-6381).

The clips fit well but needed to be squeezed in order to hold the seal firmly. A word of advice; use the outer door seals from Rick at Sunbeam Specialties. The ones from Victoria British are worthless. I inherited some with my car and after spending a fair amount of time trying to make them work, gave up and called Rick. As usual, his parts are top notch. Figure 10 & 11 show the outer seal, including one showing the end which requires trimming at the rear of the door. The installed seal can be seen in Figure 12.

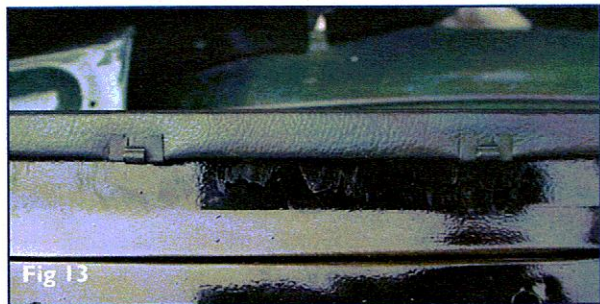


Door Waist Roll Pads

BTW, these clips (Figure 13) are available from Sunbeam Specialties if any of the old



ones are broken. Once the clips are in place, the rub strip can be snapped into place after being trimmed to length with the silver covered strip on top. To do this, put the waist roll pad onto the door along with the rub strip. The strip should be butted up against the wing window and trimmed to fit just inside the rearmost portion of the door slot opening. It will actually extend beyond the waist



roll pad as can be seen in Figure 14. The waist roll is actually held in place by the door panel itself. It gets sandwiched between the clips protruding from the door panel and the door sheet metal.

Window Travel Stop

There is a small angle bracket which is near the bottom of the door and is used to limit the downward travel of the window. It came from the factory with some sort of thick felt like material which will most probably be gone or partially disintegrated. I sandblasted and powder coated the brackets, and then used some 3/4" thick insulating strip with adhesive on one side to form the new cushion (Figure 15).

The brackets are held in place by 2 screws through slots in the door. Loosely fasten them before the next step. Lower the window until the top edge is just under the outer door to glass seal, then raise and tighten the screws on the bracket.



Next month, the conclusion: **Door Latch Mechanisms and Hardware**

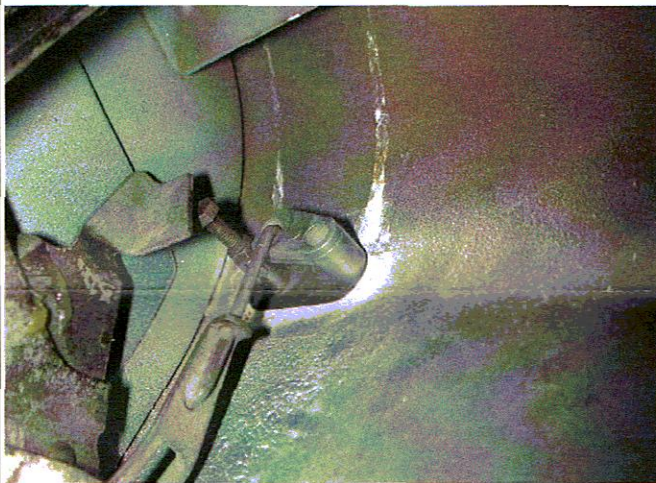
How to Restore your Alpine or Tiger Doors

By Joe Parlanti

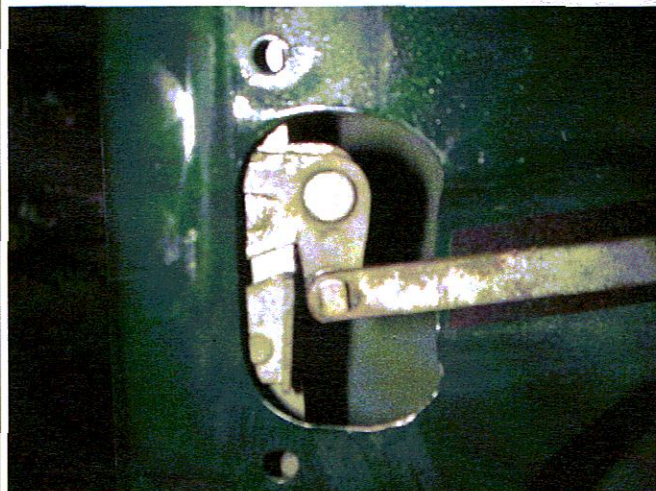
In this 4th and final installment on Alpine and Tiger door restoration we will install the door latch mechanism, striker plate and chrome door opener handle, window crank and door pull.

Part 4 – Door Latch Mechanism and Hardware

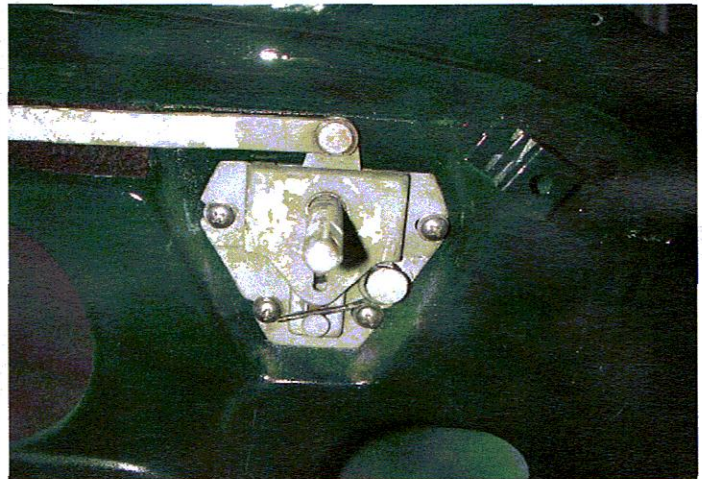
To install the door latch mechanism carefully feed it through the large opening near the rear window guide. You'll have to rotate it around the guide until it slips into place on the back edge of the door. Next, place the outer door handle in place and feed the door lock pushrod through the corresponding hole in the handle. I found it best to hold the latch mechanism up so that the rod protrudes out of the handle hole in the door, and then hook it in to the handle. Here's a shot of how it should look from inside the door:



