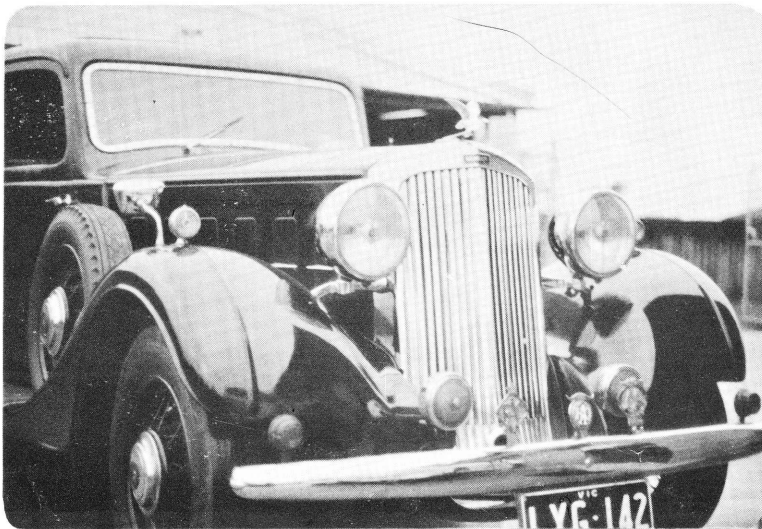


# THE HUMBERETTE

OFFICIAL NEWSLETTER OF THE



July 1977



ROBERT. H.  
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## **WEEK-END CONCRETING**

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HUMBER CAR CLUB OF VICTORIA

JULY '77 ISSUE

PRESIDENT:	REG HATTERSLEY	877-1981
VICE PRESIDENT:	ALAN DAY	96-2341
SECRETARY:	DES JUDD	783-9743
TREASURER:	DAVID RAYNOR	791-8151
EDITOR:	JOHN BROWNE	758-7526
ASST. EDITOR:	RAY EASTON	870-5433
SOCIAL SECRETARY:	KAYLYN RAYNOR	791-8151
SPARES & TECH. OFFICER	BOB KENNEDY	783-3119

NEXT CLUB MEETING

COMMENCING 8.00PM FRIDAY JULY 22ND AT THE "THEATRETTE" CAMBERWELL CIVIC CENTRE, INGLESBY ROAD, CAMBERWELL. PARKING AVAILABLE IN CAR PARK OPPOSITE.

N.B. MEETING WILL COMMENCE AT 8.00PM SHARP.

NEXT CLUB FUNCTION

FURTHER DETAILS UNDER "SOCIAL NOTES".

PRESIDENTS REPORT

LAST MONTH THE POSITION OF CLUB SECRETARY WAS MADE VACANT DUE TO RALPH SCHUMANN'S INTERSTATE WORKING COMMITMENTS. AFTER A BRIEF ELECTION FOR THE POSITION OF SECRETARY AT LAST MONTHS GENERAL MEETING, DES JUDD WAS SUCCESSFUL IN GAINING THE POSITION. I AM LOOKING FORWARD TO WORKING WITH DES FOR THE BALANCE OF THE "CLUB" YEAR. ALL CORRESPONDENCE TO THE H.C.C.V. CAN BE ADDRESSED TO DES AT P.O. BOX 35 FRANKSTON. 3199.

## SOCIAL NOTES

THE TRIP TO PUFFING BILLY TOOK OFF AS PLANNED AT APPROX 10.00AM. OBVIOUSLY THE PUFFING BILLY HAS A FASCINATION FOR ADULTS AS WELL AS CHILDREN AS WE HAD A MAMMOTH TUROUT OF FIFTY TWO PEOPLE CONSISTING OF MEMBERS, THEIR FAMILIES & FRIENDS. A RAFFLE WAS HELD AND FIRST PRIZE WAS WON BY THE HOLMES FAMILY & SECOND PRIZE BY CHRIS WEBB.

