

# HUMBER RESTO PART 11

With renewed vigour, **Matt Jones** grinds, welds and strips even more metal from the mighty Humber without setting it on fire again



## STORY SO FAR...

Matt Jones' Humber has a habit of bursting into flames – the first time was a wiring fire, the second was caused by grinding sparks.

**E**nthusiasm's contagious. And so is the lack of it. Everyone's been a bit glum at the workshop of late – Fuzz spent the last few days moping around attempting to break the world record for profanities uttered in a single working day; Big John just stares menacingly at me because of a paint imperfection I caused (sorry John) and Keith, Neil and Wrighty are forever bemoaning the joys of multi-car ownership.

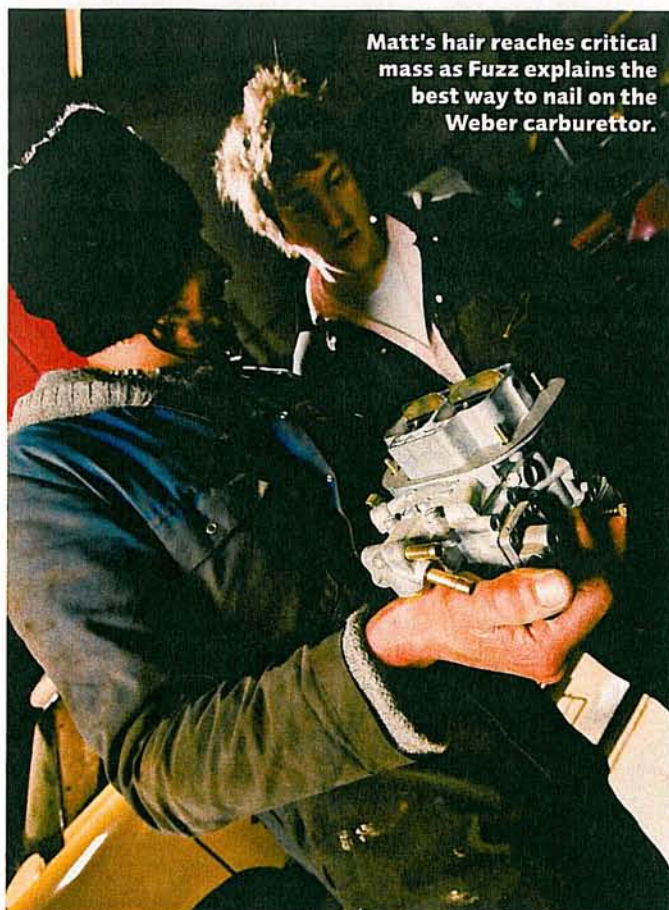
Buying more classics makes them feel better, though.

What it needed was an external party to give my lack of motivation the kick up the Ronson it needed. And that swift punt was administered by Nathan of Hollis and Brown Auto Electrical fame – (see Re-wire Your Classic: Part Two, p80). He showed me how to install a new wiring loom.

And because it was part of a technical feature, there were no excuses – it had to be done. Or Mr Wright would rollock me.

After two gruelling days testing Nathan's boundless patience, the Humber was completely re-wired. And I finished the job with a smile – a rare thing when I'm working on the SS. The fact that the alternator and carburettor aren't mounted properly, or that I'm still chasing rust didn't bother me. I was just chuffed that I'd made a step forward. So out came the grinder.

When dealing with the more fiddly bits of a restoration – electrics, panel beating, etc – there's nothing like getting stuck right in with something big and burly. This time it was removing



Matt's hair reaches critical mass as Fuzz explains the best way to nail on the Weber carburettor.

the stub of outrigger and a very rotten rear wheelarch.

Even though it was under an inch of filler (a cause for at least eight of Fuzz's chuckling F-word eruptions), the prospect of battering out a new panel that didn't stick out like my mum at a rave didn't intimidate. That didn't stop me putting it on the to-do list as opposed to having a bash right there and then, though.

I moved on to the floor and decided to grind out some of the panels I brazed in last month, not because they wouldn't have held but because I fancied another go at MIG welding.

Don't worry, I'll be seeking a little more guidance this time.

Now every section of rot's been despatched. And I've made up all the panels I need for the outrigger, floor sections and inner sill. I'll be asking Bruce McLeod of Contour Autocraft for tips when it comes round to rear arch shaping time.

As well as the relentless grinding I've added a splash of paint to the welded windscreen surround, choosing POR15 rust-preventative chassis paint to

coat it. I've heard lots of good things about this stuff. Any British classic should put it through its paces but my Humber will be a real test of its mettle.

I've spent a bit on the SS this month, too. I decided to replace the points/condenser system with a Lumenition electronic ignition.

But aside from painting it to match the rest of the engine bay (it didn't look the part in its standard colour) it's still sitting in its box, waiting to be plumbed in. But that should be ready for next month's update.

Talking of next month, all this renewed vigour should lead to further progress and hopefully some components being put back on as opposed to ground/stripped/torn off. You never know, some of this enthusiasm might rub off onto the rest of the PC workshop crew. [He think's he a restoration guru, now – Ed] ■



Above left: Filler? On a big old British car? Heavens no... Above right: This new outrigger section should take the brunt of Matt's hefty Humber estate



Sign of the times: Lumenition in place of points.

## USEFUL CONTACTS

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

## JOB TO DO

- Let in two outriggers
- Fabricate rear wheelarch repair panel
- Re-fit windscreen
- Get the engine running again (it's been a few months now)
- Finish welding/painting the floor