

# HUMBER RESTO

## PART 12

Woe is **Matt Jones**. It's been a month of filler and expanding foam discovery for the boy. And now he's started losing his hair...

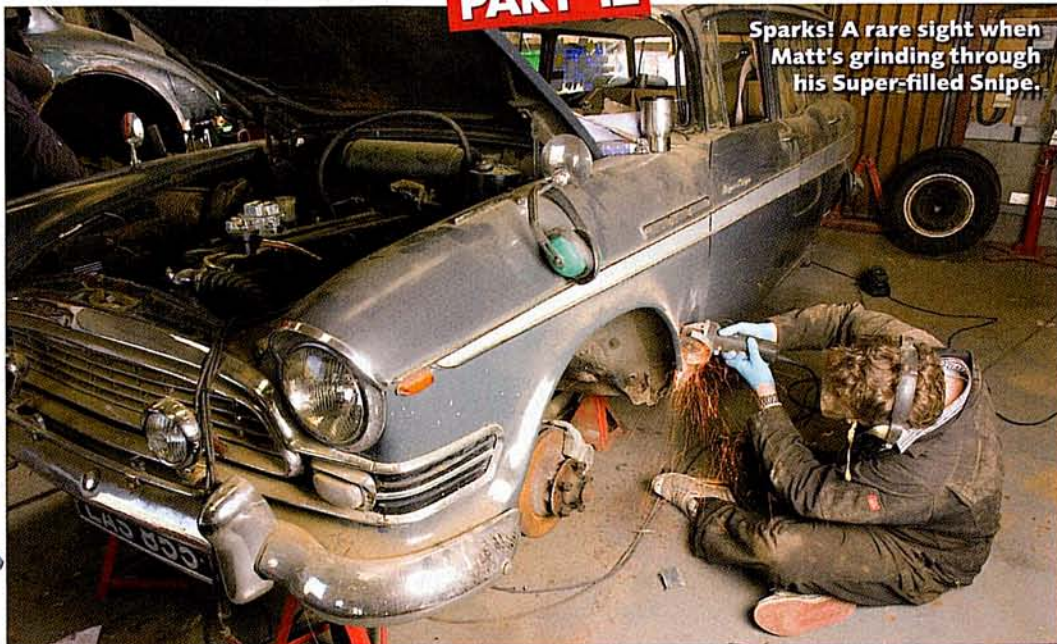


### STORY SO FAR...

It's gone from bad to worse. Poor Matt bought more rust and filler than Super Snipe. But since he's had it, he's managed to strip it, spiv up the engine bay, sort out a re-wire, replace its potential MoT failures and whinge about how rotten it is. Now John and Fuzz are on board with the mechanics, it should be running in no time.

**H**aving your picture taken all the time is a dangerous game. And because I'm terribly vain, I have to scrutinise each shot of myself so I can remove the snaps that make me look like Inspector Gadget – to whom I'm likened on a regular basis. It was during said photographic scrutiny that I noticed I'm going a bit thin on top. This worries me.

It's not that I have a problem



Sparks! A rare sight when Matt's grinding through his Super-filled Snipe.

with the under haired – I get on well with Matt W and Keith A – I'm just not ready for it. And I was racking my brains trying to figure out why I'm suffering such advanced aging. Then it dawned on me. It's the bloody Humber.

Remember last issue? I'd reached the end of rust removal, I boasted. No I hadn't. Far from it.

With grinder in hand, I decided to have just one last investigation of the crumbly inner offside wheel arch. When I prodded the area with a screwdriver, it felt solid.

But just to be sure I gave it a quick zing with the power tool. It exploded in a cloud of ground filler smoke and hardened expanding foam. It took two-and-a-half hours and three cutting discs to get rid of everything, and now there's a giant hole where the inner arch, lower A-pillar and sill should be.

I obviously hadn't looked hard enough on the nearside, either. It was more of the same. Carefully, I

removed the lower portion of the arch section and cut along the sill line. Filler, rust and more filler. But this time, the Humber's previous unscrupulous restorer had simply bent round some metal and inserted it into the sill. No welding. No painting. Just metal and wag.

To add insult to injury, the portion of arch I removed was rotten beyond repair.

In an attempt to restore some faith in the old girl's integrity, I set about removing the rust on the underside of the sun visor. Unbelievably, when I began grinding, there was a cloud of telltale white smoke. Someone had actually filled the sun visor.

Unbelievable. Thankfully, it was just surface this time – a rare treat – and it's all done and primed. Humber: 9834957639. Matt: 1.

Grot removal aside, there's been some progress. I've hooked up the Lumenition electronic ignition. Having never used the system

before and being a self-confessed fearer of all things with wires, I was anticipating at least five hours of crimping, diagram referral and swearing. But it only took half an hour from start to finish.

It's a liberating upgrade – engines fire first time and you can explore the rev range without the peaks and valleys that points/condenser set-ups cause.

And if I can do it in half an hour, it'll take you lot about ten minutes.

And you never know, I may actually get a chance to feel its clean-sparking goodness soon – Fuzz and John have offered to help get the engine running.

Which is great motivation, especially when you're trying to speed-learn panel beating – almost everything for the SS is either obsolete or out of my price range.

But with Mr Townshend and St John of Boston aboard, my blood pressure and hair loss should return to acceptable levels – I would have looked like Cadfael by the time it gets an MoT pass sheet otherwise. ■



More sparks...



Yes. He's definitely losing it.



...more rot. And is that a bald spot?

### USEFUL CONTACTS

■ **Speedy Spares:**  
01273 417889,  
[www.speedyspares.co.uk](http://www.speedyspares.co.uk)

### JOBS TO DO

- Stop finding rust
- Let in two outriggers
- Stop losing hair
- Re-fit windscreen
- Get engine running