MEMBERS ATTENDING PUFFING BILLY WERE:-

BILL & JOAN HOLMES  
REG & MARION HATTERSLEY  
SID & GWEN HUMPHRIES  
DAVID & KAYLYN RAYNOR  
BILL BAKER & FAMILY  
CHRIS & JAN WEBB

ALAN & GLENIS JUDD  
BOB & NANCY KENNEDY  
TOM & LYN MCALPINE  
LLOYD & PAM HUGHES  
MR. ALBURY & FAMILY

## ALLAMBIE OUTING

SATURDAY 20TH AUGUST THE HCCV WILL TAKE SOME OF THE ORPHANS FROM ALLAMBIE TO THE ZOO. IT APPEARS THAT WITH EIGHTY ODD MEMBERS IN THE CLUB THAT ONLY FOUR CAN SPARE THE TIME FOR THESE UNDERPRIVILEGED CHILDREN. THERE ARE TWENTY CHILDREN TO BE TAKEN OUT AND PRESENTLY WE ARE THREE CARS TOO SHORT - CAN YOU HELP?

WE INTEND TO LEAVE ALLAMBIE AT 1.30PM AND GO DIRECTLY TO THE ZOO, AFTER THE ZOO WE WILL TREAT THE KIDS TO TEA AT McDONALDS IN BURWOOD AT APPROX. 5.00PM RETURNING TO ALLAMBIE APPROX. 6.00PM (SEEMS KAYLYN NEED A HAND ON THIS CHARITABLE OUTING - IF YOU CAN HELP HER PLEASE RING 791-2151 - EDITOR).

## LES GIRLS

AUGUST 27TH ON SATURDAY NIGHT AT 7.00PM WE HAVE ORGANIZED FOR THE HCCV TO GO TO SAMMY LEES "LES GIRLS" REVUE WHICH IS ON THE ESPLANADE AT ST. KILDA. THE COST IS \$9-50 PER HEAD WHICH INCLUDES FOOD AND THE FLOOR SHOW - LIQUOR IS EXTRA. NO MORE BOOKINGS WILL BE TAKEN AFTER THE JULY GENERAL MEETING. A DEPOSIT OF \$5-00 PER HEAD IS REQUIRED. SAMMY LEES SHOW IS BOTH HUMOUROUS AND A LITTLE RISQUE AND IT PROMISES TO BE A FUN EVENING.

## MACCLESFIELD TROUT FARM OUTING

ON SUNDAY 14TH AUGUST THE HCCV WILL BE GOING TO THE MACCLESFIELD TROUT FARM WHICH IS IN HULHALLS ROAD, MACCLESFIELD. THE FISH ARE FED AT 4.00PM AND THIS IS THE HIGHLIGHT OF THE AFTERNOON AS THEY LEAP FROM THE WATER. YOU CAN DO YOUR OWN FISHING AND SWINGS & PLAYGROUND ARE THERE FOR THE YOUNG KIDDIES. BARBEQUE FACILITIES ARE AVAILABLE. MEETING PLACE BURVALE HOTEL CARPARK, CNR. SPRINGVALE & BURWOOD RDS.  
MEETING TIME 12.00 NOON SHARP (SHOULD ARRIVE AT FARM AT APPROX. 1.15)

## JUNE MEETING

AT THE JUNE MEETING OF THE HCCV APPROX. FORTY MEMBERS WERE IN ATTENDANCE. OUR GUEST SPEAKERS WERE GARY PERCY & WARREN MILLS OF PATONS BRAKES, FIRSTLY WE WERE SHOWN A SHORT FILM AND THEN A SHORT TECHNICAL TALK WAS GIVEN, AFTER THIS A RATHER LENGTHY "QUESTION AND ANSWER" TIME.

THE TALK & FILM GIVEN BY GARY & WARREN WAS MOST INFORMATIVE AND THE TECHNICAL INFORMATION THAT WAS DONATED TO THE CLUB BY PATONS WILL NO DOUBT BE OF GREAT ASSISTANCE TO BOB KENNEDY.

NEW MEMBERS WELCOMED WERE: COLIN MCKENZIE, MR. DURHAM AND MR. ALBURY.

