

Care of Windshields and Wiper Blades

By Jim Anderson, John Logan & Fred Baum

With 40+ year old cars the wipers and windshields are usually not up to today's standards. We're sure you've had to replace blades and maybe even arms, wiper motors, gearboxes and a windshield or two.

There seems to be several different iterations of wiper blades and methods of replacing them. Though not all this information will be pertinent to your vehicle, there is some good advice on care and maintenance of the wiper system.

This article started with a question from Jim Anderson about how to remove the blades for replacement. "My Sunbeam wiper arms", he wrote, "have a small nipple about 3/4" from the end which engages a spring clip built into the blade assembly. This spring does the commendable job of keeping the blade on the arm; otherwise centrifugal force might make the blade fly off at the worst possible moment.

"To put on a new wiper blade you have to defeat that nipple, which means you basically have to destroy the existing wiper blade. This is O.K., since you're not going to use it again. I won't go into my exact technique, but it involves a couple of screw driver blades, a lot of bad words and some upper body strength.

"The new blade assembly (I got mine from British Victoria for about \$19/copy plus shipping, but others are available elsewhere) slips on and clicks on to the nipple on the arm. Let the next owner or generation figure out how to get them off. Wiper blades are the same for all Sunbeams, from Alpine Series I through all Tigers."

John Logan's blades have a lever at the base of the arm (see photo). This lever releases the arm from the main housing, allowing replacement of the blade, the arm, or both. John says, however, that he is not sure if his arms are completely stock.



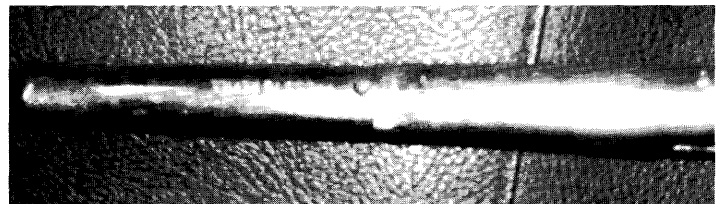
John Logan, Sr.'s wiper arm release mechanism



The Anco assembly. The attaching point to the arms is to the right.

Fred Baum's assemblies have Anco replacement wiper blades in what seem to be stock arms. Fred defines the arms as the section that attaches to the wiper housing on the car, and going out to where the blades would attach at the end.

The Anco blade assemblies can be removed from the arms by pressing on the underside of the blade assembly at the end of the arm. This releases the assembly from the arm so you can easily change the entire assembly if necessary.



The red button, center, releases the blade subassembly from the assembly that attaches to the wiper arm.

The Anco blade assemblies also have little red buttons on them, two on each assembly, that when pressed allow you to remove the refill and replace it with a new one. The actual arm stays on the car.

The wiper blade rubber piece can also be removed independently from the blade assembly. Pushing back on one end of the rubber accesses a slot in the assembly that allows for removal and replacement of just the rubber piece. Anco probably doesn't even make these wiper assemblies any more, but this feature allows replacement of the rubber piece with a custom cut piece of modern material.

The pressure exerted by the blades to the glass is critical. Too much pressure is not always the right way to go, as it can lead to scratching the glass. Sometimes less pressure will yield a more efficient system, but then again, too little could reduce the efficiency. Each set of blades and each car will require a custom adjustment to obtain the optimum pressure.

Continued on page 10....

THE ROOTES SELLER

Members only - ads will run for two months unless the editor receives a request for an extension.

CARS FOR SALE

Everyone must be driving their cars and not need many of parts! The ads previously listed have expired.