Next, we'll need to connect the interior door handle strap to the latch mechanism. This should also be done before fastening the mechanism in place. Hold the latch toward the large hole in the door sheet metal until there is enough clearance to slip the slot in the strap over the boss on the latch. Here's a shot of the strap in place:



One thing that I do also is to put some anti rattle material under the strap before mounting the door handle assembly. I used adhesive backed felt available at craft store cut into 1" wide strips. Finally, fasten the handle assembly to the door using 4 screws as shown here:



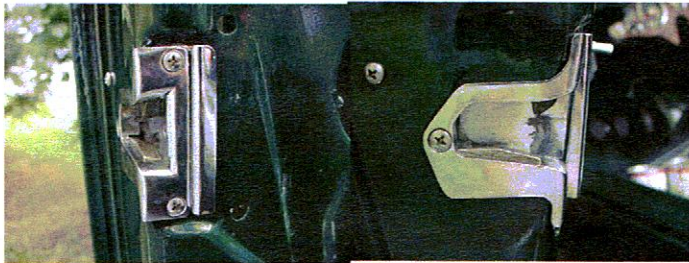
Once these parts are in place, you can fasten the latch mechanism to the door using 2 screws from the rear vertical face of the door. The striker catch should be disassembled, cleaned, lubricated, and reassembled. Here's a shot of the individual pieces in their order of assembly:



Next, install the door striker with the 2 flat head screws. The adjustment of the striker is important for door closing operation and alignment. I simply, loosened, moved, and tightened the striker until I was satisfied with everything.

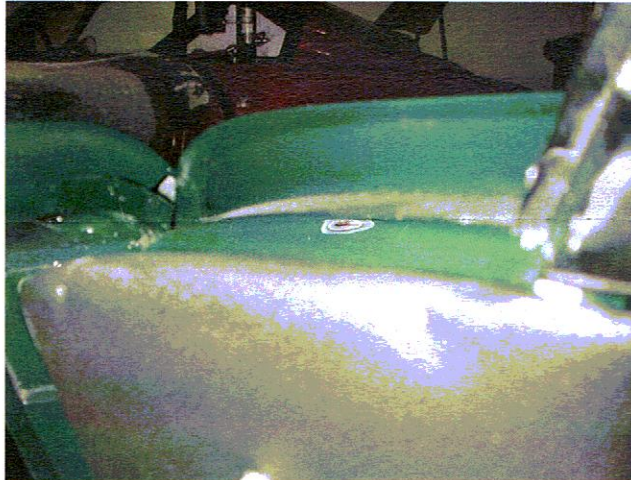


Then fasten the striker catch and retaining plate to the door using the 3 screws:



We're now ready to install the door panel itself. You'll need to pre-position the clips by rotating them in their holes in order to line up with the holes in the door. Push the winder and door handle shafts through the door panel and work your way around the perimeter of the door pushing the clips into the holes. The waist roll is captured between the door panel and the door. You'll need to push down on it to get the clips through the holes.

There are 2 sheet metal screws that must be inserted on the upper portion of the front of the panel:



Fi-

nally, install the door handle, window crank, and door pull. The 2 handles are held in place with pins through the shafts, and the door pull is fastened with 2 screws.



Well, that's about it. Restoring the doors can be a long and tedious project, but you'll have a great deal of satisfaction having finished a major assembly on the car.



Good Luck!

The editor received this message from Jim Anderson. You will remember him as the editor for five years before the current editor took the job. Here's wishing Jim well in whatever he wishes to do in the future. Ed.

Original Message

From: Jim Anderson <jimbo.ander@verizon.net>
 To: TEAE@aol.com
 Sent: Wed, Sept 9, 2009, 7:10 P.M.
 Subject: The End

After decades of affection and fun, I sold off my last remaining Sunbeam, a red Alpine, and faced up to the reality: I don't have the devotion and energy and flexibility to continue having and caring for the car. So I sold it off to a nice person in Virginia who looks like he will be a good guardian. Our original Sunbeam, a Tiger, is still in the family in my son's hands. My wife and I have our memories and our photos of the good times (we are both 80) and it's time to move on. For what it's worth, I have had about 10 calls expressing interest in buying my 1967 car since I sold it, so I think the world still values Sunbeams.

Looking back, I seem to have spent a lot of time driving through Pennsylvania, to Tiger Tom's place and elsewhere. There was one lovely autumn Sunday morning, about 8 am at about 80 MPH, coming around a long curve and seeing two deer sitting on the road. All the time and money I had spent in keeping up the brake system over the years proved to be worthwhile. I will always value the companionship and advice that we found at meetings.

But the real source of energy was the club and its collective knowledge; long may it wave.

Jim Anderson