CORRESPONDENCE HAS BEEN RECEIVED FROM THE JAGUAR CAR CLUB IN REPLY TO OUR INVITATION TO THEM TO ATTEND A SOCIAL FUNCTION WITH US. UNFORTUNATELY THEY CANNOT ATTEND THE OUTING THAT WAS PLANNED BUT THEY HAVE INDICATED THAT IN THE FUTURE THEY WOULD BE PLEASED TO JOIN US IN AN OUTING.

## CLUB CONSTITUTION

IN LAST MONTHS NEWSLETTER IT WAS MENTIONED THAT WHAT CONSISTS OF THE CLUB COMMITTEE WOULD BE VOTED ON. THE COMMITTEE HAS DECIDED THAT THE COMMITTEE COULD CONSIST OF AN ODD NUMBER OF MEMBERS (THAT WAY THERE WILL ALWAYS BE A "MAJORITY" VOTE AT COMMITTEE MEETINGS) AND THAT THE MAIN AREAS OF CLUB ACTIVITY SHOULD BE REPRESENTED ON THIS COMMITTEE. E.G. SOC. SECRETARY, EDITOR ETC.

THE PROPOSED POSITIONS OF THE COMMITTEE MEMBERS WILL BE 1) PRESIDENT  
2) VICE PRESIDENT 3) SECRETARY 4) TREASURER 5) EDITOR 6) SOCIAL SECRETARY  
7) TECHNICAL OFFICER

AT PRESENT THE CONSTITUTION STATES THAT THE COMMITTEE SHALL CONSIST OF FIVE MEMBERS (OBVIOUSLY UNWORKABLE). THE ABOVE SEVEN POSITIONS IS WHAT IS BEING RECOMMENDED BY THE COMMITTEE AND IT IS HOPED THE MEMBERS PRESENT AT THE JULY MEETING WILL ENDORSE THIS. OTHER POSITIONS OF RESPONSIBILITY WILL BE CLUB OFFICERS WHO WILL BE ELECTED AT THE START OF THE CLUB YEAR (FEB.) OR APPOINTED DURING THE YEAR AS DEEMED NECESSARY BY THE COMMITTEE.

## CLUB NAMETAGS

IF ANY MEMBER IS FINANCIAL BUT HAS NOT RECEIVED A 1977 FINANCIAL MEMBERSHIP NAMETAG COULD THEY PLEASE PHONE JOHN BROWNE ON 758-7526, AS I FEEL I HAVE MISSED ONE OR TWO MEMBERS. IF A MEMBER WISHES HIS/HER SPOUSE TO HAVE A NAMETAG, THIS CAN BE HAD FOR THE SUM OF \$2 (SEE TREASURER).

## EDITORIAL

AT LONG LAST RAY AND MYSELF HAVE GOT OUR PRINTING MACHINE GOING BOTH RELIABLE AND EFFICIENTLY. PRIOR TO THIS NEWSLETTER, ALL THE TYPED INFORMATION WAS DONE BY MY WIFE BY TYPING DIRECTLY ONTO PAPER MASTERS WHICH ARE THEN PUT ON OUR PRINTING MACHINE. THIS METHOD WAS PROBABLY THE CHEAPEST (COSTING ONLY 15 CENTS PER MASTER) BUT THE CORRECTION OF TYPING ERRORS AND IF BY CHANCE THE MASTER WAS DESTROYED IN THE PRINTING PROCESS, IT WAS NECESSARY TO TYPE A COMPLETE NEW MASTERS, ALSO THIS METHOD GAVE US ONLY ONE TYPIST AS AN ELECTRIC TYPewriter WITH A CARBON RIBBON MUST BE USED.

## INTERCAHNGEABILITY OF 2.6 & 3 LITRE SNIPE MOTORS

THE TWO MOTORS ARE BASICALLY THE SAME MOTOR. THE SERIES 1 CAME OUT WITH THE 2.6 MOTOR, THIS WAS FOUND TO BE NOT POWERFUL ENOUGH, THE MOTOR WAS THEN BORED OUT TO A 3 LITRE MOTOR, THIS WAS FITTED INTO THE SERIES 2 RIGHT THROUGH TILL THE LAST 5A AND IMPERIAL CAME OFF THE LINE.