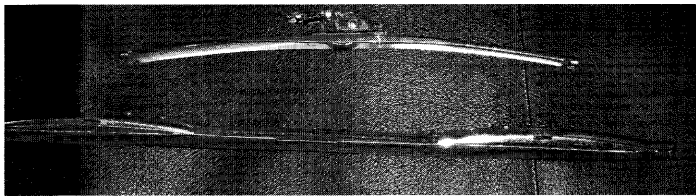
PARTS FOR SALE

Tiger and Alpine Parts cars

Many parts still on cars, windscreen, dash, trim, etc. Much of Tiger drive train intact. Located in west central Massachusetts \$1200 or more, Must take both cars

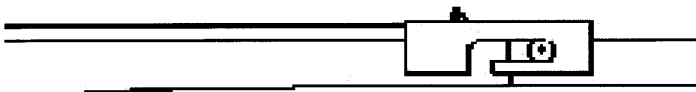
Contact: Chris Record at 413-625-8466

Care of Wiper Blades and Windshields, cont'd from page 5...



This photo shows the wiper subassemblies on Fred's Tiger. The red buttons release the two pieces from each other.

John found yet another set of Sunbeam wiper arms, and there doesn't appear to be any way to get the end off without destroying it. However, the blade assembly has a pin axis and the end has a slot so they easily detach from each other.



This design is very similar to the attachment on newer cars, such as the 2002 Chrysler Sebring. By rotating the blade assembly counterclockwise it can be removed from the arm. The arm is pressed through the blade assembly and jockeyed around to free the two parts.

Replacement blades of this type are installed using adapters specifically designed for your vehicle.

Ads for the Review

Send your for sale and want ads to Fred Baum at 626 Kathleen Drive Nazareth, Pa 18064; 610-614-0475; 610-614-0476 (fax); Whizzzbang3@cs.com or Eric Gibeaut at 803-408-0206; sunbeams@sc.rr.com You can also place ads on the TE/AE website at www.teae.org

PARTS WANTED

PARTS FOR SALE

Drawtite Class III trailer hitch - used - for 1991 thru 2001 Explorer / Mountaineer. Repainted recently. (cheap). Includes all brackets, hardware & instructions.

Located in Southern NJ. Could deliver to United XXVI.

Contact Mark Petri at: 856.468.9545; or e-mail at: mjp@precisionautomationinc.com

Miscellaneous Parts

4- Ansen 5.5"x 13" alloy wheels, \$375; V-8 Jaeger tach, \$225; two 4-cyl. Jaeger tachs, \$125 ea.; two Jaeger ammeters, \$50 ea.; Jaeger oil pressure Gauge, \$50; Jaeger fuel gauge & sender, \$50; two Alpine rear axles, complete, \$150 ea.; two seats, diaphragm type, \$200; two rebuilt calipers w/new pads, \$200; Toploader trans w/short linkage, \$550; C-4 auto trans w/shift kit, torque converter, \$400; early Mustang T-5 5-speed w/rebuild kit and HD front retainer, \$500; 1- round corner trunk lid \$200, add \$100 if we dip; Alpine steering box & column, \$75; two front cross-members, dipped, \$600 ea.; misc. bumpers, over-riders & other stuff. '65 Alpine S5 w/ 2.3L Ford V-6, auto trans, complete, runs, \$1,250.

Contact Joel Griffin at: 765-653-9187, or at JKGRIFFS@LOCALNET.COM

Windshield Care

As to the underlying problems of getting the wipers to do the work, Jim has used Rain-X, something which is basically designed for airplane windshields. It seems to work by streaming the water off the glass. But that doesn't work when you're pattering around at city speeds, and Jim has not tested it lately on the highway because he no longer takes his car out in the rain.

It has also been reported that using Rain-X on the inside of the windshield will help reduce fogging and condensation build-up.

Fred says that he learned a trick to keeping blades lasting longer by using Bon Ami cleanser on the windshield. This was a tip on the Speed Channel show, "Shadtree Mechanic", which aired several years ago. Bon Ami has no abrasives in it and will not harm the glass. It does give a super smooth surface and allows the blades to efficiently remove water.

See page 11....

Original Paint Colors in Cans

You can get original paint colors in spray cans from Tower Paints. They will formulate and fill cans with your particular color requirement. Cost per can is about \$15.00, with a \$15.00 formulation charge.