SO AS YOU CAN SEE IT IS NOT AN IMPOSSIBLE JOB AT ALL TO SWAP SAY A SERIES 5 MOTOR INTO A SERIES 1, THE BIG THING TO REMEMBER IS THAT THE SER. 1 & 11 ENGINE BAY IS SOME 4 ODD INCHES SHORTER THAN THE LATER MODELS, SO CHANGE THE PULLEYS OVER.

ANOTHER ENGINE SWAP I'M ASKED IS CAN I FIT A SERIES SNIPE MOTOR INTO A SERIES HAWK, YES YOU CAN. WHEN BOLTING THE FRONT ENGINE MOUNTS DOWN REMEMBER THAT THE SNIPE MOTOR USES THE REAR BOLT HOLES ON THE CROSSMEMBER MOUNTS.

## FAULTY DIFFERENTIALS IN SERIES MODEL

ROY MEGGS OUR ECHUCA MEMBER SENT US SOME VERY USEFUL INFORMATION ON THIS PROBLEM, IT WAS PRINTED IN VOL. 1/10 OF OUR NEWSLETTER. I AM GETTING A FEW ENQUIRIES ON THIS MATTER SO WITH A THANKS AGAIN TO ROY MEGGS AWAY WE GO:-

FAULTY SERIES DIFFERENTIALS CAN BE REPLACED WITH A ZEPHYR MK111 DIFF. WHICH IS REPUTED TO BE STRONGER AND TO HAVE .025" DEPTH OF HARD FACE ON THE TEETH. THE ZEPHYR DIFF. DOES REQUIRE SLIGHT MODIFICATION TO FIT BUT DIFF. SPECIALISTS HAVE THE DETAILS ON THIS.

## SER. 1 & 11 SNIPES

THE TWO CARS SEEM TO GET MIXED UP BY QUIET A FEW PEOPLE, TO HELP SORT THEM OUT I HAVE LISTED A FEW OF THE EASY DIFFERENCES TO SPOT.

### SERIES 1

MOTOR 2.6LITRE  
FRONT BRAKES - DRUM  
SIDE CHROME STRIP - DROPS DOWN  
CARBURETTOR - STROMBERG DIV. 42  
DOWN DRAUGHT

### SERIES 11

MOTOR - 3 LITRE  
FRONT BRAKES - DISC.  
SIDE CHROME STRIP - CARRIES  
RIGHT THROUGH TO REAR OF CAR.  
CARBURETTOR - ZENITH 42 WIA  
DOWN DRAUGHT

BOB KENNEDY

## OLD NEW PARTS FOR OLD CARS

A COUPLE OF MONTHS AGO I WAS SHOPPING AROUND FOR SOME BITS FOR A 49 SNIPE FOR A NOEL BUTTERFIELD UP IN ALEXANDER, HE HAD BEEN GIVEN A PRICE OF WELL OVER \$400 FOR THE BITS HE NEEDED TO OVERHAUL THE ENGINE OF HIS TRUSTY MOUNT.

HE RANG ME ON THE MATTER AND I OFFERED TO CHECK AROUND DOWN IN MELBOURNE FOR HIM. I RANG SEVERAL PEOPLE AROUND MELBOURNE IN THE MOTOR TRADE BUT I CAME UP WITH NOTHING UNTIL I RANG VANGUARD GASKETS, 532 ELIZABETH STREET, MELBOURNE, I WAS HANDED OVER TO A GENTLEMAN CALLED ERIC, I GAVE HIM THE PROBLEM AND MUCH TO MY SURPRISE CAME UP WITH EVERYTHING I WANTED, MOST OF THE ITEMS WERE ON THE SHELF AND THE PRICE A BIT OVER \$100 (BETTER THAN \$400 PLUS). I THEN CONTACTED NOEL IN ALEXANDER GAVE HIM THE DETAILS, NOEL RANG VANGUARD DIRECT AND GOT SORTED OUT ONCE AND FOR ALL.

SOME OF THE ITEMS I ASKED FOR WERE RINGS, BEARINGS (BIG END & MAINS) COMPLETE ENGINE OVERHAUL GASKET SET, OTHER ITEMS ERIC INFORMED ME ABOUT THAT THEY HAD ON THE SHELF WERE WATER PUMP KITS, VALVES, VALVES SEATS, TIMING CHAINS PLUS QUITE A LARGE AMOUNT OF OTHER ITEMS.

A LOT OF PEOPLE ARE PUT OFF ASKING FOR OTHER BITS AND PIECES BECAUSE OF THE NAME VANGUARD GASKETS BUT I ASSURE YOU DON'T BE PUT OFF AS THEY HAVE QUITE A LARGE SELECTION IN THOSE NOT ONLY FOR OLD HUMBERS, THEY COVER SOME CARS I HAVE NOT EVEN HEARD OF. IF YOU WANT TO CONTACT THEM YOU CAN RING THEM ON 347-2955 (ASK FOR ERIC) OR IF YOU WANT TO GO THERE I'LL REPEAT THE ADDRESS - VANGUARD GASKETS, 532 ELIZABETH STREET, MELBOURNE.

HAPPY HUNTING

BOB KENNEDY.

Temporary address:

2 Tramore Street,  
Margate, Q'land 4019.

Dear Reg.,

With my copy of the May issue of "The Humberette" I was surprised to find a slip saying that I was not financial.

During the latter part of April after I had received the issue with the club calendar in the front and Membership Application at the rear, I wrote to David Raynor at Noble Park enclosing a bank cheque for \$10.00 drawn on the Commonwealth Bank at Toowong, Brisbane, in favour of The "Humber Car Club of Victoria". Being a pensioner I no longer have a cheque account so cannot give any further details.

In my letter I explained that I would miss all the Club meetings etc. as we are holidaying in our van through Queensland and do not propose to return to Melbourne till next January. If the cheque has not been received please let me know so that I can tell the bank.

Naturally I am pleased to keep up to date with events shown in the various issues and I think the frontiscover of the newsletter just "fine" and pass my congratulations to those responsible.

We are having a lovely time with glorious weather and have just returned from 6 weeks in Papua Niugini which was absolutely fabulous! Unfortunately I had a fall up there and broke my collar-bone on the paralysed side and am still in a sling. Otherwise we both keep well.

Outside the doctor's surgery the other day the distributor condenser gave up the ghost after 17 years so I had to call on R.A.C.Q. While waiting for service an Englishman, now an Aussie of 8 years, came along and offered help. He was driving the last model of Armstrong-Sidley which he brought out from the U.K. and he was restoring it. We had a most interesting "car talk" for about half an hour and he told me he was going to the inaugural meeting hoping to form an A.S. car club here in Brisbane. He is a ship's Captain and works on an oil rig in Bass Strait for 2 weeks, then has 2 weeks at home here in Margate then back to the strait and so on. He had the makings of a beautiful car.

I hope all goes well with you and Marion and when you next see Cliff and Vi please convey our kindest regards.

Remember me too to the club members. We have clocked up 2200 miles since leaving Melbourne in February and the old black Humber is still plugging along, though it is getting dirty being in caravan parks and in the open!

Sincerely,

Ralf

Ralf Chalmers.

25.06.77.

P.S. The above address will find me for about 4 weeks Reg.





S. J. Laurie Proprietary Limited 41 Roberna Street, Moorabbin, Victoria 3189. P.O. Box 74. Telephone: 95 5044

June 9th, 1977.

Mr. Reg. Hattersley,  
14 Fuchsia,  
Blackburn, Vic. 3130

Dear Reg,

This is just a little note to thank you for your kind donation to the School for Deaf Children.

I am sorry you were unable to come to our afternoon event which went off very well and seemed to be enjoyed by everybody.