Go to www.Towerpaints.com for more information.

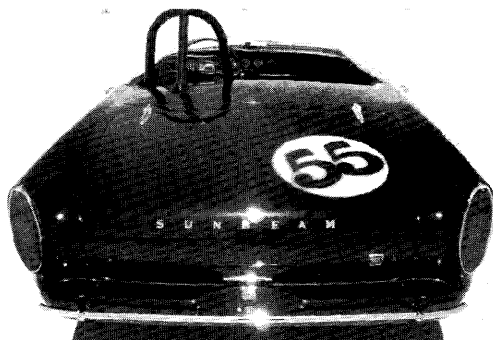
Wipers & Windshields, continued...

Ed Esslinger has built, and sells at Sunbeam meets, a device that is designed to be more efficient at parking the blades. It's called "Sunbeam Wiper Control." It permits the wipers to operate in an intermittent mode, one to two cycles every five seconds. It is adjustable to up to once every 60 seconds, It mounts on the steering column using nylon stay clamps but it takes some getting under the dashboard to connect. About \$29, available at the United parts room, or through Ed at 334-774-5155 or edstiger@charter.net

Reading Ed's literature shows another advantage to his design: it prevents scratching the windshield by delaying the start of the wipers in case you hit the switch by mistake.

For more underlying issues, such as wiring, spring tensions and such, look at an article by John Crawley on the Tigers United web site. The article address is:

www.tigersunited.com/techtips/JcrawleyRest/rt-JcrawleyRest28.asp



Tigers United XXIX, Santa Cruz, CA, JUNE 16-18, 2006

By Bill Miller

Tigers United XXIX hosted by STOA was staged in beautiful Santa Cruz California, mid June 2006. The traditional rally, autocross and concours events were organized at nearby venues which included weather that impressed even the jaded Californians. The hardworking co-chairs, Nicole Taylor, Bill Martin and Patrick King, did not have time to decompress until the Monday run up the coast in a ten Tiger photo opportunity that only happens rarely in a lifetime. More than fifty Tigers made the event, and at the Concours, quietly staged in the pride, was a spectacular Harrington Alpine.

TU XXIX was chosen by Dave Stone as the setting for the "reveal" of the now restored Hollywood Sports Cars No. 55 B&C production race car. Its last showing was at the TE/AE's United XXIV in Harrisburg, Pennsylvania, in 2003. It was a gutsy commitment to make and even Dave had not seen the "finished" beauty until it roared off Dale Akuszewski's trailer early Friday evening.

In attendance was special guest Ron Dykes, driver of the race car for Ian Garrad in 1966 and then as owner/driver in 1968. Bill Martin of Rootes Group Depot, the new home base for No. 55, has documented the highs and the lows of its racing history.

STOA presented a great Tigers United, Dave Stone and his wife Honor reintroduced a historic icon in the Sunbeam marque and Bill Martin and Dale Akuszewski still have a heavy schedule putting the finishing touches on HSC No. 55, as it is prepared for a full schedule of concours events. Ian and Laura and Doane Spencer would be proud!

TUXXX planning is beginning. It may be another one of those rare opportunities to celebrate the marque that even high energy costs should not discourage being there and being involved!

TREASURER'S REPORT

JUNE, 2006

| | |
|--------------------------|-------------------|
| Beginning balance | \$7,178.21 |
| Inflows | |
| Interest | \$3.22 |
| Unite XXVI | 1,303.00 |
| Membership Income | 1,529.15 |
| Total Credits | \$2,835.37 |

| | |
|------------------------|-------------------|
| Debits: | |
| May Newsletter | \$1,746.35 |
| Total Debits | \$1,746.35 |
| Net Gain/(Loss) | \$1,089.02 |

June 30, 2006 Ending Balance: \$8,267.33

Respectfully submitted, Judy Sharkey, Treasurer