I am also sorry that I have not attended many Humber car club functions as yet. I find it very difficult to fit in all the things I should these days!

I enclose a card from a local car trimmer which might be of interest to members of the club. Les Severino is a vintage enthusiast himself and I know from experience that he does a very professional job for a reasonable price.

With kindest regards.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "Steve", with a long, sweeping horizontal stroke extending to the right.

Steve J. Laurie  
Managing Director.

SJL/jw

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TOSHIBA MODEL GT 8105 7 INS. TAPE RECORDER (STEREO) VERY GOOD CONDITION  
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MANIFOLDS INLET & EXHAUST, WHEELS, PROP SHAFTS, SIDE STRIPS CHROME, PLUS  
MANY OTHER BITS & PIECES.

WANTED

CLOCK BITS & PIECES, COMPLETE OR NOT, GOING OR NOT, ALL WELCOME.

ELECTRIC FRY PAN GOOD CONDITION PLUS GOOD PRICE.

ANY MANUALS ANY MODEL HUNTER OR TECHNICAL WRITE-UPS, PLEASE IF YOU CAN  
SPARE ANYTHING FORWARD THEM TO BOB KENNEDY SO THAT HE CAN ORGANISE A  
CLUB LIBRARY.

FOR SALE

SER. MODEL SNIPE MANUAL 3 SPEED GEARBOX WITH REMOTE CABLE, BELL HOUSING  
COMPLETE CLUTCH ASSY, FLYWHEEL, SLAVE SYL. AND MOUNTING PLATE WILL SELL  
OR SWAP FOR A SNIPE SIDE VALVE ENGINE.

BOB KENNEDY 783-3119

FOR SALE 1958 HAWK. REG. MECH. FAIR INTERIOR FAIR SUITABLE  
FOR SPARES OR REPAIR \$100 ONO MRS SPERLING 92-3770.

WANTED VINYL COVERED DOOR CAPPINGS TO SUIT FRONT DOORS FOR  
SERIES 5 SNIPE, BORG WARNER 35 AUTO TRANS IN GOOD CONDITION,  
JOHN BROWNE 758-7526.

# Harry's Hints

**Harry Carter** explains how to successfully change a tyre using levers, the best topping up fluid for your battery, chronicles some washer woes and tells how to keep your cables running smoothly.

## A dying art

**I**n my younger days, no self respecting motorist would be without his tyre levers and pump – usually a back-breaking hand pump. To suggest that he couldn't change a tyre was like saying he couldn't drive properly. But these days, changing a tyre without a machine seems to be a dying art.

We sometimes get chaps bringing in a set of wheels for us to take the tyres off. Then they go away, scrape and paint the wheels and lug the whole lot back for us to put the tyres on again. The price of labour being what it is, we have to charge them more than the cost of a decent set of tyre levers, and almost enough to buy a decent foot pump as well.

Some folks have a hell of a struggle with tyres, but with a little crafty know-how there's nothing to it. The most awkward part is breaking the bead – that's pushing the edge of the tyre down from the rim so you can get your levers in. Often the tyre seems to grow on the wheel.

Most times it'll yield to a block of wood and a hefty club hammer. In really stubborn cases you can lever the tyre down with a wood block and a length of pipe or steel scaffold tube by anchoring one end of the pipe under something solid.

When you've got both sides of the tyre free of the rim there's a golden rule for getting it off and on again without tears. The rule is: start and finish at the valve, specially with tubed tyres. Push the part of the tyre opposite the valve well down into the rim and start using your levers on the valve side.

Some people use three levers, but I've always managed with two provided they're nice hefty ones. Some of the levers I've seen offered in some high street shops would hardly cope with bicycle tyres. Get a couple of decent ones and they'll last you a lifetime. I've still got some I've had so long they've got hooks on the end for dealing with beaded-edge tyres.

When you've got one side of the tyre free, and the tube out, push a lever up from the underside and lever the tyre away from the wheel. If it won't come easily give the edge of the bead a thump from underneath with a big hammer – hide faced if you've got one – and the wheel will fall out on the ground.

When you put the tyre back, rub round the rim of the bead with some wet soap to help it slide on. To start off, hold the tyre vertically, and hold the wheel with its outside facing the tyre, in the other hand. Wedge it down in the tyre as far as it'll go, then lay it flat and help the bead on with a hammer. When you've got the tube back in, put your levers away and tread the tyre on.

This is where most people think you need a 14 stone bloke with heavy boots. You don't, all you need is know-how. Once again, start opposite the valve and push that part of the tyre well down in the wheel



*If you get yourself a decent pair of tyre levers they'll make the job easier and last a lifetime. I've had this pair for years – the hooks at the end are for dealing with beaded-edge tyres!*

well. Then stand straddling the tyre with your back to the valve and tread it on, not by kicking it but by putting your heel on the bulge which forms as the tyre goes on and bouncing your weight on it. If the bulge turns inside out don't kick at the bead, you'll only hurt your foot. Lever it up and start again. When it's on, kick and bounce it till the rings moulded round the bead are concentric with the wheel, and pump away.

With tubeless tyres you have to seat the bead against the rim before you can build up enough pressure to blow it properly in place. It's possible to do this with a tourniquet of rope and a stick, but it's far better to invest a fiver in a proper metal band tourniquet from a tyre shop. Like the levers, it'll last you for years.

## Coming the old acid

**W**E often get salesmen round who try to try to persuade the storeman to take bottles of battery topping up liquid to sell to customers. They must be quite persuasive, because you often see these bottles of liquid, which are only very weak sulphuric acid, on sale in accessory shops. They don't get any trade from us. We've only ever used plain distilled water for topping up batteries, and advised customers to do the same.

One salesman got so heated about the merits of his product once that even our storeman began to have doubts. Then we got customers asking for the stuff. The next time a rep from a battery company called I buttonholed him and asked him whether there was anything in this topping up liquid business. He confirmed what I'd always believed. It's all a gimmick. When a battery gets low on electrolyte it's because the water has evaporated. The acid itself stays there, so if you add more acid you're going to push the specific gravity higher and higher.

The chap from the battery company wasn't sure whether or not you'd actually

do your battery any harm, but he was quite certain you wouldn't do it any good. And what's more, you'll confuse yourself if you try to test the battery with a hydrometer because the specific gravity of the acid will be all wrong for the state of charge of the battery. We still stick to plain distilled water.

## A dear way to buy cheap

**W**E'VE had a mild epidemic of washer pump troubles recently. Customer after customer has come in complaining his washer pump has packed up. In every case the little rubber impeller was a sticky mess inside the pump. Fortunately we were able to get a stock of impellers, but I was puzzled why it should happen so often till I asked one chap what he'd been putting in his washer bottle.

It turned out that a lad at the nearby Saturday morning market was selling bottles of wonder cleaner that would, he said, clean everything from ovens to carpets. As part of his spiel he said people could use a spoonful or two in their washer bottles and have the cleanest screen they'd ever seen. When I smelled the stuff it was just like the powerful industrial cleaner I mentioned a month or two ago which would lift the dye out of upholstery. It didn't like rubber much either. The moral? Use a good branded additive in your washer bottle. There's usually a snag with these wonder chemicals that do everything.

## Don't lose control

**I**f there's one thing I hate when I'm driving it's controls that are stiff and jerky. On some customers cars I take out for road test the wire controls for the choke or heater, or even the accelerator, annoy me no end. I mentioned this to a customer some time ago, and he agreed. He said he'd do something about it, but was back the following weekend to tell me he couldn't get any oil to run either up or down the inside of the casing.

I gave him a tip you'll find useful if you're in a similar plight. Take the cable right off, and hang it up. Make a small funnel at the top with some Plasticine, fill it up with thin oil and go and have a cuppa. When you come back, the oil will have run down inside. A few wiggles of the inner cable, and you've done the job.



*Fill the Plasticine funnel up with oil, and you can go and have a cuppa while the cable lubricates itself.*